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Barney S. Heath  
Director

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## MEMORANDUM

DATE: September 14, 2018

TO: Councilor Susan Albright, Chair  
Members of the Zoning and Planning Committee

FROM: Barney Heath, Director of Planning & Development  
James Freas, Deputy Director of Planning & Development  
Lily Canan Reynolds, Community Engagement Manager

SUBJECT: Process from Public Design Week to Vision Plan

CC: Planning & Development Board  
City Council

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Enclosed is a Memorandum from Principle Group outlining work currently underway for the Washington Street vision plan. The memo describes how public comment and planning analysis completed to date have led to the development of key considerations for Washington Street. In preparation for the next phase of planning work the team describes several options for the future, which show tradeoffs between different priorities. Site specific studies and illustrations will be provided to accompany this range of options. The team will also prepare a recommended option in the next phase of planning and community input.

The results of survey responses from earlier this year are appended to the memo as Appendix One. Appendix Two shows the draft 'Big Ideas', which are themes of comments received and discussions with community members during the Public Design Week. Both Appendix One and Appendix Two are provided for City Council electronically only.

On October 24, 2018 the first draft of the vision plan and zoning for the study area will be released at the Plan Open House and online for public input.

Staff presented a summary of this memo at the Zoning and Planning meeting on September 12, 2018.

**Attachments:**

Attachment A – Principle Group Memorandum, September 13, 2018

Attachment B – Principle Group Memorandum – Appendix 1 & 2 (Electronically)



## Memorandum

To: Mayor Fuller  
Cc: Barney Heath, James Freas, Lily Reynolds, Rachel Nadkarni  
From: Russell Preston  
Date: September 13, 2018  
Reg: Process from Public Design Week to Vision Plan

### Our Process

In June 2018 the City of Newton held the “Hello Washington Street! Public Design Week” which took place over seven days and included 75 hours of community engagement with over 400 individual visitors to the events and temporary design studio. This approach to designing the future of Washington Street in real time with the community is called the charrette planning method. In our practices, we have found that this method is incredibly helpful when crafting a 20 to 30-year vision for a community. A snapshot report summarizing the Public Design Week, that includes many draft visuals, can be [found here](#). The charrette method is a cross-disciplinary collaboration among the 38 members of the planning team and community participants. It is an intense period of planning study with input from the public that is followed by subsequent phases of urban design and planning. The Washington Street Vision Plan process is continuing through to spring 2019. In the fall of 2018, a draft vision plan and draft zoning ordinance that works to balance the diverse views of the community will be released for further public input at a public open house event on Wednesday, October 24 to be held at Newton North High School.

During the Public Design Week for Washington Street, the planning team continuously listened to ideas from the community while concurrently sifting through this input and discussing the various topics to illustrate the emerging vision for the study area. Over the course of the week, urban designers created illustrations and sketches to visualize the community's ideas with the goal of showing what a possible vision for the future could look like in a 20 to 30-year timeframe. Planners on the team synthesized big ideas for the future of Washington Street, working directly from ideas generated by community participants, including the big ideas wall created by participants, community surveys, input during focus group meetings, and other feedback generated during workshops. Community members were asked to continue to refine these big ideas into emerging themes by indicating preferences. During the Public Design Week, a team of Zoning Code experts created an initial approach to the new zoning districts for the study area and began to draft standards based on the vision for the study area that was being designed and discussed during the Public Design Week. The comments and preferences expressed in the surveys, development scenario posters, visual preference survey images, and focus group meetings also helped inform the initial calibration of the draft zoning code. Economic development consultants ran an initial analysis and fiscal impact assessments. These assessments helped the team to test out the financial feasibility and implications of different development options, including testing varying scales of buildings. Transportation planners studied several of the problematic intersections along Washington Street that community members identified as being an issue. Further refinements of these design sketches will be in the draft of the vision plan. Transportation planners also studied the various options for how to repair Washington Street into a complete street that would function well for pedestrians, bicyclists, transit riders, as well as automobiles.



The Public Design Week resulted in a tremendous amount of design ideas, zoning code drafts, and planning options that would not have been possible without working directly with the community to envision what the future of Washington Street. The draft Vision Plan will include a series of new ideas that will be the results of the ongoing refinement of the results of the Public Design Week. The cumulative work generated during and in response to the Public Design Week will be presented October 24 in the draft vision plan and draft zoning code.

## Big Ideas

At the conclusion of the Public Design Week the planning team presented nine “Big Ideas” that represent the synthesis of all the input received at that point in the process. Several of these Big Ideas serve broad goals for the future of Washington Street whereas others are guiding principles that should help to inform more detailed decisions about policy, design, and regulatory elements such as zoning. The process that goes into synthesizing these Big Ideas is a laborious effort that took several planning team members several days to complete toward the end of the Public Design Week. It involved reading all of the survey responses, all of the Big Idea comments posted during the Public Design Week, as well as all of the preferences expressed on the Visual Preference Surveys as well as the Character District Posters. This analysis results in the identification of trends and common themes which begins to create a framework for the Big Ideas. We presented Very rough drafts of the Big Ideas during the mid-point Public Event of the Public Design Week. We then posted these drafts in the studio space which provided the community several days to give additional feedback on these rough drafts. The discussions and conversation that the planning team members had with community members about these rough drafts were then used to inform the edits and updates that were made and then presented at the closing event of the Public Design Week. We have included those drafts in Appendix 2 to this memo. Below is a summary of the titles with several quotes from the community to give a sense for what the Big Ideas include. These will go on to form the basis for additional research, and these Big Ideas will then be expanded upon in more detail in the draft Vision Plan.

1. Public Spaces, Social Places
  - 1.1. “Create more urban green spaces, not less.”
  - 1.2. “You can’t put enough trees here.”
  - 1.3. “Do not give up Ryan Park.”
2. Human-Scaled Villages
  - 2.1. “Right Sizing, right scaling the streetscape. Reclaim for the neighborhood.”
  - 2.2. “More mixed-use, housing, and green space.”
  - 2.3. “Keep old historic buildings. Integrate them into city planning and design.”
3. Housing for All
  - 3.1. “Newton needs more racial diversity. We need more affordable housing for families with children near transportation hubs!”
  - 3.2. “Middle income housing is important.”
  - 3.3. “I’d like to age in place. Unfortunately, if we sell our house we’d make a lot of money but we would have no place to live.”
4. Reconcile the Pike
  - 4.1. “Deck the Pike.”
  - 4.2. “Pedestrian bridge over the pike and other areas along Washington Street.”
  - 4.3. “Build over the train tracks with density.”
5. Walk + Bike Washington Street
  - 5.1. “I would love to walk with my kid down to the local market on Washington Street.”



- 5.2. "Less parking, more walking."
- 5.3. "Protected bike lanes are a must. We will never have this opportunity again to take this important step!"
- 6. Regional Transit
  - 6.1. "Need to reactivate the T's loop route from the Green Line."
  - 6.2. "Real train station stops accessible to all, with protection from elements, digital notifications, and access above grade."
  - 6.3. "Light rail on commuter rail tracks."
- 7. Smart Driving, Smart Parking
  - 7.1. "Focus on people and environment. Move away from cars/parking."
  - 7.2. "More public parking is needed in West Newton Square."
  - 7.3. "Where do cars park?"
- 8. Fiscal Strength
  - 8.1. "No overrides."
  - 8.2. "We need more business tax revenue to support more apartments and kids in schools, etc."
  - 8.3. "Net fiscal impact must be positive and not displace current residents by increasing tax base."
- 9. Villages as Cultural Hubs
  - 9.1. "Prevent new development from replacing all unique independent retailers with generic credit tenant commercial."
  - 9.2. "People want to congregate if there is something happening. Dancing activity, musical activity, congregational cavity. Makes people social."
  - 9.3. "Mix the generations - have community centers for all - helping to diminish the generational divide."

## Surveys

We conducted two surveys that were launched at the Crowdsourcing event in May and remained open through the conclusion of the Public Design Week. The Newtonville Area Council (NAC) has also convened extensive community discussions about the future of Washington Street throughout 2018. In addition to a charrette that the NAC hosted in February, they administered their own online survey, collecting more than 2,500 responses. Members of our team attended the February charrette as observers and we have read the publications from the NAC: Summary Report of the NAC Charrette, Preliminary Survey Report, and Survey Open Responses, which can be [found here](#). There were 1,345 surveys completed for the two "Hello Washington Street!" surveys. The survey results are appended to this memo. There was a lot of divergent opinions, however these five items stood out among survey responses as important things for the future of Washington Street.

1. Creating more public spaces for people to sit and linger as well as create more public space for dining and socializing were overwhelmingly considered essential for the future of Washington Street. This suggests the need to focus on creating places (streets, squares, and parks) that support high quality public life.
2. There is a strong visual preference for spaces that are compact, give priority to pedestrians, provide for outdoor activities and dining, and, most importantly, possess abundant trees that create a great canopy of leaves enclosing the space.
3. The community feels it is very important that in the future one is able to safely walk to and through Washington Street. However, the community is divided about how to do this as well



as provide a driver the ability to quickly move through Washington Street en route to the Mass Pike or other regional destinations. The planning team will be studying this issue further and will present some alternatives for review by the community in the draft Vision Plan.

4. The survey results appear to indicate a strong preference for creating new housing along Washington Street. Particularly for families with children, for seniors, and for people with low- and moderate-incomes. As a whole, the survey results do not indicate a strong preference to minimize the amount of development by limiting growth along Washington Street. There are strong preferences, but not an overwhelming trend to make sure that any new commercial or residential development that does occur preserves the character of Washington Street. The planning team is currently conducting more specific development studies to illustrate how this can be achieved.
5. The surveys appear to indicate an overwhelming desire to keep the retail and storefront commercial uses along Washington Street independent and locally-owned stores that are unique to Washington Street. The results indicate that it is also desirable to create a mix of restaurants that provide eating and entertainment options. We will be presenting several recommendations in the draft Vision Plan for how this might be possible as both a local economic development strategy as well as some policy and zoning tools that could be utilized.

## Key Considerations for Washington Street

The planning team has identified several key items that need to be considered by the community. The planning team is now in the process of developing additional site studies that will include three dimensions images of possible options for sites that can best represent the various choices the need to be made to inform the vision for Washington Street regarding these details.

1. **Walkable, Mixed-use Village Centers with Rail Transit:** These characteristics today may seem commonplace to those who live or work near one of the Villages Centers along Washington Street however they are incredibly unique within the larger Metro-Boston region. There is a real opportunity to further enhance these existing Village Centers by utilizing new development to repair aging infrastructure, improve existing parks and squares, and create new public amenities that can further enhance the public life of these neighborhoods. The planning team is working to assemble a series of diagrams, site plans, and illustration for inclusion in the draft Vision Plan that will help the community determine not only how transformational this growth might be along Washington Street, but also what type of regulatory opportunities might be possible to ensure any growth helps to enhance the existing community and character as much as possible.
2. **Building Density:** This first compromise is related to how dense new projects might be that are within walking distance to not only transit, but also to the centers of the Villages. Density is typically measured in units per acre. Neighborhoods that support a highly functioning walkable main street with shops and restaurants can typically have densities well above 20 units per acre. Density does not necessarily require tall buildings. Dense places can be created with low-rise and mid-rise buildings, but this form requires limited or no parking requirements or policies that support the creation of parking either underground or in centralized garages. To create dense places that are not made up of tall buildings it is essential that large amounts of parking spaces on private development sites do not take precedence over habitable space for humans such as housing or



commercial spaces. Therefore, parking regulations are directly tied to how building density affects the form of development.

3. **Building Scale:** This issue relates to building density, but is an entirely different set of issues. Two buildings with the same number of residential units, same commercial space on the ground floor, and the same on-site parking can have two entirely different scales. Scale is something that is affected by a range of elements such as the massing of the building, the composition of the facade, the shapes of openings, the ratio of wall area that is solid versus the area of openings (such as windows or storefronts) along the elevations of the buildings, as well as the overall length of the building. For example, large buildings can be designed to have similar scale to surrounding smaller buildings resulting in a compatibility between these different buildings types. Scale is essential because it allows for a variety of types of buildings that can accommodate diverse uses to exist in harmony with one another. The scale of new development needs to be “tuned” to be compatible with the existing neighborhood’s character. We will be preparing a series of recommendations for how to regulate the scale of new development so that it is harmonious with the existing character and will be looking for feedback on these recommendations in the draft Vision Plan and draft Zoning Code.
4. **Improving Existing Public Space and Creating New Public Space:** Currently, there is a large amount of land that is either being underutilized or is designed poorly and that could be repaired to support higher quality public life. These range from places such as Captain John Ryan Memorial Park to the landscape area that exists on the south side of Washington Street between Eddy Street and Walker Street. This also includes the extra pavement areas of all of the Streets within the Village Centers as well as the length of Washington Street. There are number of locations where streets are simply oversized for their function and could be redesigned to give back land to other public uses such as pocket parks, plazas, or wider sidewalks. New public spaces can also be created through the smart redevelopment of sites along Washington Street. There are several locations where new public spaces could be created that would greatly improve the neighborhood’s access to open space. Some of these locations are near the intersection of Walnut and Washington Street as well as along Craft Street near Washington Street. We are refining these illustrative redevelopment studies to further explore how new public spaces can be created at these locations. We will also be including draft regulations for how certain sizes of new development projects could be required to contribute to the creation of new public spaces.
5. **Housing and Affordable Housing Options:**  
Washington Street has the unique potential to accommodate a variety of housing types including affordable and accessible housing. Opportunities to produce such housing in Newton are limited, meanwhile there is a demonstrated need for additional housing of all types. During the Public Design Week many participants expressed a strong desire for greater housing diversity along Washington Street including housing for low to middle income families and individuals, older adults hoping to age in place, young professionals looking to live close to transportation, and greater accessible housing options for people with disabilities. Currently Washington Street includes some residential homes and the study area abuts several residential neighborhoods. The development of new housing has the potential to play a role in connecting existing residential uses with services and amenities. We will be exploring where opportunities exist to provide housing and the appropriate physical forms such housing could take.



6. **Transportation Options:** The planning team explored a variety of options for how the design of Washington Street might be repaired. These typical “street sections” represent several design solutions that look to solve various problems. For example, it is possible to repair the street and add dedicated bicycle facilities, but it might not be possible to repair the street, add dedicated bicycle facilities, and dedicated bus lanes. There are also some limitations on how the street can be repaired if land along the Mass Pike would like to be used for creating the “Pavilions” to screen the neighborhood from the freeway traffic as well as create low cost commercial spaces. We will be refining these studies and presenting them in more detail in the draft Vision Plan.
7. **Mitigating the Mass Turnpike Impacts:** There is a range of options for how best to mitigate the highway. We will be illustrating the range of tools that can be used and recommending locations along Washington Street for which tool is best. This ranges from the simple installation of a sound wall which we feel is the least advantageous option for repairing the north/south neighborhood structure that was damaged by the construction of the Mass Pike. At the other end of the spectrum is the capping of the highway with either new open space or with development. This is expensive, but there might be a few key locations where this public expense could be warranted because of the long-term public benefits it creates for the city. We are refining these recommendations now and will be illustrating them in more detail for the draft Vision Plan.

## Options for the Future

As with any 20 to 30-year plan, a number of options for how a place might evolve emerge. The team is in the process of digging into these various options for the various sub-areas along Washington Street. These options range in characteristics and potential outcomes. Each of these options represent different tradeoffs that the community and the City will need to weigh when determining the preferred path forward. Some of those tradeoffs are represented by the approach to parking management as it relates to development densities. There is also a tradeoff between creating new tax growth through new development and the creation of new or improved civic space. There are also tradeoffs between residential density, building heights, and the creation of community benefits such as affordable house, new open space, or contributions to transit improvements. The planning team is working to balance the single-issue options summarize below to arrive at a nuanced and supportable plan that can serve as the vision for Washington Street. This phase of the planning effort is looking block by block, lot by lot, to determine how best to balance the diverse desires of the community. This preferred option for the future of Washington Street will directly inform the details of the new zoning the planning team is also preparing for Washington Street.

1. **Fiscal Priority** – This option contemplates significant development along the corridor to understand how much a dense level of development can generate tax revenue. This option mainly serves as a fiscal measure to distinguish the gap, if any, between a development pattern that takes full advantage of the transit proximity, market pressures, and strong demographic desire to live in a walkable-mixed use place and a more context-driven development pattern that is more in line with what might be the sentiments of the community. Based on community input, we suspect that this option carried to its full extent conflicts with other community goals including a compatible scale and character of development.



2. **Parking Priority** – This option illustrates a future for Washington Street that places a higher priority on housing cars and supporting a transportation system that relies primarily on the private automobile as the primary mode of transportation than creating mixed-use, walkable villages. This option also contributes to traffic congestion by incentivizing convenient parking and driving. Based on community input, this option does not enable other high priorities expressed by the community, including those related to affordable housing, the scale of development, managing traffic congestions, encouraging walkability and bike-ability, growing the tax base, and supporting the village feel. This option will create plentiful parking opportunities, but it will substantially limit the density of development that might otherwise be possible when relying on multiple modes of transportation.
3. **Preservation Priority** – This option explores a future that works to preserve the historical and heritage buildings along Washington Street. While this option seems to reflect a core value held by some members of the community, the design team is still working through the best approach to making this desire feasible. There will need to be mechanisms for helping owners of these properties gain access to resources to upgrade and rehabilitate their buildings. There will need to be controls and incentives or regulations put in place to guide adding to these buildings or developing these lots in a way that preserves the older buildings which often house inexpensive retail and housing units. This option carried out to its full extent may conflict with other community goals related to generating tax base and providing more open space or additional affordable housing.
4. **Civic Space Priority**– This option illustrates a future that provides significant new civic spaces along Washington Street in the form of new parks, squares, courtyards, and plazas. This option involves more substantial development that relates to new civic spaces to fund the construction and maintenance of these new spaces for people to gather outdoors or to enjoy natural open space. This development pattern gives priority to taller buildings to make room for the new open spaces while at the same time uses these new spaces to buffer existing structures from this new development. This option also looks at how to utilize new public space to mitigate the effects of the highway on the surrounding neighborhoods.
5. **Transit-Focused Priority** – This option focuses new development around bus and train stops to help create housing and services close to these modes of transportation, helping to promote economic growth that has limited automobile use. This option anticipates residents of new units would use public transit and allow for much lower parking ratios. This option might conflict with some community member’s concerns related to the scale of development, but it would also result in improved stations and better access to transit.
6. **Housing Priority** – This option illustrates a future for Washington Street that places high value on the development of a diverse array of housing options that meet the current and projected needs of Newton. This scenario explores ways to produce the most new housing units in the study area. This option may conflict with some community members’ concerns related to the scale of development, though it would result in a significant number of affordable and accessible units available for families and individuals who currently live in Newton and for future residents.

## **Illustrative Redevelopment Studies & Key Sites**

Through the process of investigating the above options, the design team will be studying multiple sites along Washington Street. The vision plan will include illustrations that show how





these sites could be redeveloped and the relationship to the adjacent lots and neighborhoods. Several of these sites have the potential to be transformational areas resulting in a built environment that is substantially different than what exists today. Others represent more nuanced improvements that are really meant to illustrate how an existing area can be enhanced by new development. Illustrations will show various redevelopment studies to help inform the community about the merits of the preferred option. Several key sites will be designed in more detail because they represent a key location that can be more transformational for one or more of the following reasons:

1. Market pressure on the existing land use of a site. This is understood as the value difference between the current use and other potential uses for the site based on the surrounding land values and therefore suggests that the site is a likely candidate for market interest to redevelop the site;
2. Through the planning team's research it is understood that the site's ownership is currently interested in the redevelopment of the site and that it is in the best interest of the community that we illustrate how this site can accommodate as many of the goals of the Vision Plan as possible so as to help guide and inform the private market;
3. The city or community participants identified the sites as having special value and are worthy of protection or reinvestment.

## Assessing the Fiscal Impact of the Preferred Option

From July through October the planning team will be systematically defining the fiscal implications of the Preferred Option, illustrating not only the physical form of each, but also the potential net fiscal benefit or liability that might result. These analyses will illustrate the total new development, new number of residential units, assumed new commercial space and range of uses, total new parking provided, new school children, and the resulting fiscal impact of each option. This work will be presented to the community and will show differences between these options and what choices might be made to further improve the impacts and benefits from either civic improvements to Washington Street or the creation of new development projects along the corridor.

## Next Steps

The first public draft of the Vision Plan and Zoning Ordinance will be presented during the Public Open House on October 24th and then put online for public comment. At this event, the team will discuss the multiple options that were studied, the benefits and challenges of each, how the team balanced the various community priorities within the preferred option and site studies that illustrate how the preferred option plays out along Washington Street. The team will continue to collect input at this event, during subsequent office hours, and online. The planning team will then review the comments and decide what edits need to be made to create the second drafts of the Vision Plan and Zoning Ordinance. If additional studies are needed to further refine individual recommendations those will be produced and discussed at technical forums.

Later in the winter of 2018/2019, the second public drafts of both documents will be placed online for a second round of public comment. There will also be a series of public Forums hosted that will focus on specific details of the Vision Plan and proposed new zoning. The specific topics of each forum will be determine following the public feedback on the public drafts issued in October. The planning department will also be hosting a series of office hours providing the opportunity for community members to meet directly with team members to provide feedback. The planning team will also be attending several community events and ongoing



activities, such as the farmer market, to make it easy for community members to provide feedback. Following the second public comment period in early 2019 and the conclusion public Forums the planning team will again process the feedback received by the community and make any improvements to the documents based on this feedback.

The final proposed Vision Plan and Zoning Code will then be published in Spring of 2019 and sent to the City Council for a formal adoption process where the public will have opportunity to participate in further dialogue. Through approved new zoning, the vision plan becomes activated, expressing the full potential of real property to develop.



## Appendix 1 - Survey Results

See attached.

# Hello Washington Street!



Survey #1  
What's important to you on Washington Street?

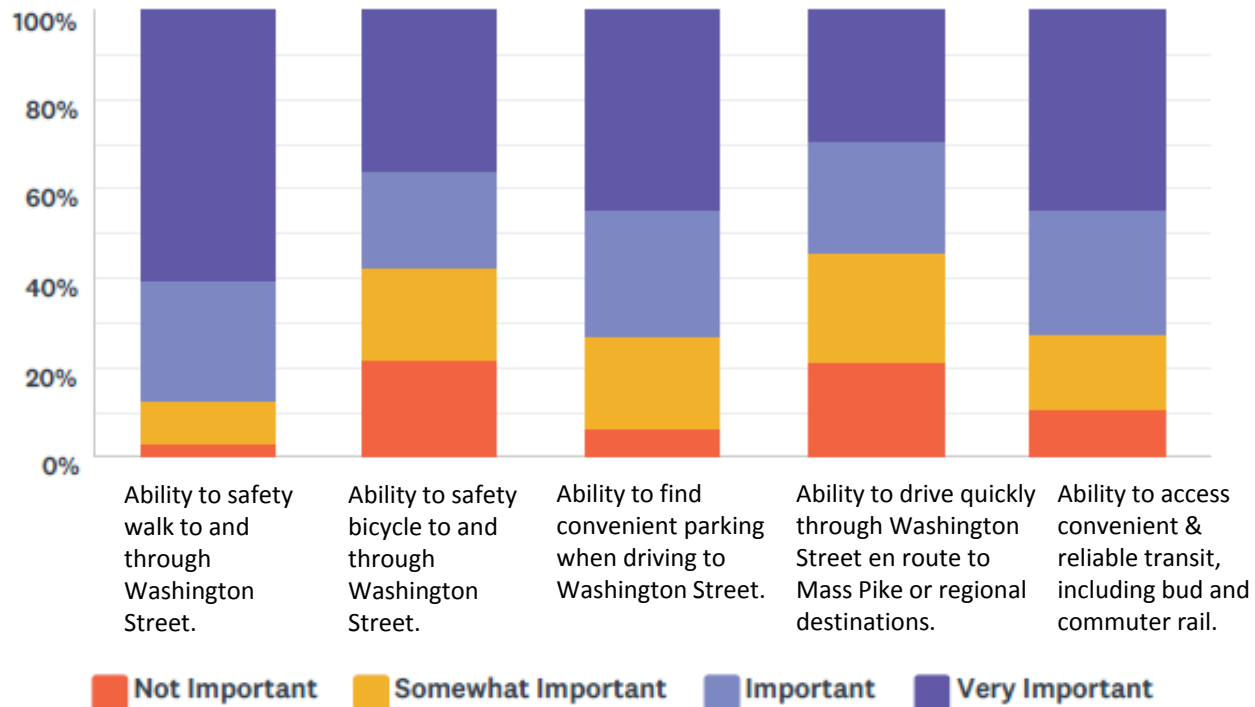
Survey #1 was distributed at the “*Hello Washington Street!*” project launch on May 1, 2018. An online version was subsequently released. Responses were recorded until the survey closed on July 8, 2018. These are the full responses.

Respondents were asked ‘how important are these things to you?’ for the future of Washington Street.

This survey is one of many inputs used to inform the Washington Street Vision Plan, which will help guide the future of the area over the 20-30 years.

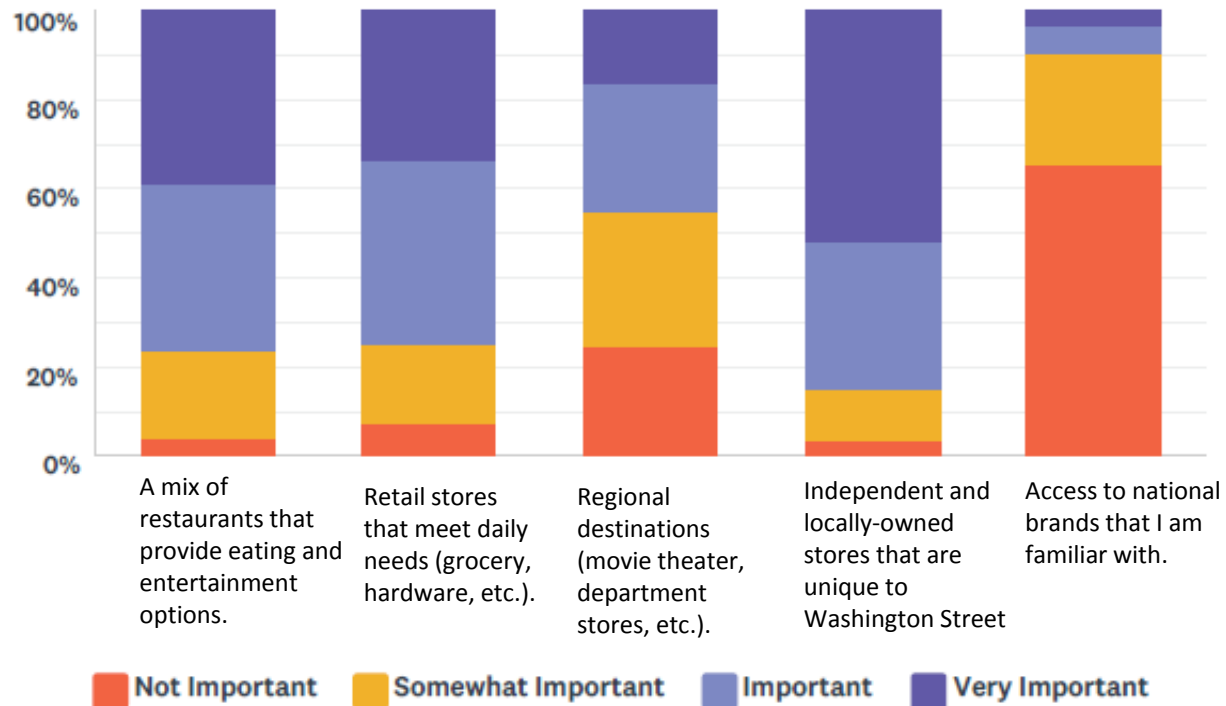
# Q1 Traveling About

Answered: 884 Skipped: 1



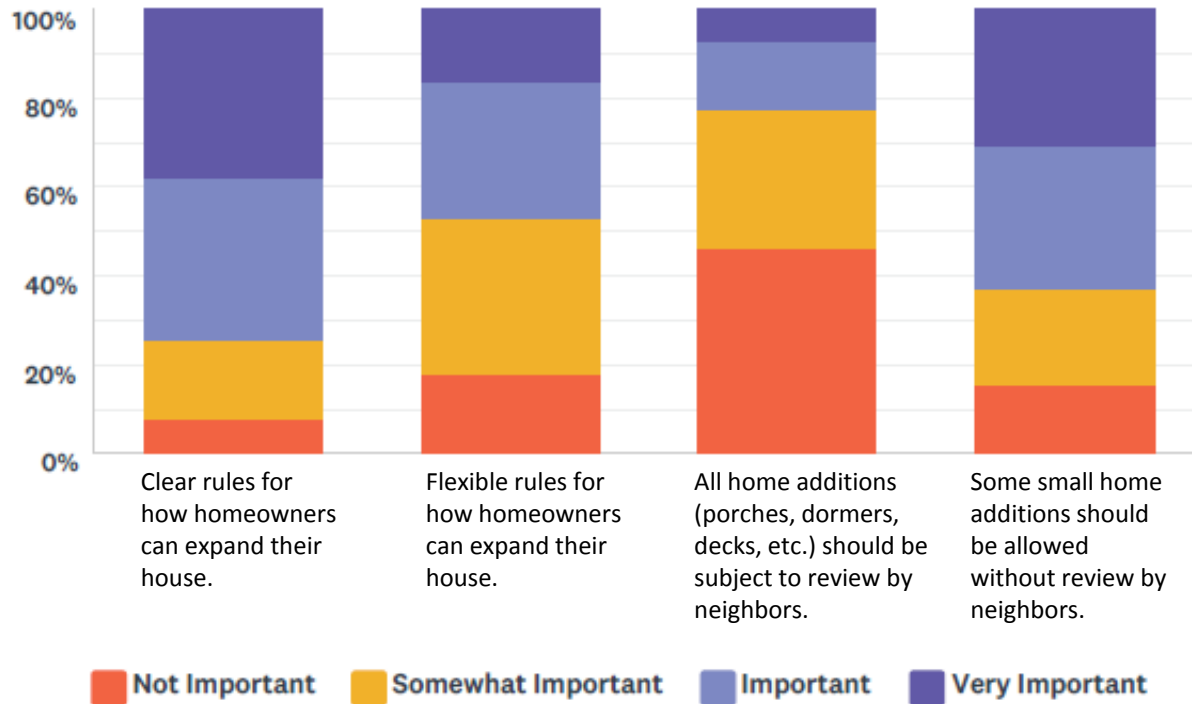
# Q2 Shopping & Services

Answered: 883 Skipped: 2



# Q3 Home Renovations

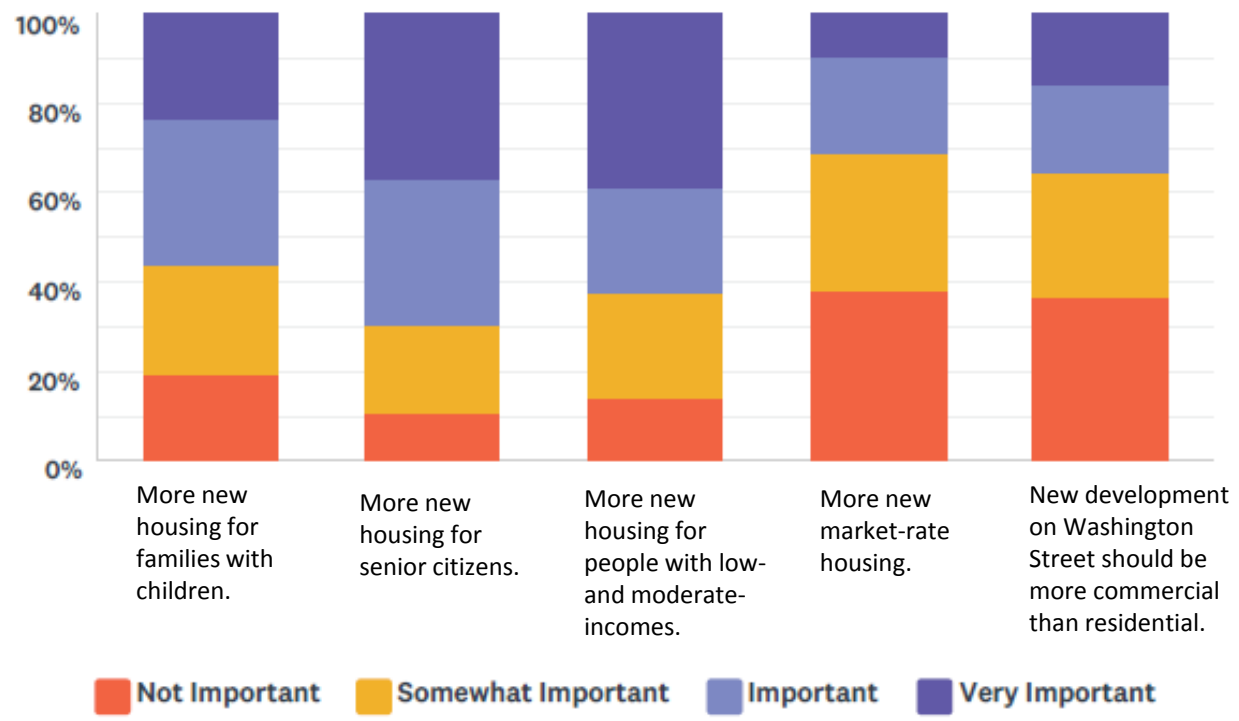
Answered: 874 Skipped: 11





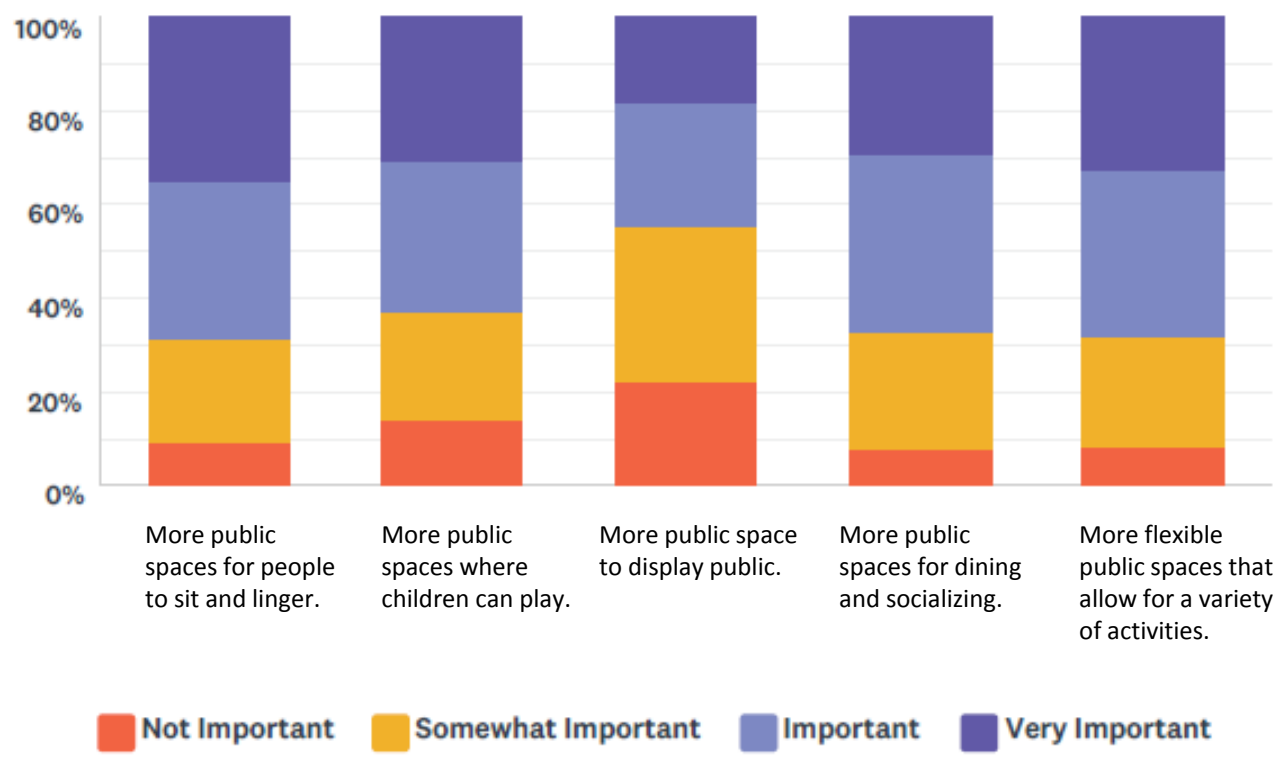
# Q4 Housing

Answered: 881 Skipped: 4



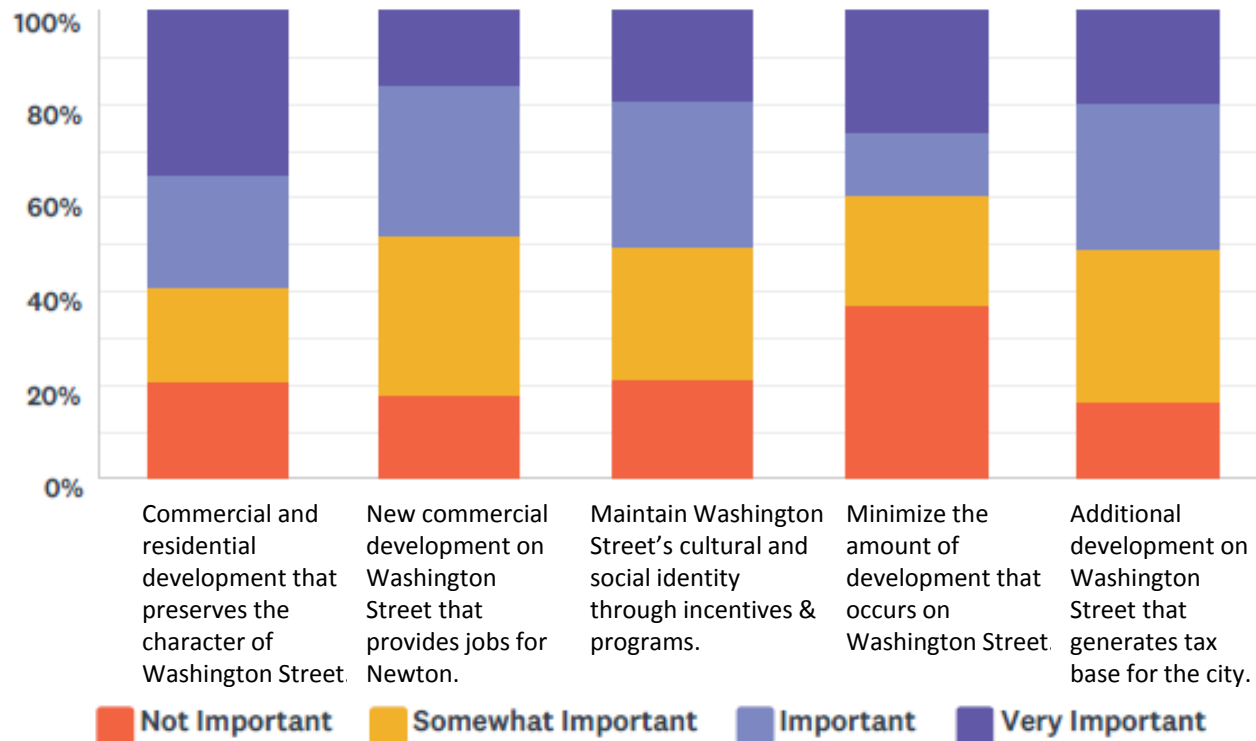
# Q5 Public Spaces

Answered: 882 Skipped: 3



## Q6 Development & Finance

Answered: 879 Skipped: 6



## Q7 In 10 years, what should be different on Washington Street?

See full responses on following pages 8-18

Respondents	Responses
1	It should be attractive and both people and car friendly. Not sure if such a long stretch of road could all be turned into a place that becomes a real place for people to gravitate to and spend time there.□
2	It should be cohesive. People should be out walking around. The aesthetics should be improvised - it should be a place people want to be - a destination for socializing, getting coffee, taking a walk, meeting a friend.□
3	What can happen in 3-5 years?
4	Easy access to all new development and a unique feel of community.
5	Watch the Jeff Speck video. Give us that!
6	Attractive buildings that blend with one another. Bus stops, buses run continuously and frequently throughout the day.
7	Preserve the character of Newton to be a bedroom community
8	Much more dense to make a walkable commercial street. 4 to 5 stories of residential or commercial space, with retail uses on the ground floor. Parking in structures or preferably below grade like Austin Street.
9	There should be more greenery, variation in sizes and style of buildings while maintaining the style and architecture common to Newton with parking.
10	Less banks and weird stores. More things people want.
11	It should have a vibrant community of people living there, working (including making art), and shopping there...no longer a wasteland to get through on the way to somewhere beyond there.
12	It should feel less like a wasteland for cars to speed through. I shouldn't feel terrified at my children crossing it on their walk to Day Middle School. A more inviting environment should exist that encourages strolling and visiting businesses, much like adjoining Walnut St.
13	Safe bike lanes□
14	Provide for safer, more convenient pedestrian crossings in Newton Corner area□
	No more gas stations□
	More screening of turnpike on westbound side □
	More green enhancement by businesses□
	More low to moderate housing capability□
	Limit new building heights to 6 stories □
12	Support survival- enhancement of West Newton Cinema, a city treasure and businesses/institutions that support the arts
13	New and more access points and enclosures at public transit stations
14	more greenery

15 Lowell to Walnut part of Mass Pike covered

Ability to walk the entire corridor safely with my family and enjoying the view along the way. Providing convenient places to stop and enjoy our city while supporting local businesses and learning something new about our rich history.

17 It should be a vibrant community with housing, restaurants and open green space.

18 Should not look like it is in the 1800's. This is a prestigious area that needs to look the part.

19 More attractive than what it is now, better public transit

20 NA

Hopefully, developers will maintain the character of Washington St. and it's villages! I would hate to see hi-risers and dense housing complexes! Having lived in apartments in NYC, LA, Cambridge, and Somerville for over 1/2 of my life, I have lived through lack of privacy, noisy, disrespectful neighbors, and parking nightmares! I would like to see Newton maintain it's green space and small-town atmosphere. If I want BIG, I can go to a Mall or Downtown!!

21

senior housing, 4 stories high surrounding a public area having a movie theater, pool for seniors, indoor area for socializing, perhaps a small theater for shows and entertainment. Housing should blend with the character of Newton as a New England city rather than a high rise New York flavor. Middle income Condos so that people have a stake in upkeeping the outside of buildings. Apartment houses, even in Brookline, become rundown, ie sooty from pollution and not painted or power washed. Washington Park is a good design for some of the condos. If there are apartment houses of 4 stories, insure that residents can visit each other in bad weather, covered catwalks fronting the apartments..good model is Century Village in Boca Raton. The weather is different but the needs of

22 older residents are the same

biking and walking, public transit up and down Washington street, more liveliness with little shops, lots of trees, perhaps on the Pike(north) side of the road.

23

24 More businesses - but not art galleries and craft shops. Places that provide meaningful employment and increase city tax base.

more apartment buildings, less old home to office conversions,□

25 more public transportation, bike lanes, sound barrier

26 Better infrastructure/roads, beautification, dining/commercial options

27 NOTHING

Citizens should have ongoing input into decisions about development and its character. Strong citizen oversight. Developers should not have the upper hand.

28 Also, parking should be adequate and convenient.

29 Safe walking and driving - the intersections are dangerous for people and cars

Small independent businesses and restaurants that are flourishing with open, green space for public socializing and art installations. Pedestrian and bicycle

30 friendly sidewalks and crosswalks. Designated parking for residents/guests. Parking available for visitors to west newton Square.

High quality contemporary architecture that provides housing for all and decreases the need for terrible McMansions in low density neighborhoods. Road priority, or at least parity, for pedestrian, bike, and transit usage, including bike, ped, and bus lanes, renovated Commuter Rail stations with frequent,

31 convenient, and accessible service.

32 More trash and recycling cans, better traffic control at signals crossing Washington Street, more benches, utilize captain ryans Park more,

- Everything. Mixed use housing/retail with walkable development, traffic diet, use Pike side for small retail and art, hide parking, bungalow court housing.
- 33
- 34 Safer to walk across streets, Safer to bike. More unique places. More trees (shade).
- 35 Less traffic more trees and green space safe areas for all ages
- 36 It should no longer be the eyesore it currently is and it should be home to a thriving community of low and middle-income Newton residents.  
The way the lights and resulting traffic in west Newton is horrendous. Improve traffic flow. More restaurants that offer outside eating. Appearance - I live in West Newton - looks run down - improve outside appearance. Upgrade the movie theater. Vacant commercial space has remained vacant for years. Get a
- 37 Starbucks and a Juicery in town.
- 38 Nothing leave it alone.  
More middle income housing for seniors, a mix of local retail, including public places to gather, active pedestrian and bikeway corridors, public transit buses that serve this area and predictably, on a regular schedule, connect to city hall, the library and Newton Center. The plan should make this a vibrant neighborhood but not isolated from the rest of Newton. People should not have to have a car to get around the neighborhoods of Newton. There are lots more
- 39 people working from home and the elderly will not want to drive either.  
pedestrian areas with local shops and parks.□
- 40 good biking safe biking!!
- 41 Most important, it should be safer for pedestrians and cyclists, and car speeds should be limited.
- 42 Everything... It should not be a highway with decrepit parking and land along the pike. Pedestrian and bike friendly.
- 43 update buildings and landscape but keep the same look and feel.
- 44 Washington St should have a streetcar line, as it did in the not so distant past, lots of green open space, and reduced automobile traffic.
- 45 Multi modal, mixed use, mixed income, vibrant destination with outdoor dining and public spaces  
Pedestrian safety, safety for cyclists, and able to handle increased vehicle traffic. I'm fine with development, but adding more cars means we will drive through
- 46 that area even slower and more people walking and biking will be in danger of being hit by cars.
- 47 Less cars. More people spaces and activities. A more art oriented based village environment.
- 48 Replacement of ugly buildings
- 49 Not much!
- 50 lots of filled stores, lots of foot traffic, lots of greenspace and lots of housing and new movie theater
- 51 Better bike friendly streets so children and adults can safely bike on Washington Street  
It should be a beautiful hub for theatre, art studios, unique stores, restaurants and a place to linger, sit, hang out. Keep the West Newton Cinema please.
- 52
- 53 Ample parking
- 54 Should be more vibrant while maintaining its character. Limit chain stores so small business can operate.
- 55 More cafes & places to stroll, without hindering traffic movement

56 More parking

57 The entire area should have wonderful living areas, shopping that is good for the people who live in the area and plenty of green space  
58 better traffic patterns from Newton corner, though West newton. Specifically for cars and pedestrians, no bike lanes on Washington street.

59 More affordable housing for families with children and more racial diversity with more commercial options available for families with kids.

60 More walkable. More restaurants. More public transit

61 quieter, nicer-looking

Building of no more 3 stories that have consumer retail on the first floor and offices on the second and third floor. These buildings should not look like Residence Inns. Rather they can be part of a colorful, vibrant collage that reflects the diversity of Newton. Think Curacao, not Main Street in Cambridge.

62

Washington Street should have a multiple mix of attractive lower- scale ( not large high-rise) residential and commercial development that recognizes the needs of multiple sectors, e.g., residential- socioeconomic, age etc. and also addresses commercial business needs- such as really convenient on street parking / or parking directly behind businesses ( not underground) that enabled patrons to easily access businesses, especially in inclement weather. While having many outdoor spaces and wider sidewalks seem desirable, the reality is that our climate doesn't permit major use of those amenities; however, that same climate does mean that convenient, direct access parking in front of or directly behind stores, should be given top priority.

63

64 More beautiful and safe for all

65 It should be an actual destination - like Moody Street in Waltham or Beacon St between Coolidge Corner and Washington St in Brookline

66 It should be thriving and connected

67 More efficient traffic flow.

More of a village feel with more greenery and less of "An alternate Mass Pike". We have enough East-West traffic - focus on North-South to help unite

68 Newton.

More green space, more walkability, more well marked bike lanes/paths; less traffic congestion and pollution, well integrated mix of commercial & residential  
69 uses. PLEASE DON'T MAKE WASHINGTON STREET LOOK LIKE -ANYWHEREVILLE, USA-

70 More vibrant with mixed commercial and residential. Allow higher structures to maximize traffic and open space

71 It should be 2 lanes and safer for pedestrians. More walkable and pleasant.

72 More housing, a more continuous feel along the whole stretch

A fresher, more contemporary look, safety enhanced, better traffic flow especially at Newton Corner Turnpike exit and entrance. Mix of housing for all levels of  
73 income and commercial spaces. More green space.

Washington street should feel like a cohesive community and neighborhood. I have moved to newton in the past few years. I don't understand the objections to the Washington street corridor revitalization. The current area is filled with non conforming uses, broken down gas stations/towing companies, a weird number of massage parlors etc. the road way feels like a mini highway, the pavement is broken down and the traffic is horrible/dangerous. Crossing the street

74 feels dangerous. The entire area should be redeveloped, Newton can do better.

75 Make it a vibrant, inviting area - more pedestrian activity, mixed uses of space (combination of residential and business.

- 94 more efficient use of the land for each purpose
- 95 More trees, more cafes, strolling environment
- 96 Safe, accessible and a destination for people of all ages for fun, culture and good eats!  
Washington Street should be a place where people want to spend time in and not simply pass through in a motor vehicle as quickly as possible. There is a massive opportunity here to create some incredible bicycle and pedestrian infrastructure! Let's make this a place to inhabit at a human scale and not a place to be avoided at all costs while on foot or bike.
- 97 Bike lanes; upgraded commercial development; better parking; clustered development near commuter rail; better traffic management through West Newton Square to improve for both cars and pedestrians
- 98 In 3 years...Greater human throughput potential over vehicle throughput. A cyclist of any ability or age should feel comfortable riding Washington from end to end. Better use of green space along Pike. Travel lane capacity is excessive for its volume in some sections and poorly configured intersections and traffic controls in others cause unnecessary and dangerous queuing. (e.g.at Craft) □
- 99 Reverse conventional parking lane - bike lane practice. Restrict ride hailing service drivers and deliveries from blocking lanes.
- 100 Net positive  
Welcoming small scale store fronts, less traffic, more green space and safe sidewalks for walking along and a safe biking option. Good selection of restaurants with indoor / outdoor dining and locally owned and operated specialty stores and service providers. Some name brand retailers / service providers
- 101 mixed in. Options for kid activity locations (i.e. after school classes, art, music, gym).
- 102 no potholes, actual edible food that isn't garbage, basically everything.
- 103 improved likability, restaurants and shopping in area, more outdoor spaces to build community rapport
- 104 Vibrant, walkable, mixed use  
More green space, more housing and more dining options. New landlords and tenants eager to invest in the buildings and spaces. New commuter rail stations which encourage increased ridership.
- 105 1. Calmer, slower side street traffic off Washington St. Make traffic safer (public safety) more important than speed. More smaller Mom and Pop businesses, less chains. Preserve the Main Post office branch in Newtonville. Start building over the Pike.
- 106 Better than it does now.
- 107 Condition of roads be in excellent condition.  
I nicer waiting area for the commuter rail. A place to pull off the road to drop someone at the train access point. Maybe an elevator down to the platform?
- 109
- 110 The old buildings should be replaced but not by buildings 5X their current size.
- 111 More housing, at scale, to leverage new and existing public transit. More parking for existing and new retail shops.  
Buildings should be updated and charm should be a priority and not big box companies. Keep it local. Have parking. Some new lower income apartments for both elderly and young.
- 112 Washington Street should cease to be a jumbled through road and better reflect the community.
- 113 Better looking, more cohesive end to end, inviting, reasons to stop and not rush through, living space over commercial. Fix the potholes!



- 115 Restore tree canopy, with large-maturing shade trees, to reduce heat island effect, and allow us to walk or bike in the shade on hot days (if not in 10, years, in 20). More green spaces and places to sit, like Rodney Barker Sq in Newton Highlands.
- 116 Almost everything  
local business should be thriving□
- 117 Adequate timing of traffic lights to allow a traffic flow, crosswalks allow sufficient time for crossing the streets, rooftop dining options, more green space.
- 118
- 119 Vibrant commercial and residential with people coming to it as a destination and where its enjoyable to walk and linger
- 120 Updated commercial spaces with minor amount of residential units, under 100  
Significantly improved local public transit (e.g. more frequent and reliable bus service end-to-end), safer pedestrian access crossing the pike, better parking
- 121 (e.g. make parking less necessary while making current parking more efficient)  
generating tax revenue, more public space, something the citizens of Newton are proud of, has a continuity of development - not a mishmash of buildings or
- 122 projects
- 123 Better traffic flow, minimal and judicious development, and more parking so that local businesses can be readily frequented.
- 124 Modernize without adding traffic or school children
- 125 more pedestrian-friendly, more shops, restaurants, outdoor cafes
- 126 Not much
- 127 Increased multi-family housing. More street activity (pedestrians and bicycles). Limited development over turnpike.  
Atractive, easily accessible buildings with parking as part of the building, not on street. A minimal number of 3 story buildings (not MU4). Reasonable traffic flow, with advantage for those already living here near Washington St. Example:□  
when coming from Newtonville Ave on Harvard St, cars should be able to turn right onto Washington St., and conversely, when on Washington St heading home, there should be a left arrow sign so traffic flows to where the majority of present residents has easy access to and from home(NOT THE REVERSE, WHICH IT IS NOW)/ More trees as barriers to MA Pike along that side of Washington St. More safe walking access along Washington St.
- 128
- 129 Maintain the character on Newton. Don't turn it into corporate America
- 130 Faster traffic flow. More locally owned businesses.
- 131 I would like to see Washington St transform into a more unified stretch of road.
- 132 Better traffic flow. More green space and natural elements. Fewer parking issues. Community should have room to congregate.
- 133 No more vacant lots. Instead, street life and walkability.
- 134 traffic pattern, safe bike passage, safe walking, Buildings that are not higher than 3 stories.
- 135 More park space.

- AIR RIGHTS - fill in the Pike scar with parks, office buildings, attract suburban tech companies that want a compromise between Boston rates and isolation of suburbs□
- 136 The world is getting more urban. bring jobs here with easy access to/from Boston
- 137 More green and open space, more places for kids to hang out after school, more accessible transportation.
- 138 More green space, better public transportation.  
More efficient transportation—more commuter service, safe bike lanes, faster passage through Newton from the Pike.
- 139 Hey, we can all dream.  
Washington Street should be a safe, welcoming, user-friendly, visually balanced street with lots of shrubs and trees (including evergreens). A mixture of commercial (local, small businesses; affordable prices; retail rents should not be too high. Keep Cabots, Village Cafe, etc. The street should not become a shopping mall.) and residential space; \*\*\*affordable housing\*\*\*. A variety of architectural designs, heights, etc. that create a visually comfortable feel when next to each other. Visual transitions are important. They add a visual rhythm that augments the flow of other movements - pedestrian, bikes, cars. Include public spaces with benches, etc. Include some chess tables. Outdoor dining, market umbrellas (Beacon street near Wasington Street in Brookline). Tuck a small, pocket playground area in somewhere (Beacon Hill near Myrtle Street.) Pocket "parks." Red brick beats concrete when it comes to aging well and it has a village, human scale feel even when used in multi-story buildings. Brick details around windows. \*Defined\* travel spaces for cars, bikes, and pedestrians - vehicle road lanes, attractive (decorative, i.e., not industrial looking) divider posts, bike lanes, curb, sidewalk, buildings. Some on street parking. Smoother traffic flow along Washington Street and for traffic entering and exiting Washington Street. Safe pedestrian crossings, for example, scramble crossings. The circle of death (circles the Crown Plaza in Newton Corner) desperately needs attention. \*\*\*Vertical pole banners indicating different villages - West Newton, Newtonville, Newton Corner. Improved public transportation. A more user-friendly and visually appealing Newtonville commuter rail stop.
- 140 Sustainable and SAFE transportation for biking walking and driving  
Mix of cultural things food and shopping that is MODERATE and sustainable and does not take over entire street/area□
- 141 Mix of housing integrated well with transportation infrastructure and commercial entities
- 142 Better parking, safety for pedestrians, and a place people want to visit  
There should be a mix of different kinds of high-quality housing, for families, singles, and seniors--including at least some fairly high-density housing with amenities such as garages, garden areas, and concierge services. It would also be nice if there were some housing that consisted of several relatively small housing units with common outside spaces. Newton lacks this type of housing in general and has very little housing for seniors who would like to remain in the area, but in better quality housing than is now available. In my opinion, much of Washington Street is a hodge-podge of not very attractive commercial and residential units. I think redevelopment of the area would be a good thing, esp. if there is a focus on housing.
- 143
- 144 Prettier, more outdoor dining options, more places of interest.
- 145 Better public transportation options. Improved access to train stations. Well maintained public parks.  
This section is currently eyesore, drive through. More housing will increase traffic unless complemented with bus and walkable access to commuter train. I can
- 146 see this neighborhood like beacon st in brookline, but will need more space for street and wall to reduce noise from pike.

- 147 Safe, quality roads. Unique-to-Newton character, not big-box, commercial business. Nice architecture.  
Washington Street should have new buildings (to replace ones that have been knocked down), better use of available space, more space for business.
- 148 Safe free parking , a bike lane, more crosswalks , some moderate priced housing options for seniors and residents
- 149 A few awesome restaurants
- 150 More mixed income and low income housing  
Road maintenance! The amount of additional wear-and-tear we are experiencing on our cars is unacceptable, the drive is atrocious and additionally unsafe for cyclists. Cleared sidewalks (snow), more green space, effective traffic flow. Enforced speed limits. Pedestrian and bicycling safety improvements.
- 151
- 152 Public space, attractive housing and commercial buildings, cross walks, bile lanes, preserve existing character.  
It should be exciting to walk from whole foods to trader joe's, or to west newton square, while stopping for coffee, maybe buying a pair of shoes. It would be great to do this safely on foot and by bike. It would be great to see lots of people out and about walking up and down the street and socializing. Places to sit and spend time with kids should be plentiful, as well as some spaces to create more privacy for a nursing mother or to change a diaper.
- 153 wider sidewalks, safer bike infrastructure, more trees, better bus stops, solid street front, more residential over commercial, two sides built on where possible,
- 154 better highway screening.  
Better parking for West Newton, Newtonville and Newton corner. Visually prettier with well marked lanes and planting's. Safer for bikes and pedestrians.
- 155 Something we'd be proud of.
- 1) SAFER to bike through
  - 2) SAFER to PARK motor vehicles on eastbound side and CROSS OVER to the shops. Great examples of this are if we are heading westbound and there's no parking at the Post Office, what are we to do? We can make an illegal u-turn and then park on the eastbound side, but there's NO SAFE way for the now-pedestrian to cross the street.
  - 3) More AESTHETIC (very ugly right now) on both westbound and eastbound.
  - 4) BETTER signage for stores: Too often we drive past the shop we are looking for then there's no good way to turn around and go back. There is no safe place to u-turn, the MassPike is on the south side and on the other (north) side all the side roads dead end.
  - 5) Better easier-to-read signs for the N/S cross roads. Kempton Place comes to mind.
  - 6) Since there are gas stations there, maybe there should be a CAR WASH too. There is NO car wash in Newton! We have to go to Waltham or Brookline to
- 156 get our cars washed.

157 It looks so industrial and unwelcoming now. I hope it will be more social and green with stores I can actually find day to day items. The only store I go to is  
 158 Trader Joe's. Otherwise I use side streets to avoid driving or biking through that area.  
 159 More vibrant local shops where there are now empty storefronts. Bike lanes, more trees, a better traffic plan.  
 160 lets have denser, higher (5 stories) housing with more affordability - at the transit nodes. No need for parking with direverless cars !  
 161 Safe street for all users, bike lanes, new "smart" parking meters, more public spaces, more green space, more trees, more eateries, mixed use development  
 162 More housing,  
 163 The older buildings should be updated or replaced with newly constructed with family friendly and space friendly architecture, consistent with the historic  
 164 architecture of Newonville.  
 165 More mixed income housing, improved streetscape, higher density, first floor retail, active outdoor space.  
 166 Slower traffic... more walkable.. more stores and restaurants  
 167 Same housing density  
 168 Focus should be on pedestrians, walking, urban experience, - should be pleasant destination. Not driving and getting somewhere.  
 169 More urban, a place to walk. A destination, Vibrant, hidden from the pike with trees and bridges. Access to the T or frequent commuter rail and buses. Bike  
 170 friendly location for concerts and areas to group for teenagers who don't want to be ina competitive team  
 171 The ugly buildings  
 172 It's ugly and doesn't offer any fun or interesting stores or compelling public space.  
 173 Less traffic, less commercial buildings, enhance the "village experience" with more small local businesses, eateries, and more open space for the garden city.  
 174 Rehab older buildings - don't tear down. don't build expensive condos and residential units that price Newton natives out of the housing market. Driving along  
 175 Washington Street should be made easier, not more difficult and substantially longer by having one lane each way. Not a lot of business development.  
 176 More green space  
 177 Better traffic flow and parking. More retail and dining establishments to meet the needs of residents.  
 178 A vibrant mix of housing and commercial use. Also safe passage for cyclists and a more attractive roadway with trees etc.  
 179 More green space.  
 180 Every viable site should have a significant renewable energy installation. Hopefully those junk cars and big advertising trucks will be gone from Tody's- maybe  
 181 traded to unused space on Border Rd. And please please please get MA and the MBTA to build platforms on the westbound tracks at commuter rail stations  
 182 to allow a more reliable and more frequent mass transit flow.  
 183 UPDATING BUILDINGS, MORE PARKING

- We don't want to see big apartment buildings like those developed on Watertown St. There should be a cap on # of floors, preferably 3. If residential buildings are built, developers should be required to have a higher % of affordable units (let's say 30%) to help Newton's affordability quota. WE NEED MORE GREEN SPACE and pocket parks. Roads should be better paved. I'm a resident of Newton, specifically living on the Auburndale/West Newton border, so, this is my neighborhood. I want to see the City listening to its residents and NOT the developers.
- 178 More fully grown trees.
- 179 Not as much as they want
- 180 Retaining a sense of scale by not building taller buildings is the most important issue for me. Safer biking is also important.
- 181 More trees, better sidewalks & bike lanes. Sound- reducing wall built next to pike. An elevator/ escalator to the train.
- 182 More green space, interesting commercial use, stores and restaurants, better foot and bike traffic, additional housing and a more "village feel" if possible.
- 183 More public art. Use of solar power on new construction. Community space of some sort if possible
- 184 Nothing stop playing into what mark development wants and start thinking about how he is going to be ruining Washington st
- 185 Ban recreational marijuana store
- We should have attractive townhouses and condos that people can purchase to build personal equity.□
- 186 There should NOT be large, impersonal apartment buildings.
- 187 Safe Bikeway access to all the villages. Improved access to the rail-line. Safer bikeway passages over all our bridges - bikeways should be extension on the bridge, which are independent from the auto crossing. We need more shuttle bus service on this roadway since parking is so difficult now.
- 188 Washington Street is currently a disaster with poor looking facades on the stores, low street appeal, terrible walking conditions, no parking (leading to low levels of commerce and therefore mediocre shopping options), few restaurants. Also, it's unattractive and there are no places to sit. This could be much improved
- 189 It should be way more people friendly (for pedestrians, bikes, shoppers, families) and more attractive with more green space and new or renovated structures. vibrant retail, residential area with amenities and some luxury condos PLUS affordable housing. Restaurants, open spaces with outside seating for small concerts, performances, art display, place that will encourage community gathering and provide more for tax base. Parking and traffic must be planned for well but should not STOP this great redevelopment!
- 190 Nothing
- 191 Let's not clog up this major artery even further, which would bring cross-town motorists speeding through small residential streets to get to their destinations on time. This is already bad. We could make it worse if not careful.
- 192 More restaurants, cafes, independent shops. TREES. Green spaces. Places to sit. Safe.
- 193 More safe and reliable green transportation options, including safe bike and walking lanes. More small, local businesses. More housing including affordable housing.
- 194

It would have low rise buildings that serve the community with a mix of residential and small commercial ventures with 100% occupancy. It should NOT be more difficult to drive through, should NOT be a replica of Harvard St or Beacon St in Brookline or Needham St in Newton. I am not looking for a city-like street. Small businesses with some residential opportunities, affordable housing or whatever is fine.....just not more lights, traffic, congestion. Newton has plenty of green and open spaces already. Those of us who live nearby and use Washington street daily should not have to endure even more traffic than

195 already exists.

196 Housing for moderate income Newton residents, especially down sizing seniors. increase vibrancy

## Q8 In 10 years, what should be the same on Washington Street?

See full responses on following pages 19-26

Respondents	Responses
Whole Foods <input type="checkbox"/> West Newton Cinema <input type="checkbox"/> Good restaurants <input type="checkbox"/>	
1	Boston Body There should be some small commercial spaces that are independent and unique. There should be more restaurants. Keep the movie theater. It should feel more positive, pleasing - now, it's an ugly pass through. <input type="checkbox"/>
2	The way people get to all the activities they need for themselves and their family. <input type="checkbox"/>
3	
4	Nothing
5	Would like to see Whole Foods, Trader Joe's, The Barn, and West Newton Cinema still active. Preserve entrance to Mass Pike/exit.
6	It should remain a main thoroughfare for commuting
7	Very little - perhaps a few locally owned businesses (i.e. Cook restaurant).
8	No tall buildings. No taller than 3 years. Variety.
9	Low traffic
10	Some historic landmarks should be preserved, but not that many. KEEP West Newton Cinema (assist with financial support for renovations- this is a city treasure <input type="checkbox"/> Support the continuation of such small businesses as the Paper Mouse that provide fine materials and art/ cultural programs that enhance the community <input type="checkbox"/> NO MORE GAS STATIONS <input type="checkbox"/>
11	
12	Easy travel route by car, on street parking, and plenty of buses
13	no high rise
14	Not sure
15	Ample parking.
16	Nothing. Washington Street as it is, is depressing and lack luster.
17	Availability of public transportation.

- 18 Keep The Barn, West Newton Cinema, Trader Joe's, CVS on Washington St. Keep small, independently owned shops.
- 19 NA  
Buildings that reflect the scale and atmosphere of the local villages! More commercial space to bring in tax revenue. Encouragement of local business. Thoughtful, relatively small housing (i.e. NOT large complexes) for the TRULY NEEDED: ie, people who work for minimum wage; city workers who cannot afford to live in Newton; low income seniors; families from lower socioeconomic-economic status who would like--and deserve--to live in Newton. Preserve
- 20 green space and safety for all!  
small businesses such as exist in West Newton, ie hearing aid business, movie theater, cvs, shoe store like the Barn, Trader Joe's. These are all used by the
- 21 public.
- 22 No buildings more than 4 stories high; small, independent shops
- 23 Not much...
- 24 none
- 25 Local businesses and residences  
Tell Korff and Fuller to go mess up Newton Center and Chestnut Hill and NOT the North Side of the City and LEAVE the POLICE STATION ALONE
- 26
- 27 Preserve key historic building facades and mix of commercial tenants + residential affordability.
- 28 The city should maintain the charm of newton and avoid 'new,' and large buildings.
- 29 Small independent businesses and restaurants still at home in West Newton.
- 30 Preserve existing historic architecture as necessary/reasonable  
Feel of the street - small one or two story buildings, more green space, if housing needs to be built- smaller downsizing units for seniors- affordable ; a good
- 31 senior center
- 32 Nothing. It's underused, basically a service road for the Pike. There is so much potential.
- 33 Mix of commercial and residential
- 34 Nothing
- 35 West Newton Cinema and the Barn
- 36 Not much. The place looks old and run down. Needs a serious facelift. Outside seating for restaurants would be nice.
- 37 Everything  
The West Newton Cinema and surrounding stores and restaurants on the nearby local streets are charming and should be encouraged to remain viable.
- 38
- 39 movie theatre, local shops
- 40 It shouldn't be overdeveloped in a way that leads to too much congestion.
- 41 Clear village centers with separate identities.
- 42 the same feel of a small village



- 43 Historic buildings with architectural merit should be preserved.
- 44 Primary corridor connecting West Newton Square to Newton Corner
- 45 Not concerned too much about preserving character as long as safety is a top priority.
- 46 Relative size of current buildings and village like community environment.
- 47 Old historical buildings  
older homes and buildings
- 48
- 49 local stores and businesses  
Nothing. Washington street is an ugly street to walk, bike and drive on, it needs to be more pedestrian and bike friendly and get with the 21st century modes of city transportation. Bike friendly streets is needed !
- 50 of city transportation. Bike friendly streets is needed !
- 51 West Newton Cinema
- 52 Small local businesses thriving
- 53 Movie theater needs updating and used for lectures, community events.
- 54 NO BIG BUILDINGS
- 55 Home town feel
- 56 A warm feeling when you look around and happy to be there
- 57 Character of each village on Washington street.
- 58 The rich mix of commercial and entertainment options.
- 59 ?
- 60 Easy driving access to all points
- 61 A range of types of businesses with local ownership - but not excluding national brands. Convenient direct access on street parking.
- 62 independent businesses and mixed residential
- 63 I would like to see the churches remain; even if they are gutted for commercial or residential units.
- 64 not much
- 65 Open space
- 66 Small businesses should be encouraged to stay through either relocation or maintenance of existing structures.
- 67 Access to commuter rail, mix of residential & commercial uses.
- 68 Nothing
- 69 Independence character of villages such as west newton movie theater and cafe laroma. I do not want to see chains.  
Maybe the height of the corridor? 3-4 stories of buildings seems like a good height but the entire corridor has to be redeveloped. I would be happy if almost
- 70 nothing was the same in 10 years.

71 Local stores should be able to remain.

A wide street! I'm not in favor of the three lane idea. What's easy about it now is the width and open feeling it gives....unlike Needham St which is too busy and too closed in.

73 Movie theater, restaurants

74 Buildings that have low profile. No buildings higher than 4 stories. Mix of buildings

75 Still has two lanes for cars

I live in Lower Falls so I mostly shop on Washington St. I'd like there to be the same mix of local businesses and larger stores like Trader Joe's and Whole

76 Foods

77 Local shops and restaurants.

78 some of local shops

79 vibrate and residents, resident's guests and visitor friendly

80 speed limit

81 Variety of building heights, not too high.

82 The same height and mass sizes as already exist, the same historical buildings, although with renovations when necessary.

83 Stores and restaurants people frequent

Historic buildings should stay and not be blocked by high-rises. Small businesses should be supported with services they need, so they can stay. Whole Foods & Marty's should stay, because they're very useful, but there shouldn't be more such parking-lot-surrounded (fronted) commercial spaces.

84

85 Not much. It is currently very anonymous

Hardly anything except for the scale of the built environment. Height and bulk of building should be aligned and in keeping with the history of architecture in the city.

87 Hopefully some of the existing business but a lot more of them also!

88 The small businesses should still be able to flourish

89 a corridor for moving through the city (there are very few options for doing this)

90 not much

91 Local businesses still have the chance to be present and succeed.

92 I think a continued mix of small, local businesses and residential spaces should remain.

93 Green/open space

94 Dense mix of res and com development and no more chain retail.

95 Walkability and access to public transportation

96 Small scale store fronts and historic look.

97 trader joe's and whole foods. and maybe the paint bar

98 i hope it stays a mix of commercial and residential

Nothing□

99

Not much the road is in terrible condition, very few buildings are worth saving and there is very little activity or gathering near the road on nights and weekends

100

The area should be about creating affordable spaces for small independent business owners. The street SHOULD NOT INCLUDE banks, or other national

101

Chain stores, restaurants, businesses. National brands will only drive up the rents and make it unaffordable for local businesses.

Keeping 2 lanes where they are to avoid gridlock. If there will be more housing and retail spaces, one lane would look like needham street and no one wants that. As it is, our 'quiet' neighborhoods roads and being used as cut throughs which has limited childrens ability to ride bikes and play safely.

102

103 The residential homes in the area should not feel like they are in the center of a business district.

104 The ability to park and drive.

Nothing, really. It hasn't changed much in 50 years. Thought West Newton square has definitely improved the mix of retail. Rest of Washington street has no character. Completely under-utilized. Decent traffic flow is the ONLY characteristic worth maintaining.

105

106 Nothing

107 Local businesses.

108 Nothing. Cabots.

Keep modest scale of buildings, 1-3 stories, and keep older buildings that have character and are not too expensive for small businesses (e.g. Paper Mouse, Artitudes). West Newton Cinema; Cabot's; Police HQ, District Court, Armory in West Newton. Distinct village centers, not one long corridor.

109

110 The name of the street

111 Small businesses

112 Independent commercial buisnesses

113 the ability to find parking. No large buildings or higher than three floors.

114 Good mix of businesses; continue growing local commercial, retail, and dining establishments

115 you can travel in a car from newton corner to west newton in a fairly quick manner

116 Many of the building so as to preserve current character.

117 Low rise buildings

118 Cinema. banks, post office, shopping should remain.

119 As it is

120 Mix of residential and commercial development.

121 Movie theater, trees on MA pike side where possible.

- 122 Low rise buildings. Not more than 2 stories
- 123 Almost everything.
- 124 The building height should stay max of 3 stories.
- 125 Same small businesses. Same faith communities. Same small town feel. Manageable amount of traffic.
- 126 Jackson Homestead. Green along Mass Pike fence.
- 127 Buildings not higher than 3 stories, village feel, unique shops, dining choices.
- 128 The city should not allow developers to build large apartment complexes and developers should not tear down homes to build small mansions.
- 129 Newton neighborhood that attracts Newton residents to live, work and play
- 130 Its existence as a main road
- 131 The area should still have a village, or at least not crowded urban feel.
- 132 Charming independent shops and restaurants, neighborhood theater, Jackson Homestead, churches.
- 133 Diversity of retail establishments.  
Community feel. The local, small businesses, for example, Cabots, Village Cafe, and the other small restaurants and pubs, Trader Joe's, Whole Foods, Star Market, the Barn, Gordon's auto body shop on Dunster Street, Newtonville Gas and Repair, West Newton movie theatre, etc. It's really nice to know the shop, restaurant, and service station owners. The renovations and improvements along Washington Street should not force them out because of tear downs and rents. They serve our community well. They care about their customers.
- 134 Not much
- 135 It's a mess
- 136 Small business owners, community feel  
I find most of Washington Street not very attractive, except as it enters into West Newton Center. I believe that that part should be maintained; and probably all the rest should be changed.
- 137 all the rest should be changed.
- 138 The number of lanes should not decrease and parking should still be easy enough.
- 139 The height of the buildings, 2 to 3 stories at most. Apartment buildings that are modest in scope (6 to 8 units). Well maintained sidewalks.
- 140 I only solicit whole foods and Marty's liquor. I like locally owned, family businesses over national chains (whole foods is a national chain).  
Access to Pike, restaurants, ease and convenience to other areas e.g. Newtonville, Albemarle fields, public transportation.
- 141  
The character. By that I mean the wonderful mix of styles. I know that some of the buildings really do need a lot of work but I DON'T WANT the style of buildings I see going up all over Watertown down Pleasant Street and Arsonal. They are monstrosities and do not work at all into the special feeling and personality of each of the "villages" of Newton.
- 142 personality of each of the "villages" of Newton.
- 143 2-3 stories max on buildings
- 144 diverse uses

- Traditional neighborhood integrity and feel. The movie theater MUST stay, the small-businesses are the heart of our villages. We need the restaurants. We need the parking lots. Leases and street-side exposure must remain attainable. Walkability. No overcrowding of our schools and streets. Access to markets by public transportation, biking & walking.
- 145 Village atmosphere, small, local businesses, movie theater.
- 146 small mom-and-pop shops are great! places like the Shoe barn, Artitudes, and an independent cinema with better seating :) Ice cream shops like Cabot's and Ranc's.
- 147 primarily local businesses
- 148 Nice shops and classic homes.
- 149 1. Do NOT force out established and well-loved sites, such as the restaurant at Walnut/Washington that was forced out. Keep stores like Cabots, Whole Foods, The Shoe Barn, etc., places that are LOVED by residents. □  
2) The Post Office□
- 150 3) Parking on the south side (but safer cross-over).
- 151 As many of the old buildings should be preserved as possible.
- 152 1st floor commercial - walkable
- 153 Historic buildings and facades intact
- 154 don't know
- The amount of open space, room for walking and meeting neighbors on the street with wide sidewalks, bike lanes and ample free or city priced public parking.
- 155 Local businesses.
- 156 Cabot's and other small businesses
- 157 Same housing density
- 158 some residential
- 160 Some of the stores like Whole Foods and newtonville gas and Marty's
- 161 Movie theater (s)
- 162 It shouldn't look like a chain of box stores
- 163 There are three distinct communities; West Newton, Newtonville and Newton Corner that should be allowed to retain their unique qualities.
- 164 Local feel and owned businesses
- 165 Nothing
- 166 Ease of travel between west newton and newton corner.
- 167 Family/locally owned businesses. No chains! No big box stores!
- 168 Primarily locally owned and operated businesses, and residences either owned or rental units with engaged local owners as opposed to remote disengaged rent takers.

## 169 CONVEINENCE TO THE MASSPIKE, COMMUTING

We don't want to see big apartment buildings like those developed on Watertown St. There should be a cap on # of floors, preferably 3. If residential buildings are built, developers should be required to have a higher % of affordable units (let's say 30%) to help Newton's affordability quota. WE NEED MORE GREEN SPACE and pocket parks. Roads should be better paved. I'm a resident of Newton, specifically living on the Auburndale/West Newton border, so, this is my neighborhood. I want to see the City listening to its residents and NOT the developers.

171 Small, locally owned businesses and small, existing multifamily buildings that are "naturally affordable."

172 Building height

173 Similar density and building heights to those that currently exist. Local unique businesses should remain a big part of the commercial mix.

174 The Villages square of West Newton with old buildings still there Local stores like the Show Barn & Trader Joe

175 not much - it really is not a welcoming spot except for driving through

176 Leave Washington st alone go mess up Newton center or chestnut hill

177 Ban recreational marijuana store

178 The community flavor with a mix of old and new buildings that are at the most 3 stories high.

179 Small businesses that support the local village and community life-style.

Would be nice to have a movie theatre. Would like to see this area not become another Legacy Place, "The Street" or The Square and be attractive and commercially viable, while maintaing an unique artistic appeal that doesn't feel cookie cutter with a bunch of chains like Legal Seafoods. That would be a sad disaster for our area.

181 Locally owned and unique businesses.

Nothing needs to be the same, unless current retailers want to stay on Washington St. Entire corridor could be prettier and more vibrant and offer many better

182 types of retail and places to live. Consider under-ground parking. Consider putting in roof-top gardens. Build LEED

183 Keep the character that Washington Street shows currently.

184 Public spaces for locals, but not draw too many people in from other area communities

It should be a place that enhances the life and attractiveness for current residents near Washinton Street. Keeping it the same is not a good outcome.

185

Trader Joes, Whole Foods, small unique businesses that once existed and are now out. It should still remain, as we don't have another, a main thoroughfare that is not super congested.

187 opportunity for current stores to remain, open spaces should remain

## Q9 What makes Washington Street special to you?

See following responses on following pages 27-34

Respondents	Responses
1	It's the corridor I use to get things done.
2	I'd like it if friends and family from other communities said "Let's meet in West Newton Square and..."
3	Normal shops and easy access. Great location for travel, see family and friends.□
4	
5	Convenient to services, I can walk from my home.
6	Access to Rt 90 to Boston or to western destinations without spillover to adjacent streets
7	It is not special. It is a relic of an auto-centric suburban sprawl that is no longer the vision I want Newton to be.
8	Variety and convenience.
9	Nothing
10	Favorite destinations for food and entertainment (Trader Joe's, Blue Ribbon BBQ, West Newton Cinema) WEST NEWTON CINEMA!!!□ SMALL BUSINESSES RELATED TO ART AND CULTURE - some have space for people to sit down and learn new things□ VARIETY OF RESTAURANTS□ THE BARN□ MARTYS□
11	Whole Foods
12	This is one of my paths to work each day
13	movies
14	Nothing today
15	The variety of shops, restaurants, grocery stores, and experiences. Trader Joes and Whole Foods and the Boston Sports Clubs.
16	It can be the new vibrant hub of Newton with its proximity to the Pike.
17	Access to shops I like, ability to walk to shops. Close proximity of grocery stores, drug store, bank, gym.
18	NA
19	Small, home-town feel with many local businesses!

19 I live in Newtonville. I like that I can walk to the post office, go to a movie locally. Make sure that parking for the theater at Santander bank becomes legal for movie going public. I like the easy parking access to Shaw's and Whole Foods. Washington Street needs cosmetic renewal, but not mega buildings that add to the traffic, and take away from the small town feeling of Newton. Make Washington Street more low key, with nice shops, but no high rise dense housing  
 20  
 21 right now, not much on Washington Street. Shops on Walnut Street are nice to have  
 22 Can't think of anything..  
 23 none  
 24 West Newton Center  
 25 It character - We dont need 2000 Apartments that are built cheaply like the ones in Watertown  
 Mix of commercial options; number of decent restaurants; existence of West Newton Cinema; presence of historic "nodes" (Newton Corner; N-ville; West  
 26 Newton).  
 27 Mom and pop stores, feel of a small community, charming buildings  
 I am a resident of West Newton Square. The owners of the businesses are my neighbors and friends. I can walk to almost everything that I need.  
 28  
 29 The local businesses that exist, though too few and far between.  
 30 The low buildings- movie theater, good restaurants, walkable  
 31 Nothing but it's potential.  
 32 Human scale (no tall buildings) Walkable to most needs  
 33 Nothing  
 34 West Newton Cinema and Cabots  
 Moved to West Newton 3 years ago. I like walking distance to movie theater but there's not a whole lot of anything else. Restaurant choices aren't great.  
 35  
 I have lived here since 1960 I'm old and I hate change. If it were me I would put back things that are gone like Barons dept. store , Brigham's, Edwards 5 and  
 36 dime. Harney Hardware , The Troubadour. Al's Barber shop. Corner drug stores. Barbra Jeans penny candy store.  
 movie theatre, local shops, bike-ability,□  
 37 pedestrian attractive ness - ie a variety of local shops. Please no Banks or nail salons!  
 38 Nothing today! It is embarrassing and clearly neglected by the city of Newton.  
 39 lived and worked in west newton  
 40 Washington st is not special to me.  
 41 Nothing really special about Washington Street today other than the opportunity to transform it into something special  
 42 N/A  
 43 There are many small businesses that I like to go to there and I enjoy attending the community activities at the Senior center.



44 Shops and restaurants West Newton Cinema  
 45 It provides places that I make use of.  
 46 access to public transit as well as lots of small commercial  
 Its ability to get through most of Newton in a convenient way but needs to be more welcoming of cyclists and other means of transportation that is two wheeled  
 47  
 48 West Newton Cinema  
 49 It's history  
 50 Ability to easily get to other parts of Newton  
 51 Home town feel  
 52 It has a little bit of everything and now there will be more  
 53 how the street changes as it travels through the different villages of Newton  
 54 It's a major thoroughfare of Newton and an opportunity to improve the problem of inadequate affordable housing and lack of racial diversity.  
 55 ?  
 A range of mixed use businesses including restaurants and the movie theater as well as grocery stores, pharmacies, post office etc. It also offers some ( not  
 56 enough! ) direct, easy access, parking for those businesses.  
 57 Attitudes, paper mouse and the cinema  
 58 Nothing really. There are other streets that do it better; for an evening of wandering and shopping we go to Moody St.  
 59 I have grown up here and raised my family. I have never felt an affinity to Washington Street  
 60 nothing  
 It's not "special", it's a street with businesses that abuts the slash through Newton (The Pike). I'm all for transportation corridors, but not the way the Pike is  
 61 built. How about covering it with a park?  
 62 The old police station, the West Newton Cinema,  
 63 The neighborhood feel and convenience of being able to walk to do a lot of things  
 It is a pathway to West Newton and Newton Corner. Right now Washington St is not that appealing to use except for a way to get to its end point destinations  
 64  
 65 It's not special. It's an eye sore, broken down with no sense of community or continuity i development  
 66 Nothing  
 I like being able to walk there to the movies and stores. I like the interesting shops and restaurants.□  
 67  
 68 fits with neighborhood.  
 69 It has the potential to be a wonderful "boulevard" for Newton  
 70 Its businesses

- 71 Only little pockets are special right now- West Newton's unique shops and restaurants, having Trafer Joes nearby, the Barn. Much of it is not special to me.
- 72 live nearby
- 73 live near by
- 74 West Newton Sq, variety of grocery stores
- 75 It is the main route between three village centers.  
I live a half block from Washington Street. Current population needs to be maintained rather than increased. What keeps the villages of Newton special are
- 76 the small businesses, the ability to meet and talk to neighbors when out and about.
- 77 I shop at Whole Foods and Trader Joe's and eat in the restaurants but there is nothing that makes Washington Street special.  
West Newton village (in spite of the congestion and traffic craziness), with quirky independent cinema, small shops and restaurants, services like USPS, drugstore, cleaners, etc. (but needs grocery & hardware store!). Newtonville is somewhat appealing, but major drawback is that it's divided by the turnpike.
- 78 Walking across those turnpike bridges is very unappealing - noisy, windy, usually icy/unplowed in winter.
- 79 Trader Joe
- 80 A diversity of homes and commercial establishments co-existing between West Newton Square, Newtonville and Newton Corner.
- 81 it isn't special at all! it's a thoroughfare.
- 82 It's near my house  
easy to park for shopping at Whole Foods, Marty's, Trader Joe (except for huge overload of cars at holiday-related times. ---There's no surplus of parking
- 83 space..
- 84 nothing - it is generic and ugly.
- 85 It offers important services - food, transportation, stores.
- 86 Only West Newton Square is special to me, because it feels more like a destination village.  
The fact that zoning laws were in place--but that turned out to not be true- VERY UPSET about Sunrise going into Clay Nissan. We bought our house thinking
- 87 we were protected by zoning laws.
- 88 It is not special. It is a nightmare to ride and a hassle to drive. Sections lack sidewalks along Pike.
- 89 Walkability and variety of restaurants, stores - both unique window shopping and necessities- Gorcery, pharmacy, hardware, florist, coffee
- 90 Village look, good selection of restaurants, unique shops, easy access across Newton to by-pass the Pike. Trader Joe's is a big asset.
- 91 whole foods and trader joe. that's it
- 92 I live here. I want it to be safe, fun, beautiful and affordable to all.
- 93 Not much presently
- 94 It's accessible to commuter rail
- 95 We are raising our kids in this neighborhood. We like to feel safe and not have them worry about walking the streets.
- 96 The small locally owned businesses.

- 97 It is familiar and has ease of access
- 98 It has a lot of potential, but needs better lighting, needs to be easier to cross and better businesses around there.
- 99 Very local businesses like Cabot's and The Barn, and (no more) Karoun.
- 100 It is my home.
- 101 It's ugly now and a street which is used to get to the pike
- 102 West Newton center.
- 103 WN Cinema, Cabot's, local businesses not chains
- 104 Convenience to multiple parts of Newton
- 105 individuality of each town center
- 106 Lived here for 20+ years. Good place to walk & good public transportation  
Access to three major villages and the ability to have parking for commercial stores. No large condo/apt developments that would increase traffic and student numbers for schools.
- 107 numbers for schools.
- 108 Primary non-highway east-west corridor through Newton - an important connection between villages as well as to surrounding towns
- 109 west newton center
- 110 Its character, smaller, lower buildings giving it a sense of openness.
- 111 The variety of commercial entities with nearby residential elements.
- 112 Access to MA pike
- 113 Family run businesses
- 114 Lots of already great businesses and neighborhoods nearby. The area is already thriving.
- 115 The local independent businesses.
- 116 It's my community hub. I interact with it nearly every day. I attend church on it. I dine there. I run along it.
- 117 It's unusually long and linear for Newton.
- 118 Dining, unique stores
- 119 The unique stores and the sense of community in the neighborhoods.
- 120 I use it to get to school every day, so it's a big part of my everyday life
- 121 The mix of businesses.
- 122 Restaurants such as Blue Ribbon BBQ and Cook, commuter station, Newtonville Cinema (if they renovate it) Whole Foods  
See the answers in 8. It's wonderful to have local restaurants, service stations, etc. close by. □  
□  
(In the vision for 10 years from now question, I forgot to say that the "sidewalk" that runs along the Pike from Newtonville Corner towards Walnut Street
- 123 desperately needs to be make more user friendly!)
- 124 It's POTENTIAL

- 125 It's home  
the center of West Newton--I like the mix of restaurants, movies, stores, etc.--But even there, I think it would be better if there were more quality housing in the
- 126 mix.
- 127 Love that we can find restaurants, proceed shopping, car repair, and other creature comforts close by.  
While it runs parallel to the Pike, it is not a high speed road and the traffic is modest. I like that there are grocery stores that I can walk to; and I love the Barn
- 128 for shopping.
- 129 Its mostly an eyesore, drive through street.  
all of the above
- 130  
I love the easy access to nice places to eat and businesses. I use Newtonville shops all the time. I do like the easy access to public transportation.
- 131
- 132 The movie theater and Marty's
- 133 mixed use  
We moved here and have village hopped for almost 20 years, staying near each of our respective village centers along Washington Street. The style of homes and businesses make for its charm. The walkability to village centers to have a morning coffee, a night out, or to get groceries is the essence of our
- 134 desire to live near Washington Street.
- 135 Friendliness of area, small town feeling not overpowered by big brand name stores or huge commercial buildings.
- 136 I live here and walk up and down Washington to get to grocery stores and run other errands on foot (and with a stoller)  
Village areas have a good mix of commercial businesses. I especially like cinema and restaurants. CVS or Walgreen pharmacies are convenient and
- 137 necessary.
- 138 Shops  
Weird question. It's not at all a "special" street. It's ugly and unsafe. If there's no parking at the post office, there's no way to turn around and find parking, other than an illegal u-turn (take your chances!), crossing over the MassPike, going all around Shaw's, etc. This problem repeats itself over and over.   
What I like it the shops that are there -   
-Dunkin' Donuts;   
-GAS STATIONS where we can get our annual inspections;   
-The SHOE BARN (but that needs BETTER SIGNAGE on the road because NOBODY can ever find Kempton Place;   
-WHOLE FOODS   
-LOTS of massage places; alternative medicine :-)  
-easy to get from Newton Corner to Newtonville to West Newton and also Waltham. Keep it that way. Slower is fine, but keep it SAFE.
- 139
- 140 Not much -
- 141 Not much...it doesn't have much going for it right now.

- 142 Village character
- 143 The reasonably priced retro movie theatre, L"Arma cafe, the pubs.
- 144 shops, love the movie theatre  
It is charming. It has 1 or 2 stories, plenty of open space, grass and space to play, beautiful trees and □
- 145 mixed development at street level, easily accessible to all. It feels residential as well as commercial and community based.  
Local businesses, but Washington Street is really not a special place right now, when factoring in parking, it is a 6 lane road that is far too low density for it's size, location adjacent to the Pike, and commuter rail. It is an excellent opportunity to provide desperately needed housing, retail, and density.
- 146
- 147 It's special because it gets me from one place to another fairly rapidly.
- 148 nothing at this point
- 149 Not very special at the moment
- 150 Unique shops
- 151 N/a
- 152 Smaller, independent stores, place to walk, connects one end of the city to another.
- 153 Not hyper built up
- 154 I can't thing of anything
- 155 The businesses located there
- 156 Small scale and quaint.  
The places where there are still a lot of trees and greenery. The ease of connection between West Newton and Newtonville. The general human scale of
- 157 buildings, with mostly older and sturdy architecture.
- 158 THE NEIGHBORHOOD I GREW UP IN AND STILL LIVE IN. NEIGHBORS COMING TOGETHER, SEEING FRIENDLY FAMILIAR FACES  
We don't want to see big apartment buildings like those developed on Watertown St. There should be a cap on # of floors, preferably 3. If residential buildings are built, developers should be required to have a higher % of affordable units (let's say 30%) to help Newton's affordability quota. WE NEED MORE GREEN SPACE and pocket parks. Roads should be better paved. I'm a resident of Newton, specifically living on the Auburndale/West Newton border, so, this is my
- 159 neighborhood. I want to see the City listening to its residents and NOT the developers.  
□  
Provides a place where less affluent people can live, work, and own local businesses. It provides homey, less glitzy environment than newer parts og Newton.
- 160
- 161 Scale is not too big
- 162 MOST importantly.... The feel of not being upscale, and not being densely built up! I also like the mix of commercial and residential.  
It is my home area where I walk every day with my police department, court house, post office and train station at its core.? I don't want any of these sites to
- 163 move or go away. I'd like to keep the historical district "historic" in its character within the square.

164 again, not much except for the few restaurants/stores near intersection of Washington st and Walnut st

165 Leave it alone tell koroff to go mess up another city

166 Ban recreational marijuana store

167 I like old architecture with character.

168 I go there many times per week [ almost daily ] to all the small businesses on this corridor.

169 Right now not that much. West Newton Cinema (despite how decrepit it is), Lumiere

Currently, I don't find it very "special". It's disjointed and a good portion of it seems unappealing and some parts seem completely unsafe for pedestrians due to traffic and appending cars.

171 Nothing now is special to me ---- MAKE it special!

172 The charm of the older buildings.

173 1) Different neighborhoods, each distinctive yet interconnected and 2) a Newton "lifeline" from east to west

174 Not much. It could be improved significantly.

It is a convenient street that helps me get to the Pike, to Watertown, Soldier's Field Rd as well as to 128...going in the other direction. I love West Newton Sq character and the few shops I frequent already on Washington St. More business and housing will definitely impact the traffic and suburban feel of Newton.

Already it is totally impossible to go through Newtonville, even at off hours, because of the construction and the increased traffic. We live between Newtonville and West Newton. The proposed development will impact those of us living nearby. Although my values align with some of the proposals being made for the street, my practical life will be super impacted and I am more concerned about this at this point in my life.

175

Easy access and parking to TJ's, Whole Foods, Marty's, Cabot's. Commercial but not overbuilt. Looking forward to seeing how Orr Block turns out.

176

It's not special. It shouldn't be made to be special. It's a street. Should it be made to function better? Traffic, parking, made more aesthetically pleasing?

177 Perhaps.

## Q10 Other comments?

See responses on following pages 35-42

Respondents	Responses
1	<p>PLEASE: Let's make it attractive (NOT like Needham St.) and "real" (NOT Disney-fied).<input type="checkbox"/></p> <p>Please don't make the street so precious that cars can't use it easily. Some days, I'll go to the gym, then head to pilates, stop in Newtonville (Walnut St.) and shop at Whole Foods - all before breakfast. i would not want to double or triple my travel time or make it more difficult to park. Also, I was thinking as I saw a fire truck stream by in front of my gym, that emergency vehicles should be able to move quickly up and down the street.</p>
	<p>I think driving through West Newton Square in a reasonable amount of time is important, especially when doing local business. However, if going to locales outside of Newton it would be better to by-pass the Square and find alternate routes.<input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>We can't have everything - a leafy village square pedestrian-friendly sidewalks and fast moving traffic. Maybe a roadway bypass behind the Square? <input type="checkbox"/></p> <p><input type="checkbox"/></p>
2	<p>P.S. get more young people involved. The group last night (5/1) was middle-aged and over.</p> <ol style="list-style-type: none"> <li>1. let's not linger<input type="checkbox"/></li> <li>2. re-zone<input type="checkbox"/></li> <li>3. get plan in place<input type="checkbox"/></li> </ol>
3	<p>4. get RFI's and start building with developers</p> <p>There should be a Moratorium on building. No one person (Korff) should be able to dominate the process and our Mayor and government need to respond to</p>
4	<p>the tax paying residents.</p>
5	<p>I've lived her all my life. Change is good</p>
6	<p>Thank you for creating this survey</p>
7	<p>Link future developments with funding new public transportation shelters. Stop expecting everyone to use bikes when going to work or shopping</p>
8	<p>I would like to make Washington Street a destination for running and biking like Commonwealth Avenue is. I would like it to be a place where many people can find employment and a sense of purpose, regardless of age.</p>
9	<p>Washington Street is the last part of Newton that can have a new and exciting identity.</p>
10	<p>Necessary to modernize an area with a newer/younger base of tax payers. We spend too much time accommodating to those afraid of change. All great companies, areas, people are open and willing to try something different and new.</p>

Creating greater density would be problematic. □

11 Having transit to subway would encourage usage. Bus 505 great for getting to South Station and downtown but only available during rush hours now.

12 NA

I feel we need to slow down this big development process! We need to assess the impact of Washington Place and Austin St. on quality of life, traffic; population density, etc., before we plunge headlong into continued development of the "Washington Street Corridor". Mr. Korff and other developers are NOT social activists!! They are in this type of business to make as much money as possible for themselves and their investors. They do NOT work nor speak for

13 the citizens of Newton! The Mayor and City Concilors do!

I live in a small cape house since 1980. I moved from an apartment building in busy Manhattan. I like the quiet, friendly atmosphere of Newton. I find that the big housing buildings fronting the Charles River abutting our walks towards Waltham and towards Watertown Square to be 'not charming', not pretty, and not landscaped nicely. □

□

Newtonville has become more dense in the last 30 years, with Victorian houses becoming multi family houses, but these were done while keeping the outward look of Newtonville. □

It is not fair that because Newtonville has become denser than 30 years ago, Newtonville should thus bear the brunt of more density. □

Commonwealth Ave has large homes and is thus less dense. No one seems to be planning to add dense housing on any large plot of land on Commonwealth Ave. There are only tiny pockets of multi family low rise homes on Commonwealth near the bakery and these multi family homes are not apartment buildings but rather 2 family homes □

□

Why should my neighborhood lose its New England charm because it has already become denser due to single homes becoming multi family homes on Lowell Ave up to but not on Commonwealth Ave. □

□

14 How about building a senior housing building near the synagogues in Newton Center? Of course, this won't happen as the neighborhood is already not dense

15 Plant trees that are generational - and lot of them!

I am not "anti-development" but want strong citizen control. Don't want the developers to get the upper hand.. then leave Newton to pay for all the support

16 services (schools, parking, utilities) that make their developments attractive.

Architecture in this city is pathetic. New development should focus on high quality contemporary design that is complimentary to the existing local context, but IS NOT faux-historic, piecemeal rubbish. The historic commission does not understand their job and yes, unless it is significantly revamped with designers who actually know what they're talking about in the 21st century and what "HISTORIC" means (preservation of authentic architecture, not copy-cat lies that demean and denigrate what exists by surrounding it with half-hearted replicas) then residential construction should not only be dependent on neighbors'

17 review, but also unanimous approval.

18 One developer should not dictate a money making unnecessary urbanization vision



- 19 Parking is at a premium. Is not really conducive to increase residential or commercial density  
 20 No car dealerships or similar commercial companies. More parking underground or disguised

I think you get the picture. There is a lot of history in buildings. Tearing them down to build new buildings that will remain empty like the one on Elm street seems crazy. West Newton is a sleepy little village not a destination. a lot of new empty buildings will destroy the village atmosphere and make it a ghost town. Please can you make it pleasurable for pedestrians and bikers. Cars can go around the pedestrian area. If you build it for bikes, many will come. Newton has a once in a generation opportunity to create a welcoming and inclusive avenue vs an east/west alternative to I-90. I am not convinced that there is any merit to this entire process unless one's name happens to be Korff.

24 Celebrate the bridges that go over the Turnpike!

Newton streets and schools can't handle 1000s of new residential units. Development should be modest and controlled smartly by the city leadership.

Redevelopment of Washington Street should fund all the necessary improvements to safety and services like schools, police, fire before the higher numbers of people are added.

We need a multi-modal transportation plan for this□

27 corridor that will allow access to other nearby towns and and other villages in Newton.

See no need to make changes and to add 3 plus storied buildings. Build low moderate small projects nothing else. Do not add thousands of new people to the City

29 i'd like an apartment neighborhood with lots of outdoor space with walkability to lovely local businesses

30 Change Washington Street for the better with a safer more welcoming street for all.

31 NO BIG BUILDINGS. Keep at least 3 lanes of traffic (two travel lanes and turn lanes). Four lanes would be better.

whatever development, that takes place in West Newton in proximity to cheesecake brook and abutting flood plain, no new construction should be allowed in floodplains, or puts additional run off into brook

33 The movie theatre and the churches should stay! There needs to be more parking for the theatre!

34 Make it easier/safer for pedestrians to get to bus stops on the south side.

35 Important to minimize development so as to allow minimum traffic driving along Washington St

As I indicated above, it is so important to get the right mix of commercial and residential establishments, that are low- scale and that do not overwhelm the landscape. Also, while broad sidewalks that narrow Washington Street, seem like a good idea aesthetically, I think that narrowing the street means more traffic, especially as cars exit that major statewide thoroughfare that is the Mass. Pike. In addition, and most importantly, this would also reduce the convenient, direct street access parking that allows easy entry to businesses for customers. It is so important to point out that our climate does not really permit use of sidewalk cafes etc. for the majority of any year. For that same reason, easy,direct, access parking in front or directly behind stores becomes all the more crucial. I hope that these considerations are taken seriously.□

36

37 Make all traffic lights and cross walks safe

38 Traffic is so awful and dangerous along Washington St that even when I lived in Auburndale and worked in Newton Corner I drove on the pike rather than drive or bike along it (and I had been biking twice that distance to work before we moved to Newton).

39 Development seems to be the city's desire. My issue is that more development generates more cars and there are no more streets being built. Expecting people to ride bikes is ridiculous in bad weather. Eventually we will have massive traffic jams and people will not cross Newton to visit a restaurant or a business. Is that what we can look forward to?

40 Please don't develop Washington Street by putting up anonymous multi-unit residential buildings that house more people than the area can comfortably support. Buildings no more than 4 stories and 16 units each, preferably other than glass-and-steel type buildings. And please, please, please expand the amount of green space on Washington St.

41 Poorly worded survey with choices not tailored to questions and no explanation of certain choices

42 I love newton, I'm excited for the Washington street cooridor redevelopment!

43 My biggest concern is parking being available because as I get older, it gets harder to walk all the way and finding parking for the theater for example keeps us from going at times. Also, the theater is so uncomfortable and needs to be kept up like the Coolidge Corner is, Its such an amazing asset but the seats are completely run down.

44 large scale development that adds EMPTY storefronts and additional load to the schools is not welcome. Development that eliminates businesses (martyrs, movie theater, small stores, etc.) not welcome. Whatever development is done here, should also be done in Newton Center and Waban. City should not dump hundreds of apartments on one road in Newton without doing equal damage to other areas in Newton.

45 I am very concerned about side street traffic. My street, Eliot Avenue, has had 3 accidents in the last 60 days as a result of some of the traffic changes on surrounding streets. Slowing traffic through West Newton Square is going to push traffic to the residential side streets.

46 None

47 We need a broader range of housing options in the city - small apartment buildings (10-30 unit)), smaller multi family of 5-10, modern 3-families, etc. I'd also want to be sure that if traffic slows on Washington, which is fine with me, we don't just shift to Watertown and other streets. This plan should consider the neighborhoods surrounding Washington. There is no cross walk between West Newton village and Horace Mann, which is already crazy. The whole network deserves attention.

48 too bumpy

49 create more green ways for biker, walking paths for residents.

50 More residences are NOT needed! Bring in more commercial with parking

51 Green space is needed; massive high-rise construction is not.

52 Some of the questions were hard to answer with the answers provided. E.g., "Minimize the amount of development." I don't want to minimize it, because I think Washington St. needs a lot of work to make it more functional and appealing; but rampant, uncontrolled development is NOT what I want. I don't like the apparent assumption that downsizing seniors want to live in condo/apartment complexes. We'd like to live in a smaller single-family house, in which we could have a bedroom & full bathroom on the first floor. Those are being torn down in Newton. This is very discouraging.

53 Be bold, not much worth saving

I am not opposed to new construction and modern architecture. That said, I am concerned with density of the built environment and in particular height restrictions that keep new development within a context and scale that is appropriate. Maintaining open spaces, planting trees and considering building setbacks are also important in creating/supporting a visual environment that is functional and well-designed.

Newton has no serious moderate senior housing. Create apartments in easy walking distance from necessary shopping and services and recreation. Keep maximum open space thoughtfully designed for both use and for a natural environment.

We strongly favor the new construction but hope it will not be too sterile.

Most of Washington street feels very underutilized

Very angry about Sunrise- do not want this monstrosity right next to us. That parcel of land is way too small for this huge, dense building. Upset zoning laws not withheld after much dissent voiced by neighborhood. Considering moving out of Newton. It is so hard to understand the impact of these decision when you do not live right next door to it.

Please take long view, but act fast. Washington has so much potential but is overused as a Pike by pass and is dangerous to vulnerable users.

With the amount of space and funding for this project, a net positive design with better environmental score including water treatment should be possible.

Don't screw up this opportunity for improvement

Increase single and multi family size and density, rather than continue to restrict homeowner in favor of developer. Local Taxes on New Home sales over 1 million \$. Charge Colleges new fees/taxes that force them to pay fair share.

I hope that when this is in development, that preserving the health, wellness, and safety of the residents is a priority and that greed does not take priority.

Good luck. These investments in our infrastructure are important.

I am opposed to over-development and this fantasy about having everyone walk and bike. I want to be able to drive and park.

Go big. Density. Improve the tax base. Create jobs. Develop transit oriented housing.

Make it feel like a neighborhood

Washington Street needs traffic calming. Far too fast a thoroughfare now, from Lower Falls to Newton Corner.

Newton Highlands should be the model, for scale of buildings of 1-3 stories, preservation of older buildings, and public spaces.

Development of the Washington corridor should be done without adding hundreds of new housing that will have a negative impact on traffic and have the strong possibility of leading to overcrowding schools.

thanks for asking

Development should be done very carefully. Remember the damage done to cities in the 1960s by Urban Renewal. Remember the last Washington Street Corridor project, the Mass Pike Extension. It caused a lot of turmoil, land takings, demolitions, and disruption of many people's lives and gave us the Circle of

Death and a very strong sense of splitting the north side from the rest of the City.

I do not want high rise buildings with huge numbers of new residents, but would favor more places for seniors of moderate and low income to live in

apartments there, so that persons already living in Newton can downsize and stay living in newton

74 Parking is in short supply and there should not be exemptions to this critical issue in West Newton Square

75 Stop selling out our city to developers by changing the zoning. This is unacceptable to existing residents.

76 It really does need my greenery. Parking on Sundays is a major problem.

Don't make Newton like CA. I see the same development that I see in cookie cutter towns in CA. I moved back to get away from "Town Centers" run by developers. Unique stores unable to pay the high price developers require so in come the chains. Visually, the designs I have seen are anywhere America.

77 Newton will quickly lose any architectural interest if it goes this route.

I keep hearing that we should build more housing because people want to move into Newton. The mayor and city council should work for the residents, not the people who do not live here. Create open spaces instead of overcrowding the city and its schools and making more traffic nightmares. □

78 Developers have too much influence in this city and the city government should create more open spaces.

79 As much as I like having Whole Foods and Trader Joe's, I'm opposed to more national chain stores or restaurants. And no more banks!!

80 Thank you for asking for input!

Don't screw this up as it's a great opportunity to sustain a great place to live and tap lots of unused potential □

81 Think strategically about how this work should and will affect Watertown Ave and other major aspects of the entire area of W Newton

I am not able to understand the concerns of some residents that they don't want any changes to the long stretches of Washington Street that are now mostly comprised of gas stations and blocks of low-height buildings that look like strip malls and have pretty uninspired commercial tenants. What are these

82 residents so eager to preserve?

Newton needs more affordable housing, but not ready for 18 story high rise buildings. Brookline seems like a good model, although their housing is equally unaffordable. We are not Weston/Wayton, content being an exclusive, expensive suburb. We need to move toward more urban environment for area

83 proximate to train and mass transport.

Should make Washington Street more bike-friendly. I am for development for sure and a big supporter of affordable housing. But I am very much against

84 these huge 5 and 6 story (even 4) residential buildings.

85 stop the forces of darkness/naysayers

I feel really bad for the abutters to the new developments, along with the noise, the impact on the "feel" of their homes is distressing. To think of some of the homes that will have all their south-facing sides cast in shadow by the probable-overly-tall buildings that are going up is just gross. Folks who bought and have remained in their homes have done so by HOW the village and green space have felt. This impacts folks' personal investments in their homes. Foot prints and heights of new commercial/combo developments should remain the same. I am NOT a fan of the large apartment/condo developments. The impact on traffic and schools just does not seem to be offset by any tax gains (think about the people, not just numbers on paper). Developers are the ones making

86 money, residents pay the cost in frustration, delays, and significant changes to village aesthetics. We've all paid a lot to live here already.

87 this is a very exciting time in Newtonville.

88 More focus on urban form - need for welcoming streetscape, including buildings at lot line, no parking in front, articulated street walls, plenty of glass.

89 Thanks

90 Do NOT turn Washington Street into Needham St. Have housing intermittent but moderate in size.

91 lets build over the train tracks in Newtonville, W. Newton AND Auburndale

92 Won't miss the traffic lights every few yards, the ugly parking lots, esp. Tody's, and No trees  
build housing and then add the things that make

93 it a great place to live

Newton Corner was ruined by highrise, cold sont office structures right up the the sidewalk. The traffic is primarily Mass Pike oriented, fast and pressured. Crossing the street is dangerous. There is no parking that isn't private and monitored. Cars are towed routinely, if they are parked on the wrong side of a lot, when families try to go to local restaurants. There are few trees and lots of cars and concrete. It is ugly and unwelcoming. Our family never goes there. It is a pass through space for cars only. No more of our villages should be ruined like that. We want our elderly, our handicapped, our impaired citizenry to feel safe

94 and welcome in our villages, all of our villages. They won't if we allow overdevelopment on Washington Street.

95 Don't turn this into a Boston street with towering buildings and sidewalk cafes. Take off the lens of everything to increase the tax base.

96 Do not let the developers over-develop this are to make a big buck. Once they do there's no going back. Small scale, neighborhood friendly development is desirable so we don't turn into dense urban Cambridge or Somerville.

I hope we can continue to foster an area where people want to live, work, and do daily business so that locally owned businesses and residents will naturally want to be engaged-- so that Newton will get a reasonable rate of tax income without having to give away public resources that will never be returned. I think the evidence to date is clear that so called public-private partnerships end up as giveaways to monied interests that don't add enough positive returns to communities on balance. Newton is already so fortunate with its "location, location, location," that people want to build and be here-- we don't need to engage in flashy but ultimately dubious development incentives. Let's fund our own metro living and business space. And, most importantly- let's encourage sustainable communities with less and better consumption, renewable energy, and safe walking and biking spaces. Thank you for all of your hard work on our

97 behalf!!!

We don't want to see big apartment buildings like those developed on Watertown St. There should be a cap on # of floors, preferably 3. If residential buildings are built, developers should be required to have a higher % of affordable units (let's say 30%) to help Newton's affordability quota. WE NEED MORE GREEN SPACE and pocket parks. Roads should be better paved. I'm a resident of Newton, specifically living on the Auburndale/West Newton border, so, this is my

98 neighborhood. I want to see the City listening to its residents and NOT the developers.

I worry about expensive developments that pretend to offer affordability but which will cater far more to the affluent than the current status. Please do not

99 displace the less affluent people with wealthier people who already have options beyond those of us who live here.

- I am handicapped, and that informed by response about parking availability. There is currently no handicapped parking near the Newtonville Post Office. □  
 Almost 40 years ago I chose to reside on the north side of Newton specifically because of its lack of an upscale vibe that exists more on the south side of Newton. I prefer the socioeconomic mix that currently exists, and I am concerned about the gentrification of Washington Street. Having low income housing in  
 100 the mix is great, but we also have a giant lack of middle income housing. We do NOT have a lack of upscale housing in Newton.  
 Elm street has buildings that have not rented in years is that what you want on Washington st □  
 Go drive down Watertown and you will see a lot of empty apartments and empty retail □  
 101 The comments I hear is the mayor is in koroff pocket is that how she wants to be know for ruining the city of Newton  
 102 Ban recreational marijuana store  
 103 Please do not build thousands of apartment buildings!

- We need to vastly improve our bikeway transportation system throughout the City and State. Need to consider major bikeways which parallel all major highways, railways. - This is a real solution to our CO2 emissions problem - We need get autos off the roads and provide suitable alternative transportation modes like major bikeways- not the little bike paths with white line on some of our roadways (which we need, but we more of them, too.) We need to provide connective of our little city bike paths to these major bikeways. I'm hoping tens of thousands will be using these bikeways. The bikeways should be our first choice for transportation. We utilize all those abandon rail line routes and water-line routes for these bikeways where we can. These bikeways need to connectivity to all the rail stations and all the city centers and transportation oriented locations. We have no time to waste; we need to incorporate these  
 104 concepts into our mission plans and transportation designs. What I have seen published is inadequate.  
 This developer should take a page from SAn Francisco Bay Area development and NOT from downtown Boston and other Boston development that is ham handed and lacks a deft touch and an aesthetic appeal. The last thing that we need is a bunch of ugly national chains with cookie cutter architecture. The  
 105 development represents a huge opportunity - we are are hoping that it is handled with respect and design integrity.  
 106 Thank you for the work you are doing to study the corridor and plan for its future!  
 107 No  
 The idea that new condo dwellers along this corridor will rely on the rail is a fallacy unless more trains are available during daytime hours. Instead we will have  
 108 more cars, congestion, and unsafe driving conditions that will diminish the quality of life in our garden city.  
 I would like to see the whole project slowed down. I am not a fan of Korff taking over Washington St. I would like to be certain that the city has done  
 109 thorough studies of traffic patterns, impact on city services and how the development will impact the city in general.  
 110 I'm very hopeful Newton can make this a great space. Can we do something about the traffic pattern at the Circle of Death in Newton Corner? very dangerous

# Hello Washington Street!



Survey #2  
Public Spaces on Washington Street

Survey #2 was a large format survey at the “*Hello Washington Street!*” project launch on May 1, 2018. An online version was subsequently released. Responses were recorded until the survey closed on July 8, 2018. These are the full responses.

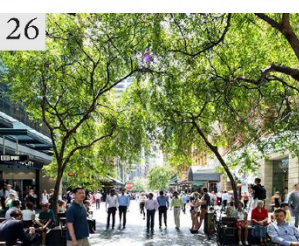
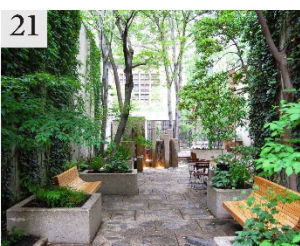
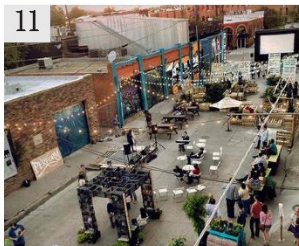
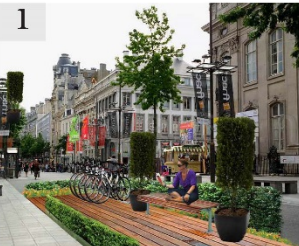
Respondents were asked to rate 30 images that could be used as guides for future public spaces on Washington Street.

This survey is one of many inputs used to inform the Washington Street Vision Plan, which will help guide the future of the area over the 20-30 years.



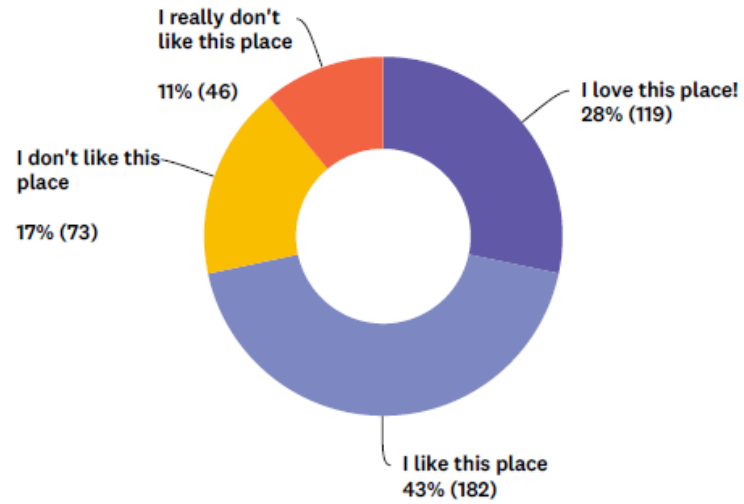
May 1 Launch Event  
Hello Washington Street!

PUBLIC SPACE SURVEY  
#220-18



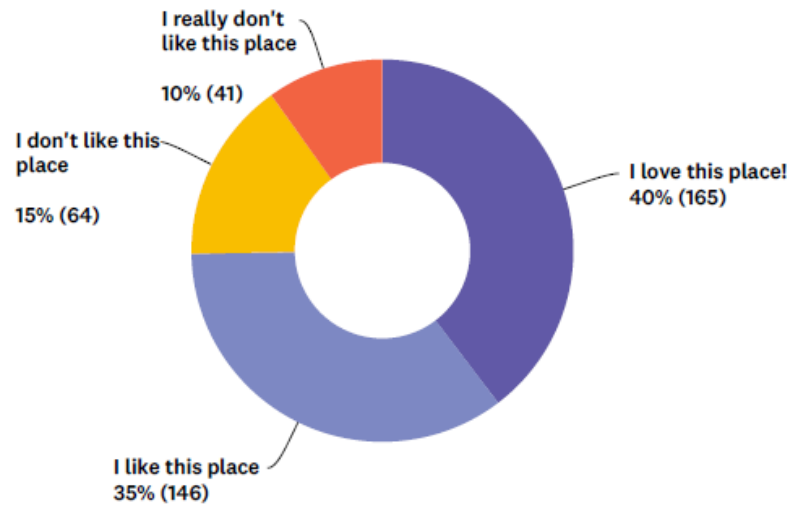
# Q1

Answered: 420 Skipped: 40



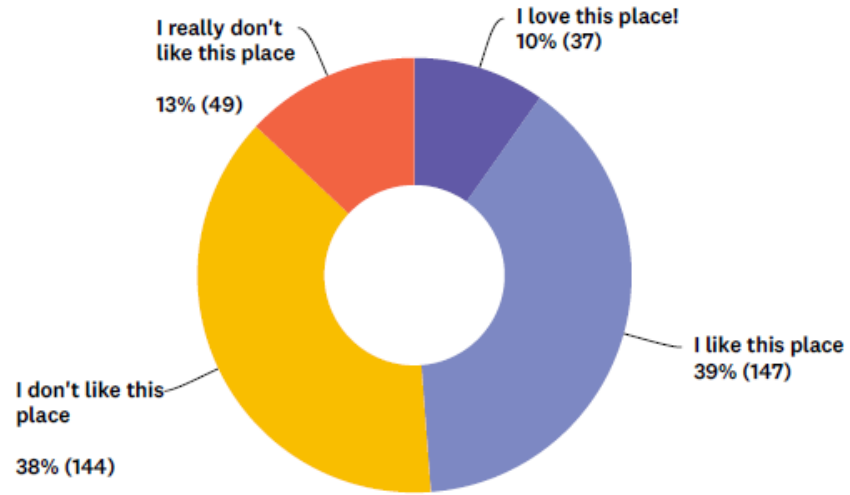
## Q2

Answered: 416 Skipped: 44



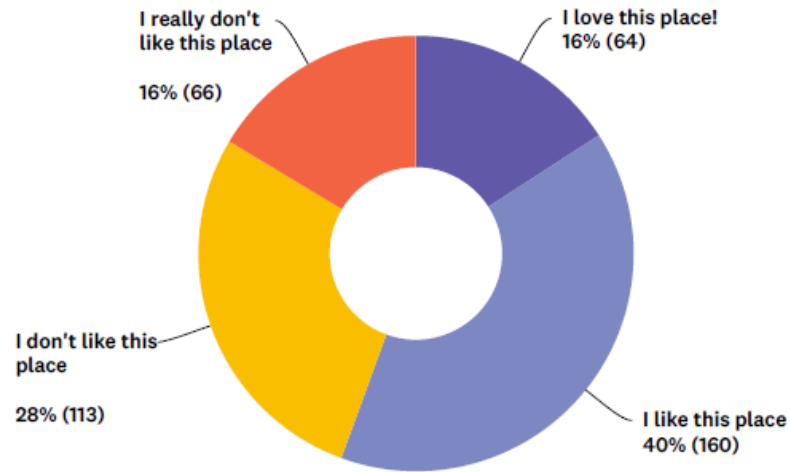
# Q3

Answered: 377 Skipped: 83



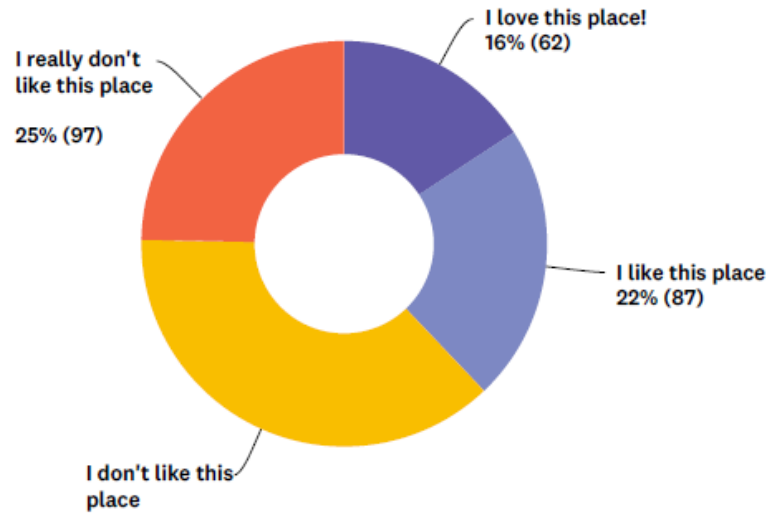
# Q4

Answered: 403 Skipped: 57



# Q5

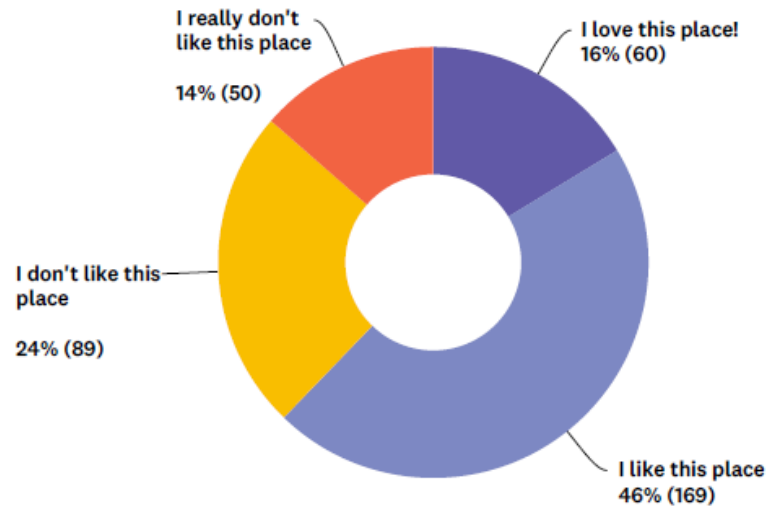
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# Q6

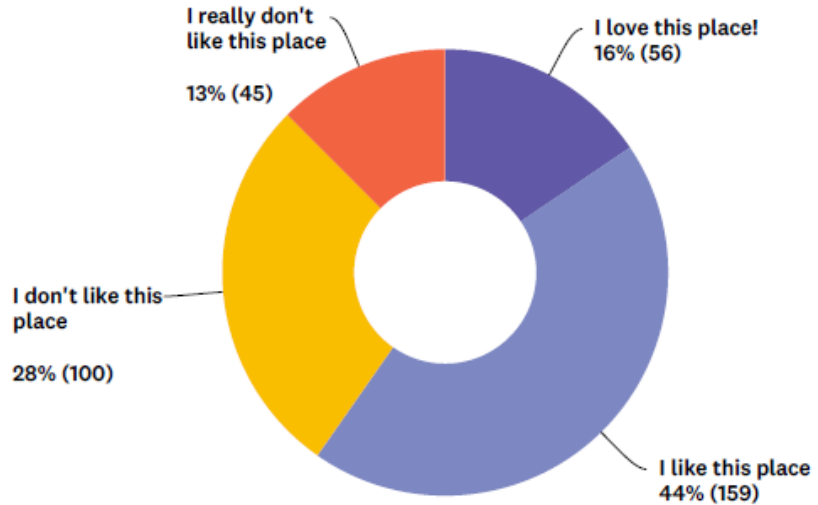
#220-18

Answered: 368 Skipped: 92



# Q7

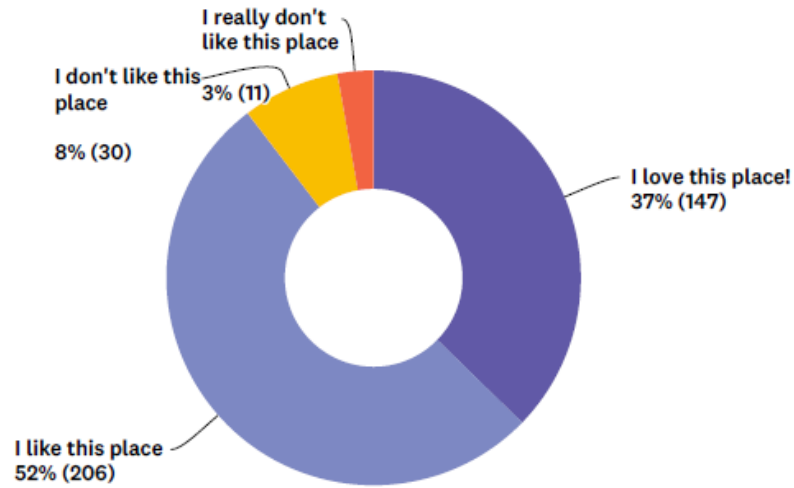
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# Q8

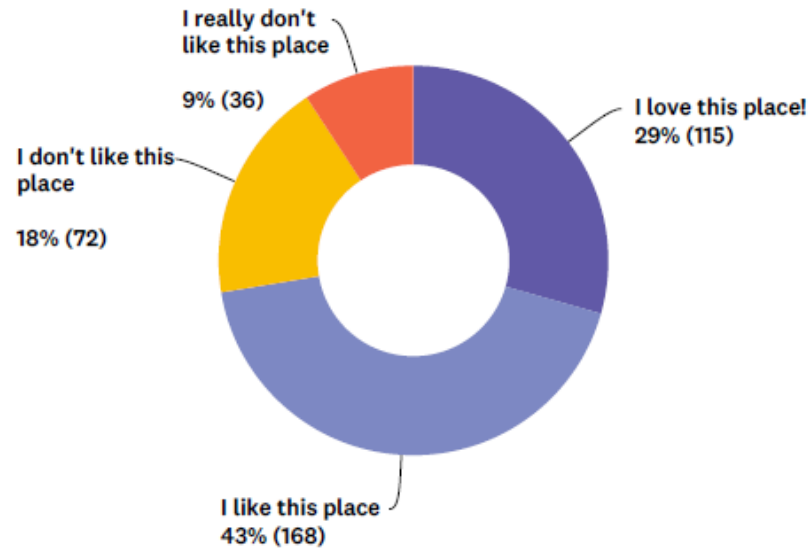
Answered: 394 Skipped: 66



# Q9

#220-18

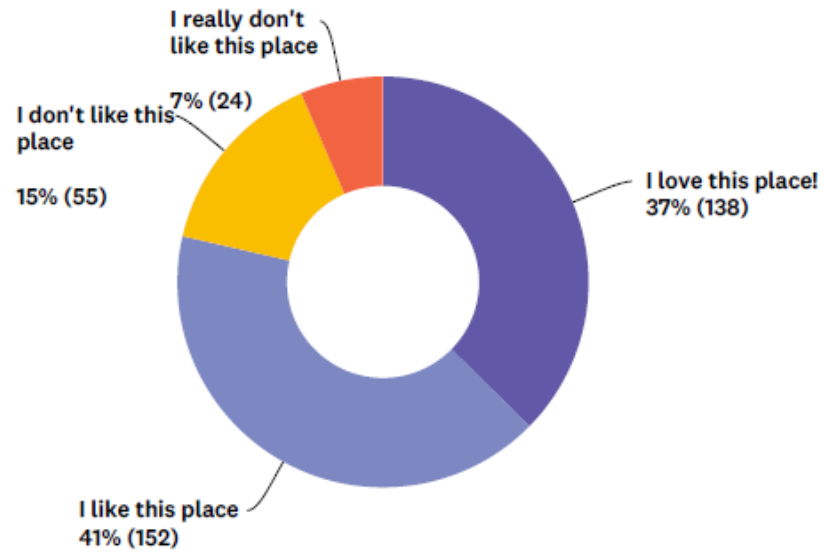
Answered: 391 Skipped: 69



# Q10

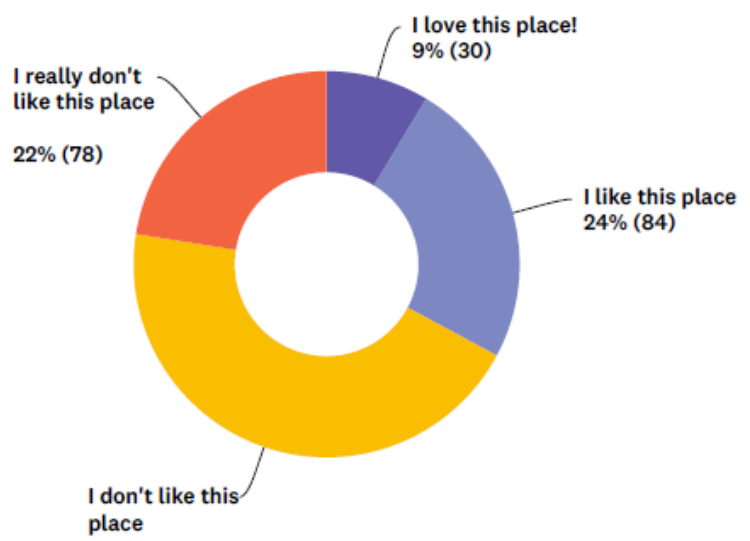
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Answered: 369 Skipped: 91



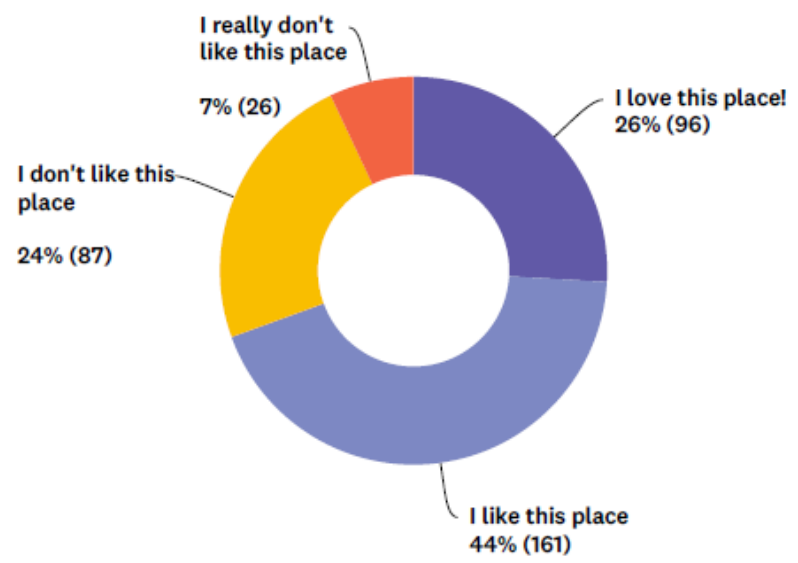
# Q11

Answered: 347 Skipped: 113



# Q12

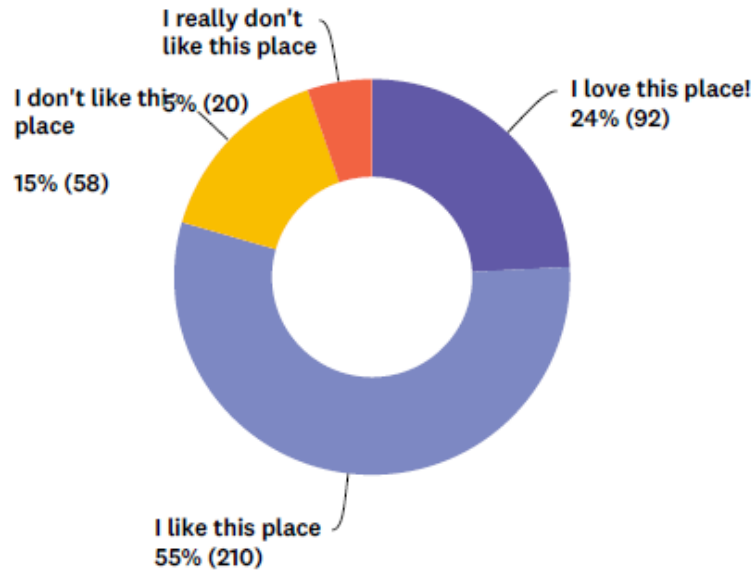
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# Q13

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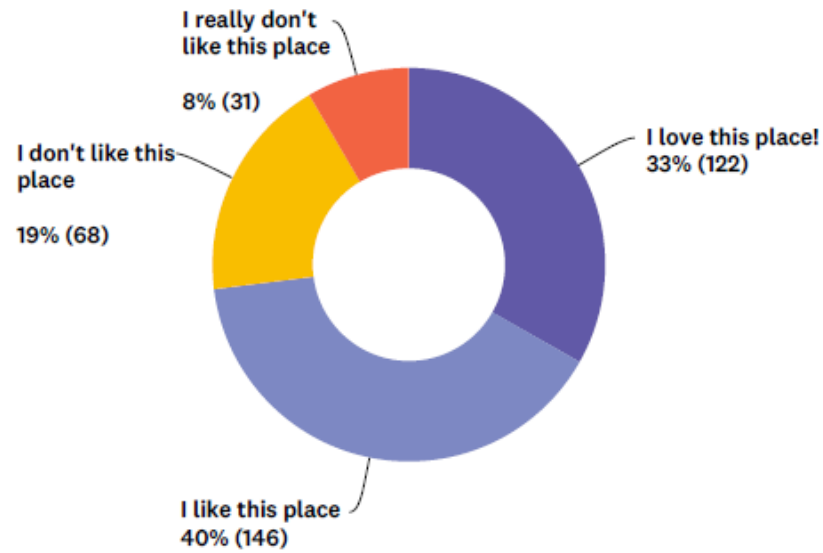
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# Q14

#220-18

Answered: 367 Skipped: 93

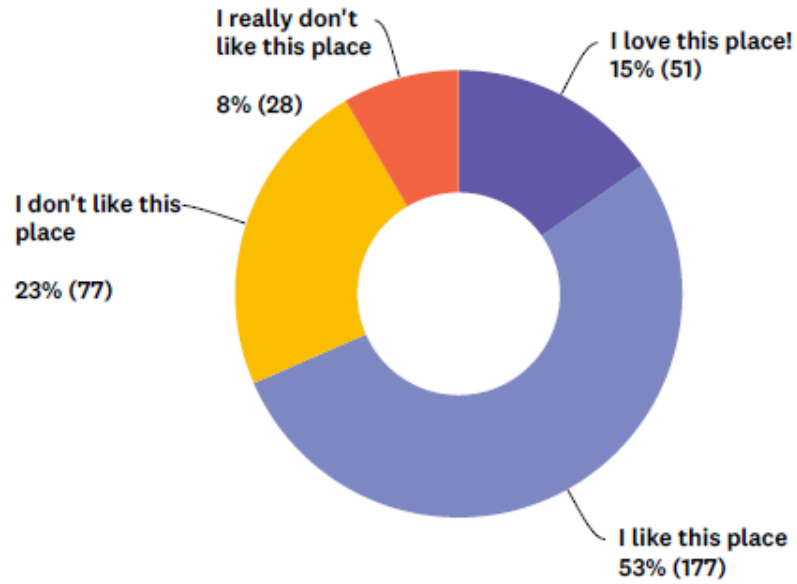


City of Newton, Washington Street Vision Plan  
Survey #2 Public Spaces

# Q15

#220-18

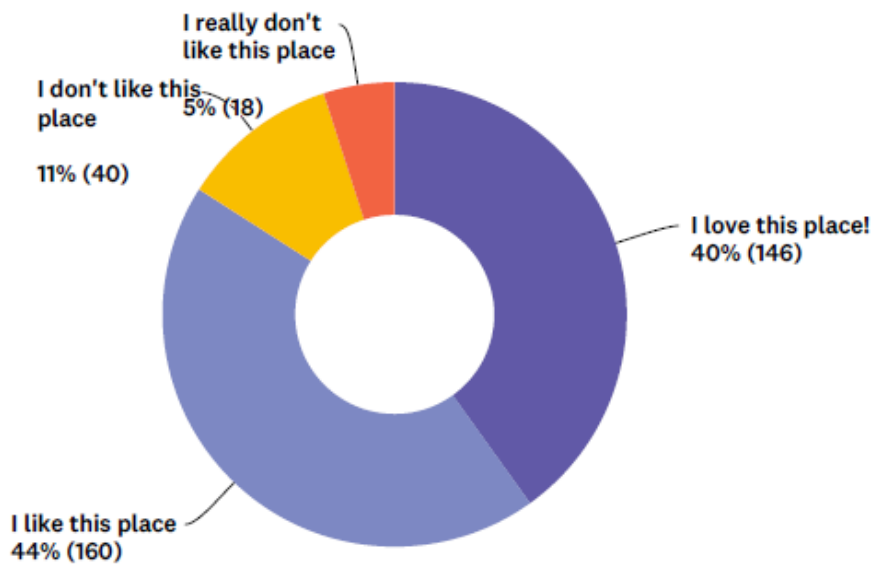
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# Q16

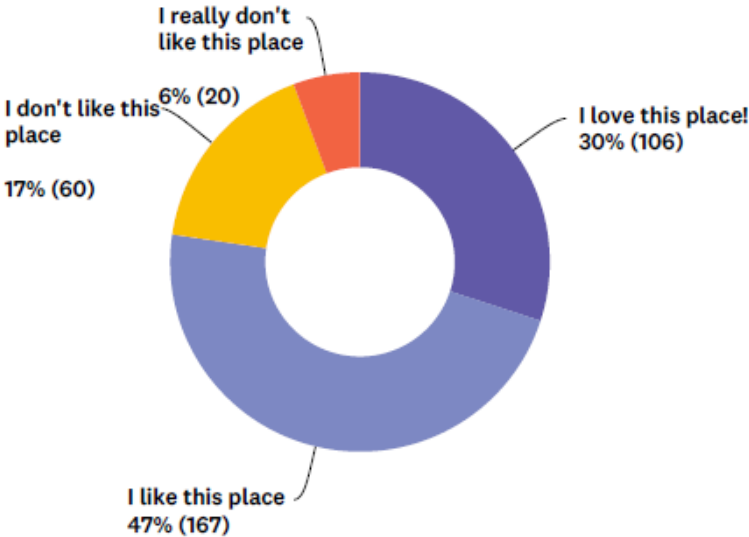
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# Q17

#220-18

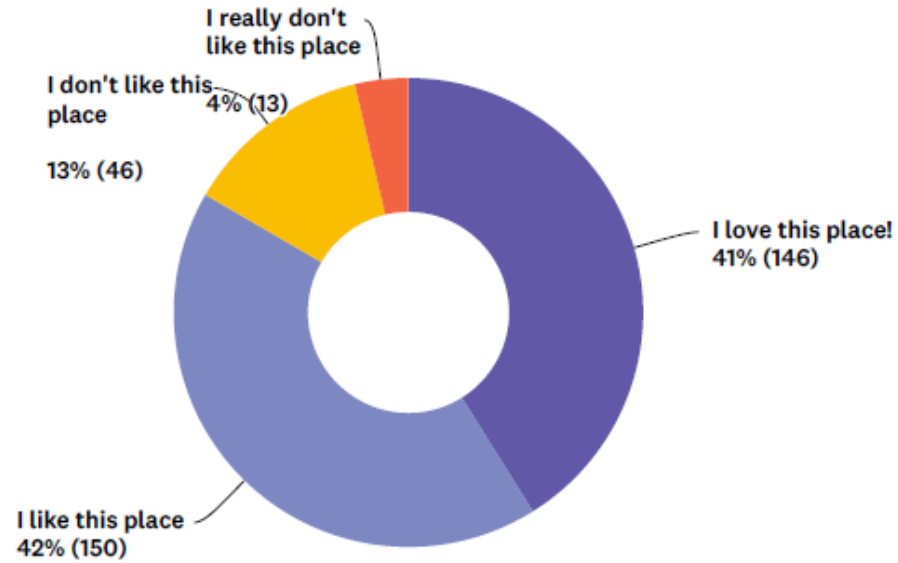
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# Q18

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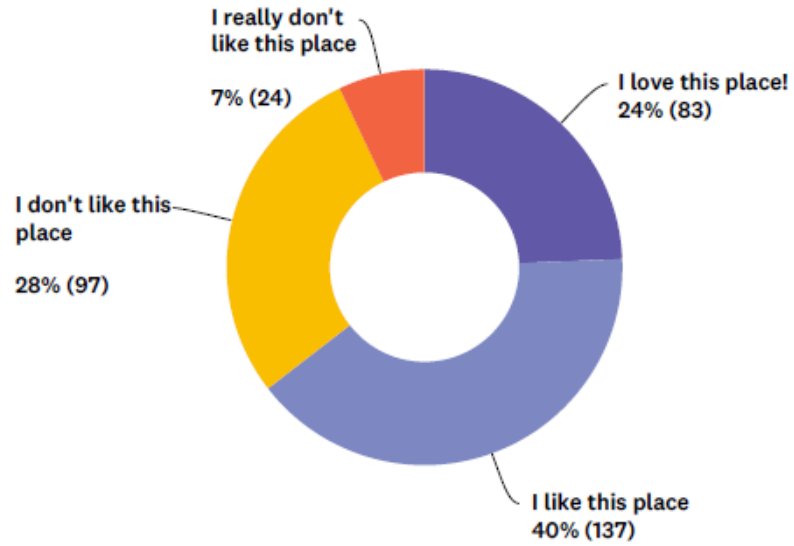
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# Q19

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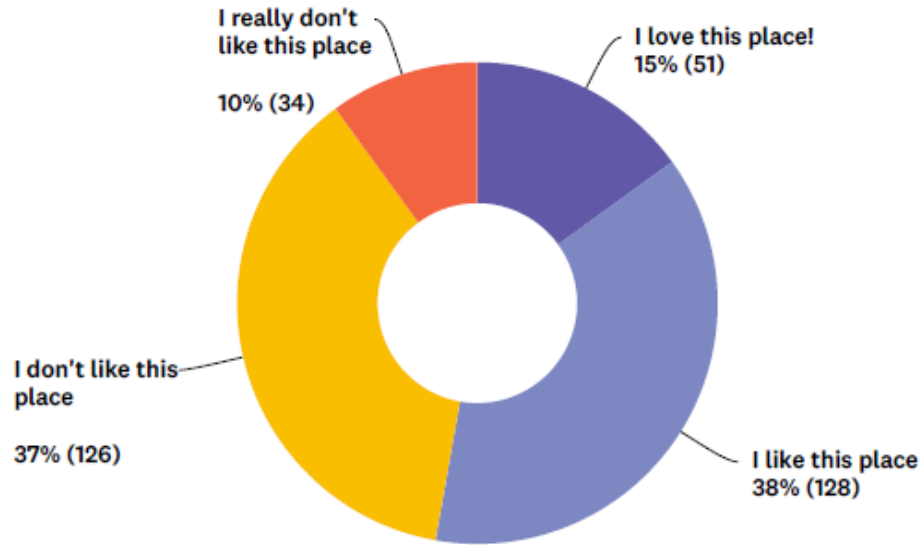
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# Q20

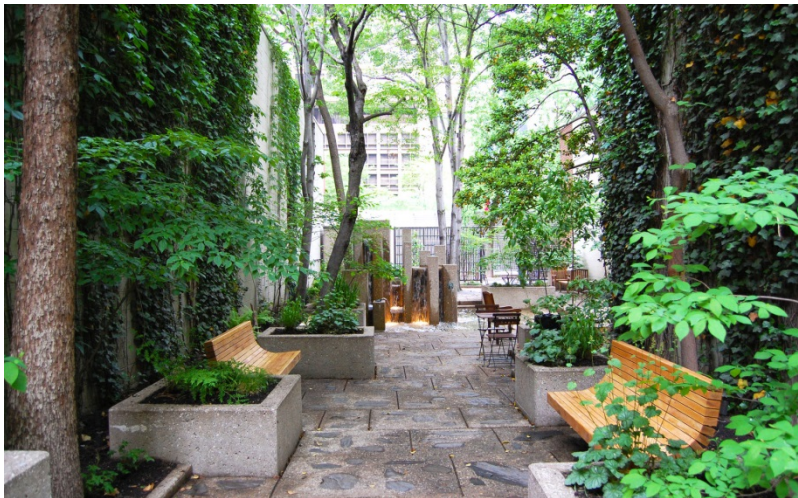
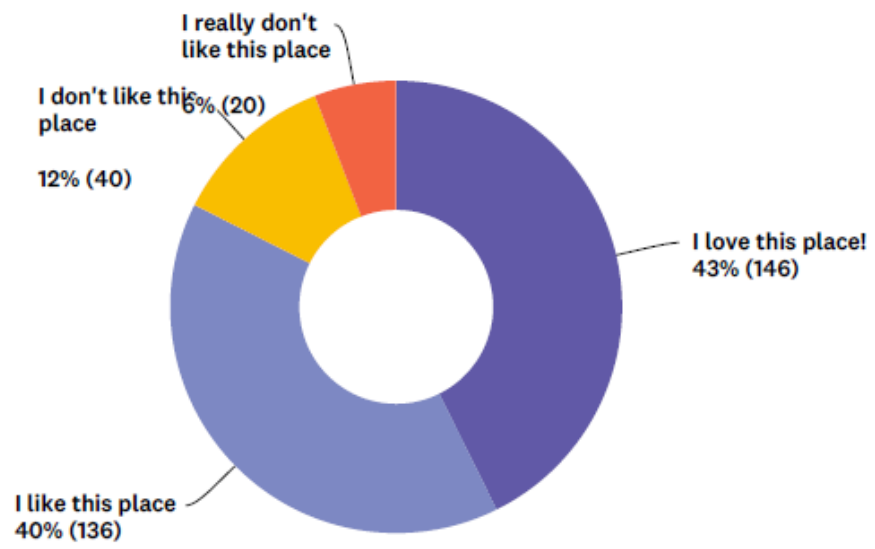
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Answered: 339 Skipped: 121



# Q21

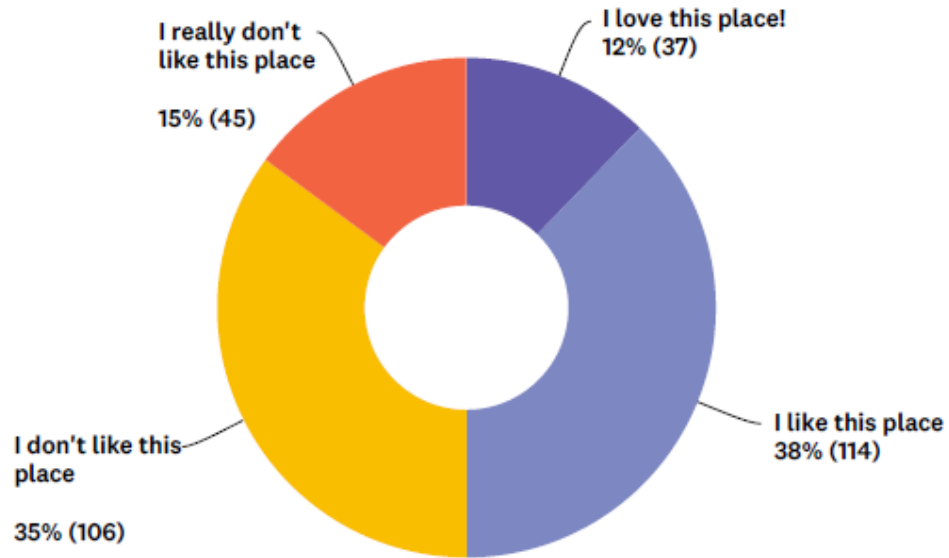
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# Q22

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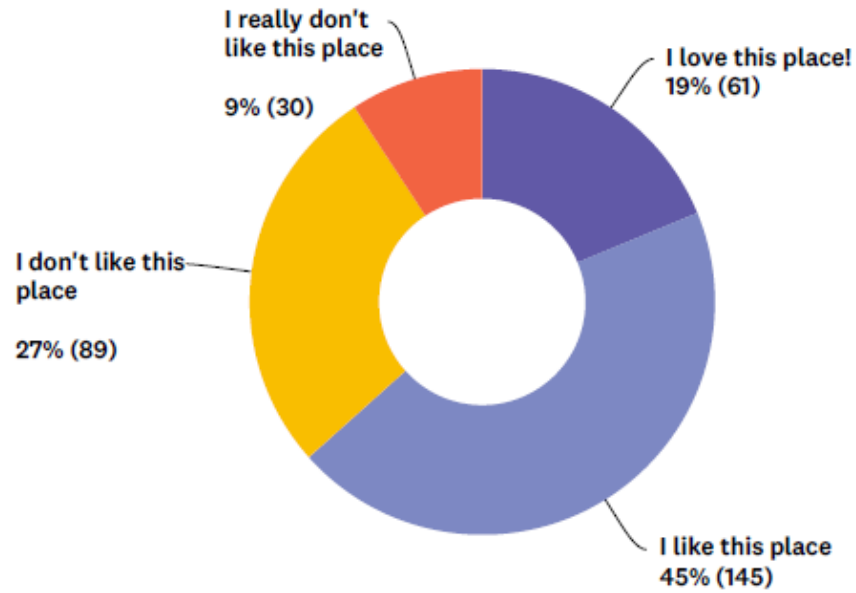
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# Q23

#220-18

Answered: 325 Skipped: 135

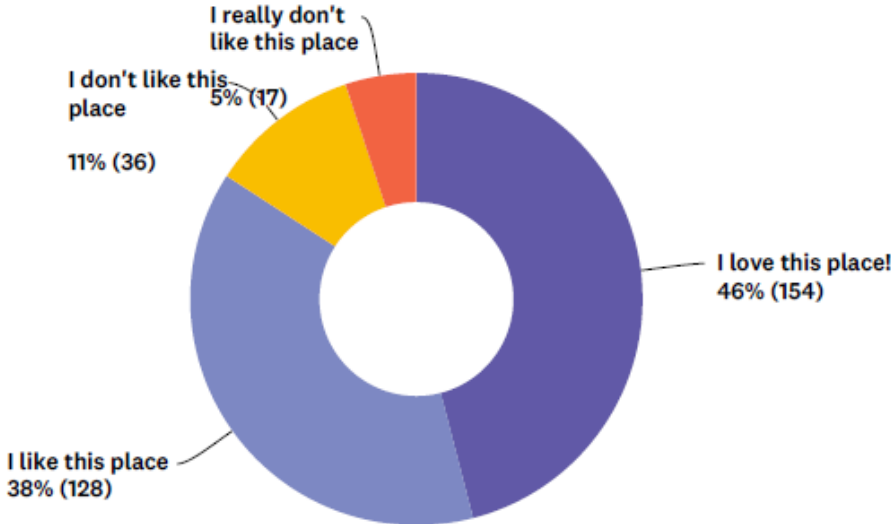




# Q24

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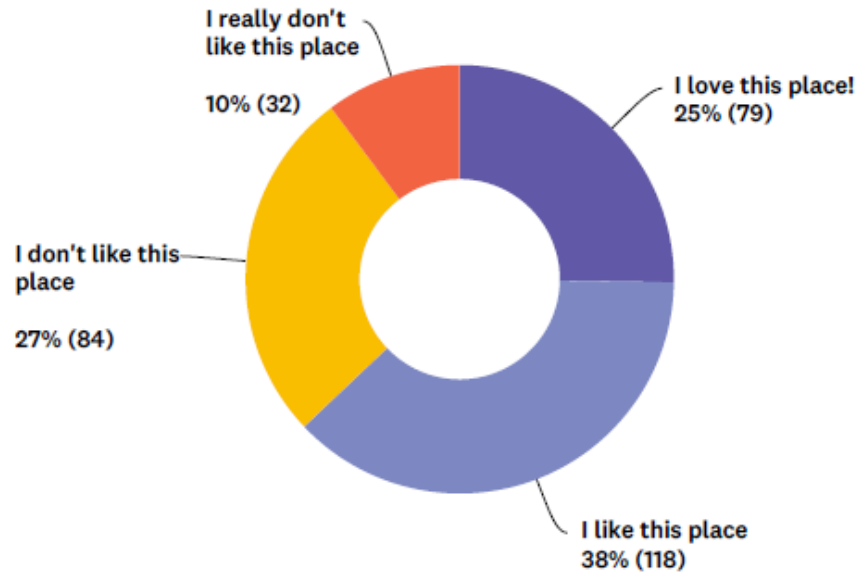
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# Q25

#220-18

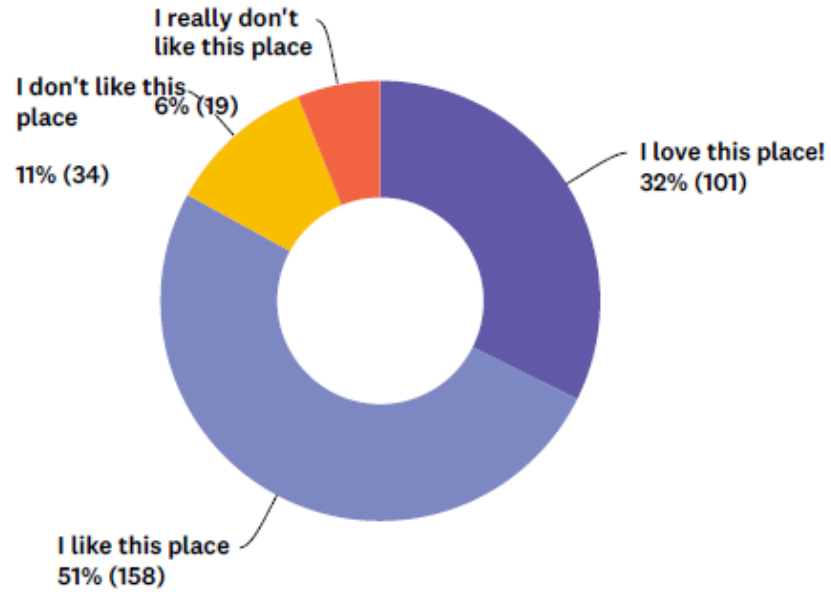
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# Q26

#220-18

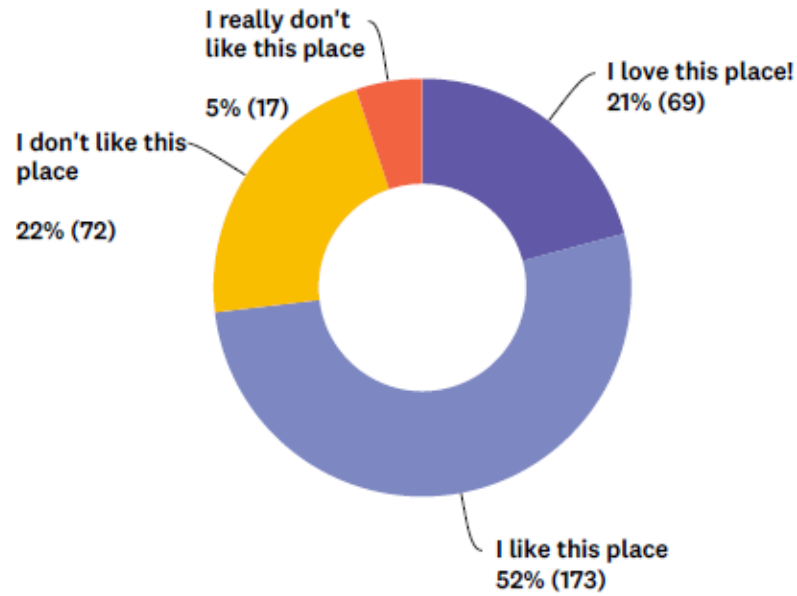
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# Q27

#220-18

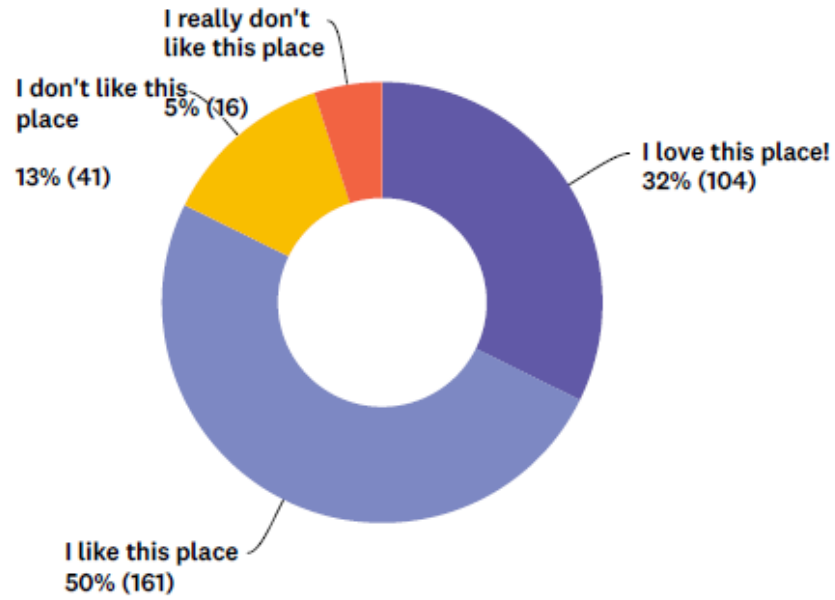
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# Q28

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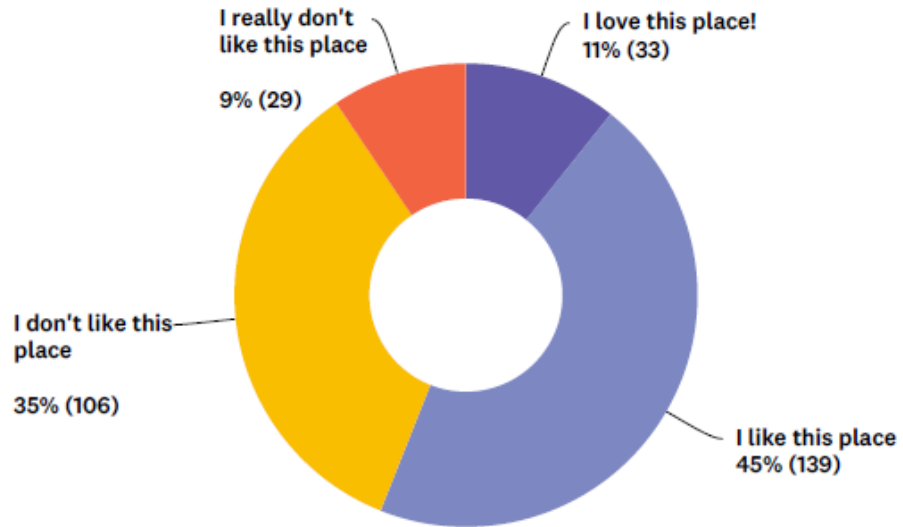
Answered: 322 Skipped: 138



# Q29

#220-18

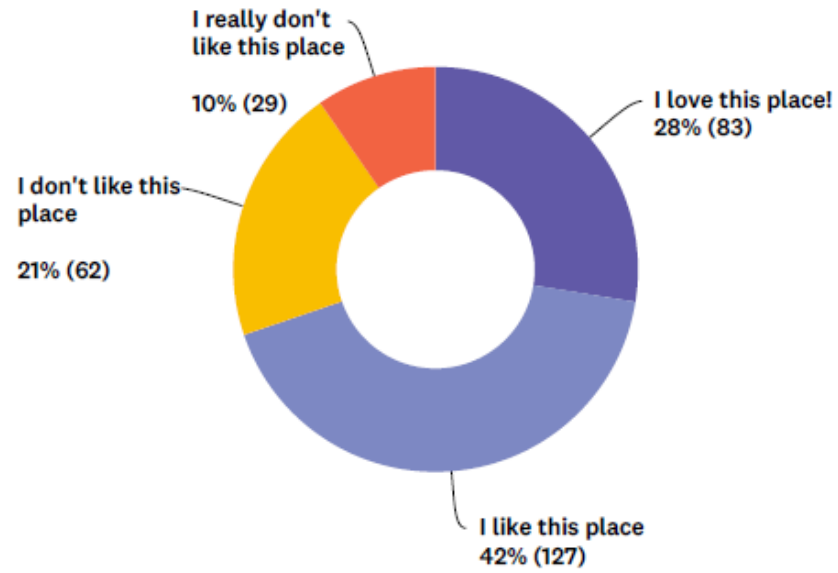
Answered: 307 Skipped: 153



# Q30

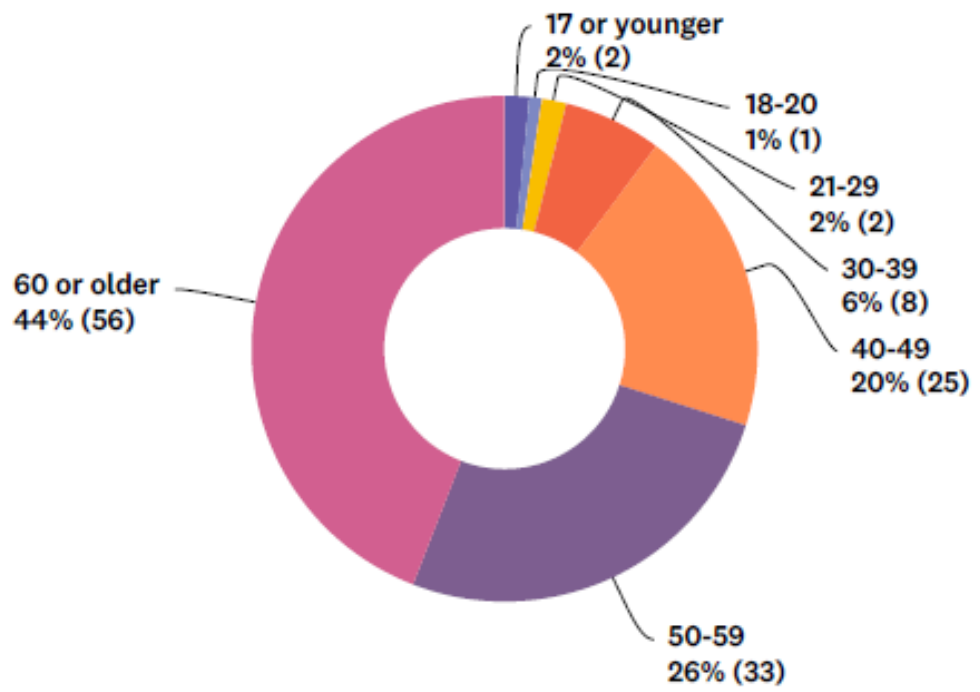
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Answered: 301 Skipped: 159



# Q31 What is your age?

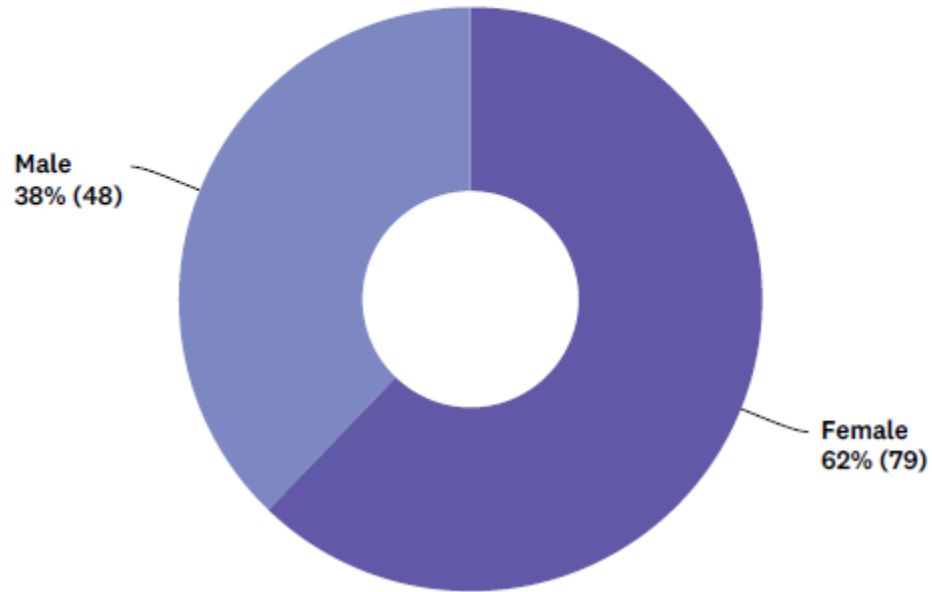
Answered: 127 Skipped: 333





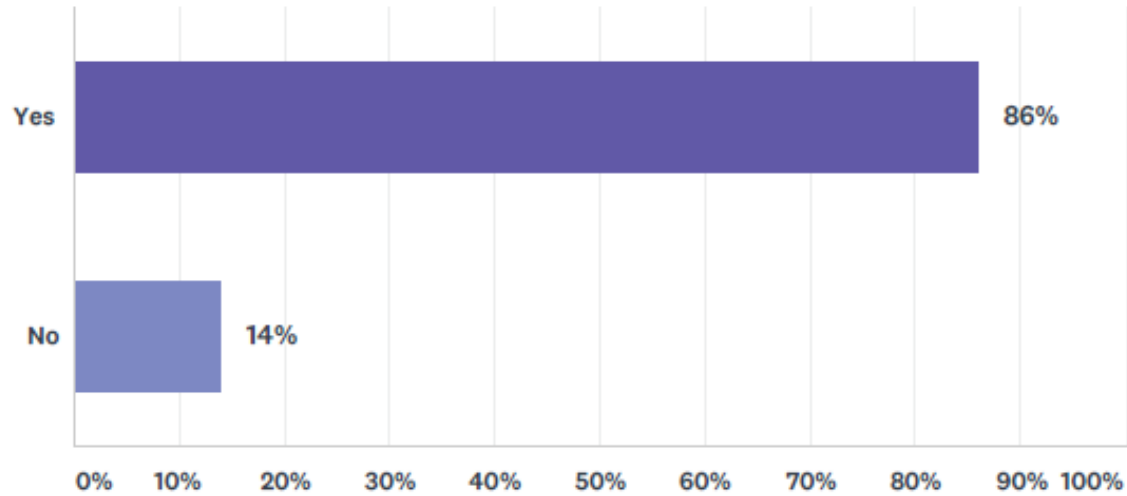
## Q32 What is your gender?

Answered: 127 Skipped: 333



### Q33 Do you live or work near Washington Street?

Answered: 128 Skipped: 332





## Appendix 2 - Big Ideas Draft

See attached.

# Public Spaces, Social Places

- **Make a Permanent Farmer's Market Location**
- **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 Doorstep**
- **Celebrate and Gather Al Fresco - in the parks, in the streets**
- **Build Nature-Inspired, Woodland Playgrounds and Adventure Parks**
- **Make a Village Green in West Newton Lined With Commercial and Retail Spaces (Beer Garden, Restaurants)**
- **Connect to the Charles River**

“More trees please!”

“Name the greenspace bulge, the Green Nugget.”

“You can't put enough trees here.”

“It took me a decade to figure out the Charles River is so close to here. How do we make it more part of the life of our community?”

“Movies outdoors, open studios and art fairs. Those things can draw people.”

“Create more urban green spaces, not less.”

“Because playgrounds are near schools, tot lots need to be away from them.”

“Do not give up Ryan Park”

# Human-Scaled Villages

- **Preserve the Scale and Character of The Villages**
- **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**
- **Require Civic Space Amenities as Part of New Development**
- **Provide City-Backed Loans and Grants for the Rehabilitation of Historic Commercial Buildings**

“Right Sizing, right scaling the streetscape. Reclaim for the neighborhood.”

“Be good stewards of our future community.”

“It is not always about the architecture. What’s important is what is happening at the street level.”

“Density doesn’t increase conservation”

“Zone out large developments.”

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

“More mixed-use, housing, and greenspace.”

“Adaptive Re-use please, not demolition.”

“Plants, trees, stone and brick give scale and intimacy, and make places feel more human and inviting”.

# Housing for All

- **Build Apartments Near Transit Stations**
- **Allow Large Home Owners To Share Their Houses**
- **Protect the Fabric of the Neighborhoods**
- **Trade off Density for Building Form, Quality Architecture, and Materials**
- **Support Diversity: Build Big “A” Affordable Housing**
- **Protect Single Family Neighborhoods From Up-zoning**
- **Build Missing Middle Housing for Seniors and Families**
- **Build Live/Work MakerSpace Housing**
- **Use TIF to Incentivize Construction of Big “A” Affordable Housing for Seniors**

“Nice looking architecture will offer a lot of new housing. Probably should be lower [building height] near to the older houses.”

“I’d like to age in place. Unfortunately, if we sell our house we’d make a lot of money but we would have no place to live.”

“Middle income housing is important.”

“Incentivize people who already have space in their house to rent out a room in their house.”

“Newton needs more racial diversity. We need more affordable housing for families with children near transportation hubs!”

“Policy is not pushing for product that meets less than 50%, but only 50-80% of Median Family Income.”

“To get us empty nesters out of our Newton homes, you need to build multi-unit with elevators, and thus height.”

# Reconcile the Pike

- **Deck Over the Pike**
- **Install Living Green Walls On Buildings and Bridges to Mitigate Noise, Improve Air Quality, and Beautify the City**
- **Use Maker Boxes and Liner Buildings as Structural Sound Barriers**
- **Build More Local Streets Across the Pike, Connecting North to South**
- **Simplify the Circle of Death**
- **Put Solar Panels On Sound Barriers Facing the Pike**
- **Build Dedicated Pedestrian and Bicycle Bridges Over the Pike**

“Build over the train tracks with density.”

“Sound barriers.”

“Pedestrian bridge over the pike and other areas along Washington.”

“Build cantilevered narrow buildings along south side, serving as a sound barrier and providing office and retail.”

“Put the road over the road.”

“Deck the Pike.”

“Cover the Pike.”

# Walk + Bike Washington Street

- **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**
- **Build Pedestrian Comforts for Winter (lighting, shelter, warming stations, wooden benches)**

“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.”

“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 wide sidewalk.”



# Regional Transit

- **Extend the Yellow Line to Connect the Green Line to Riverside Station**
- **Invest in A Fully Accessible Transit System**
- **Extend Bus Service to Connect Underserved Areas to Important Destinations and Rail Transit**
- **Adjust MassDOT Turnpike Fees to Discourage Commuter Trips on Washington Street**

“Need to reactivate ‘T’s’ loop route from green line.”

“Real train station stops accessible to all, with protection from elements, digital notifications, and access above grade.”

“A shuttle along the street.”

“Extend bus routes to continue down Washington St [south] to the hospital and Woodland ‘T’.”

“Dud platform commuter rail stops.”

“Make t-stops more accessible. Get rid of the stairs.”

“Light rail on commuter rail tracks.”

# Smart Driving, Smart Parking

- **Break Up the Mega-Blocks and prohibit the making of new ones**
- **Create a Parking Plan and Implement Curbside Parking Management**
- **Adjust Parking Requirements for New Development to Reduce New Local Traffic**
- **Prioritize Local Travel over Commuter Travel, But Plan For and Manage Both**
- **Build Vertical Municipal Parking**
- **Design to Accommodate a Driverless Future**
- **Implement Neighborhood Traffic Calming Strategies on Residential Streets**

“More public parking is needed in West Newton Square.”

“Focus on people and environment. Move away from cars/parking.”

“Where do cars park?”

“Parking underground to allow for a park.”

“If you narrow Washington Street, it will ruin smaller surrounding streets forcing traffic onto them.”

“Plan for plenty of [accessible] parking.”

“Cars are not going away anytime soon.”

# Fiscal Strength

- **Put Solar Panels Along the Pike on City Property**
- **Use Value Per Acre Analysis in Development Review**
- **Use District Increment Financing to Capture New Taxable Revenue and Fund Parks and Public Spaces**
- **Leverage Public/Private Partnerships to Provide Consolidated Municipal Parking**
- **Use Payment in Lieu of Taxes to Fund Capital Improvements for Pedestrian and Bicycle Improvements**

“No overrides.”

“What will the impact be on our schools?”

“Net fiscal impact must be positive and not displace current residents by increasing tax base.”

“I don’t want my home’s value to be negatively impacted by Washington Street development. It needs to be done well and increase the value of nearby homes.”

“We need more business tax revenue to support more apartments and kids in schools, etc.”

# Villages as Cultural Hubs

- **Vibrant Night Life after 9 PM**
- **Build To Attract Young People**
- **Line Remnant Public Lands along the Edge of Washington Street with Art/Maker Spaces**
- **Adapt Old Buildings to Provide Incubator Space for Tech and Creative Workers Create Narrow Shopfronts**
- **Build Pop Up and Temporary Artist and Maker Boxes**
- **Activate Vacant Shop fronts with art galleries and start-up businesses**
- **Require 1% of the Budget for Every Municipal Project Fund the Arts**
- **Bring Artists and Arts Organizations Together**
- **Create an Arts and Culture Master Plan**
- **Leverage Non-profit funding to save beloved local, cultural institutions**

“Prevent new development from replacing all unique independent retailers with generic credit tenant commercial.”

“People want to congregate if there is something happening. Dancing activity, musical activity, congregational activity. Makes people social.”

“Integrate space for public art.”

#givenewtonculture

“Keep small businesses alive during redevelopment. We need swing space for them during construction.”

“Mix the generations - have community centers for all - helping to diminish the generational divide.”