

*More Than Compliance: Multifamily
Districts that Work in Your Community*

Session: Complete Streets and Neighborhoods for MBTA Communities

October 5, 2022

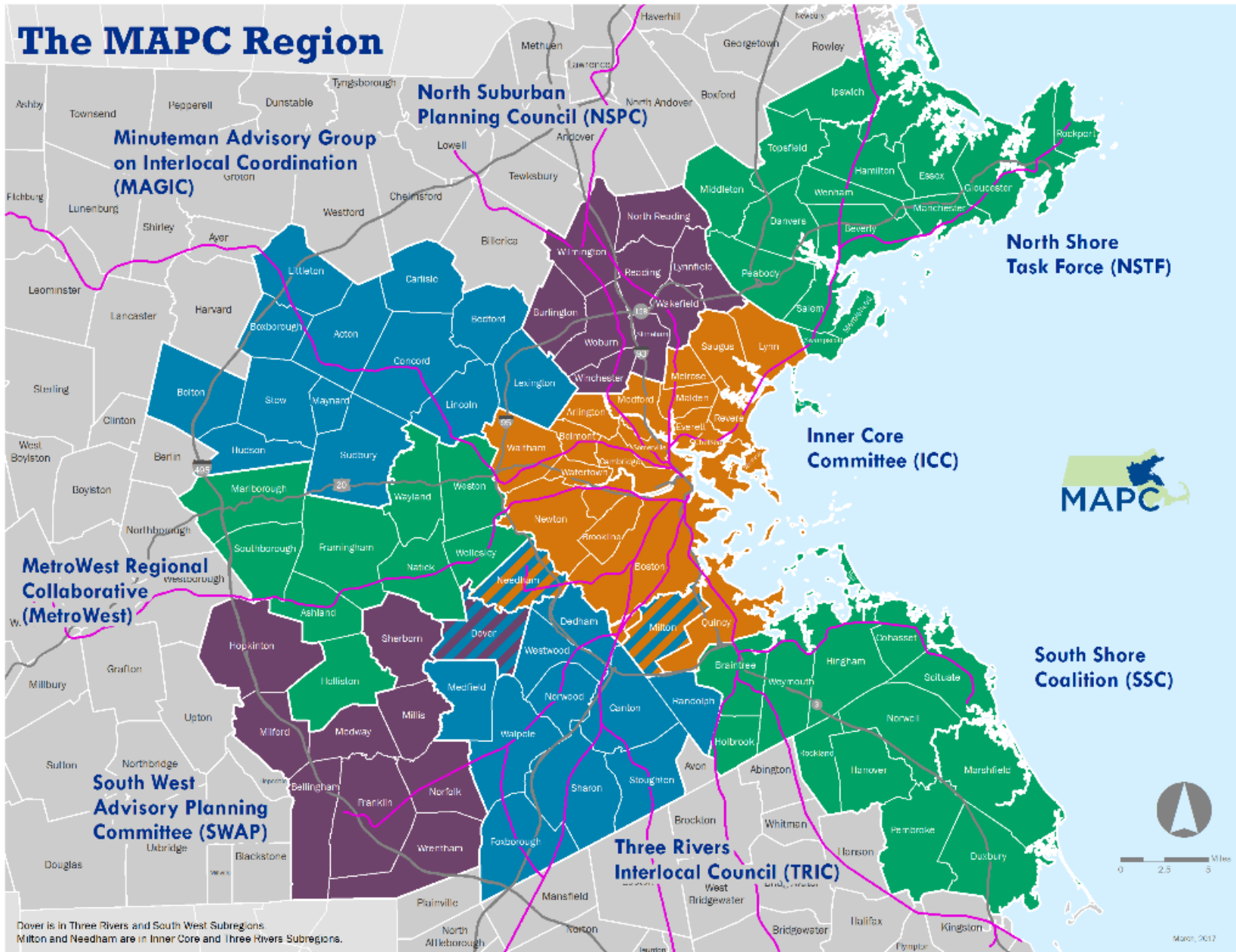


Organized by Mass
Housing Partnership



Sponsored by the
Barr Foundation

The MAPC Region



Dover is in Three Rivers and South West Subregions.
 Milton and Needham are in Inner Core and Three Rivers Subregions.

AGENDA

Introduction

Complete Streets Overview

Complete Streets and Walkability

Incorporating Complete Streets into Multifamily Districts

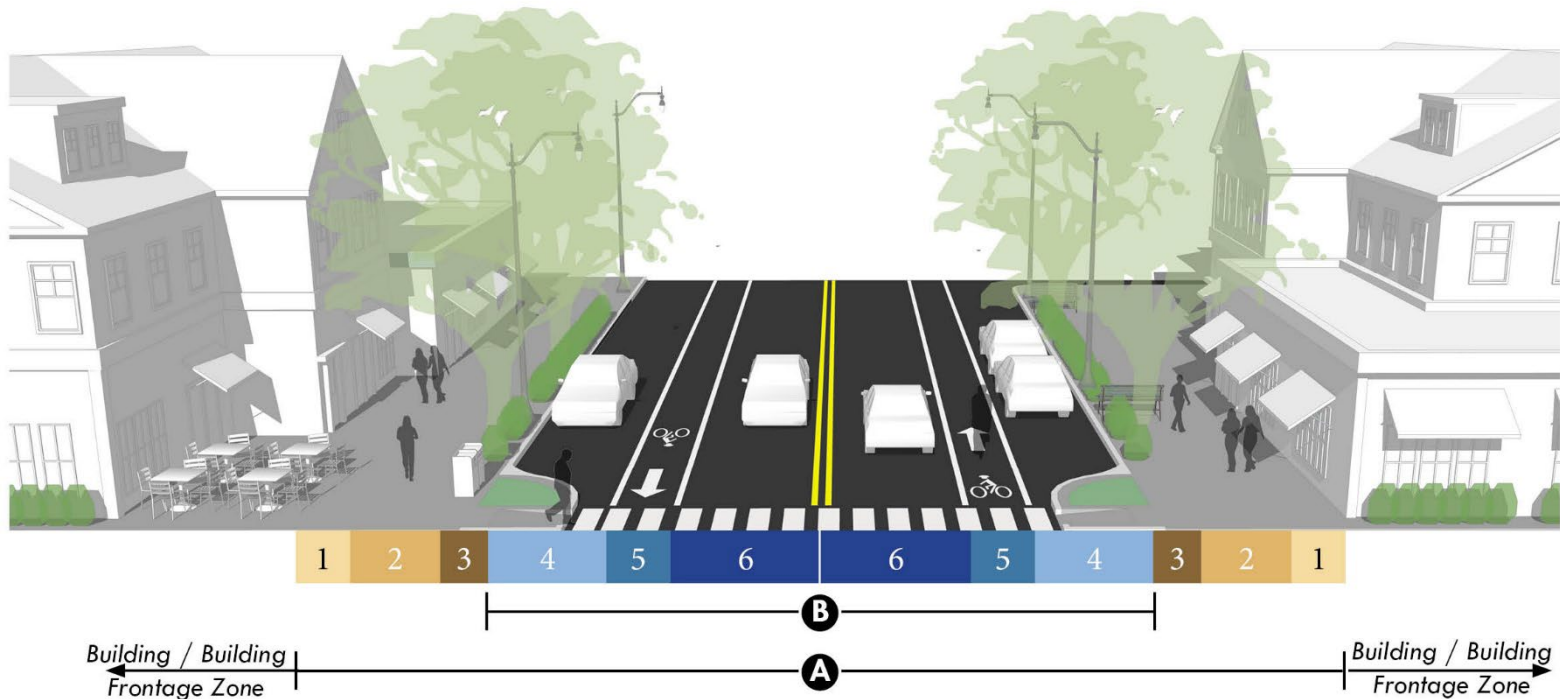
Case Studies

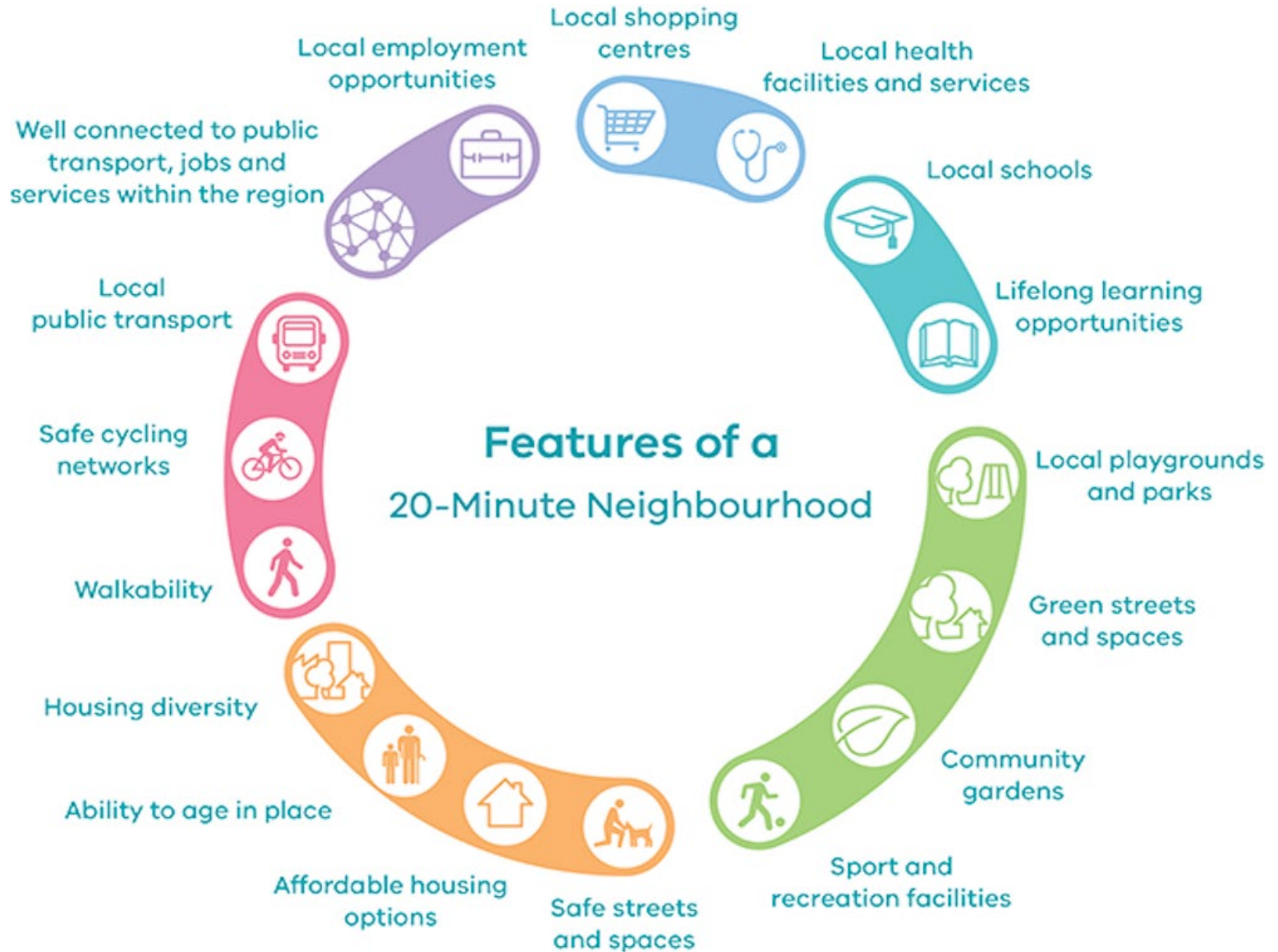
Implementation

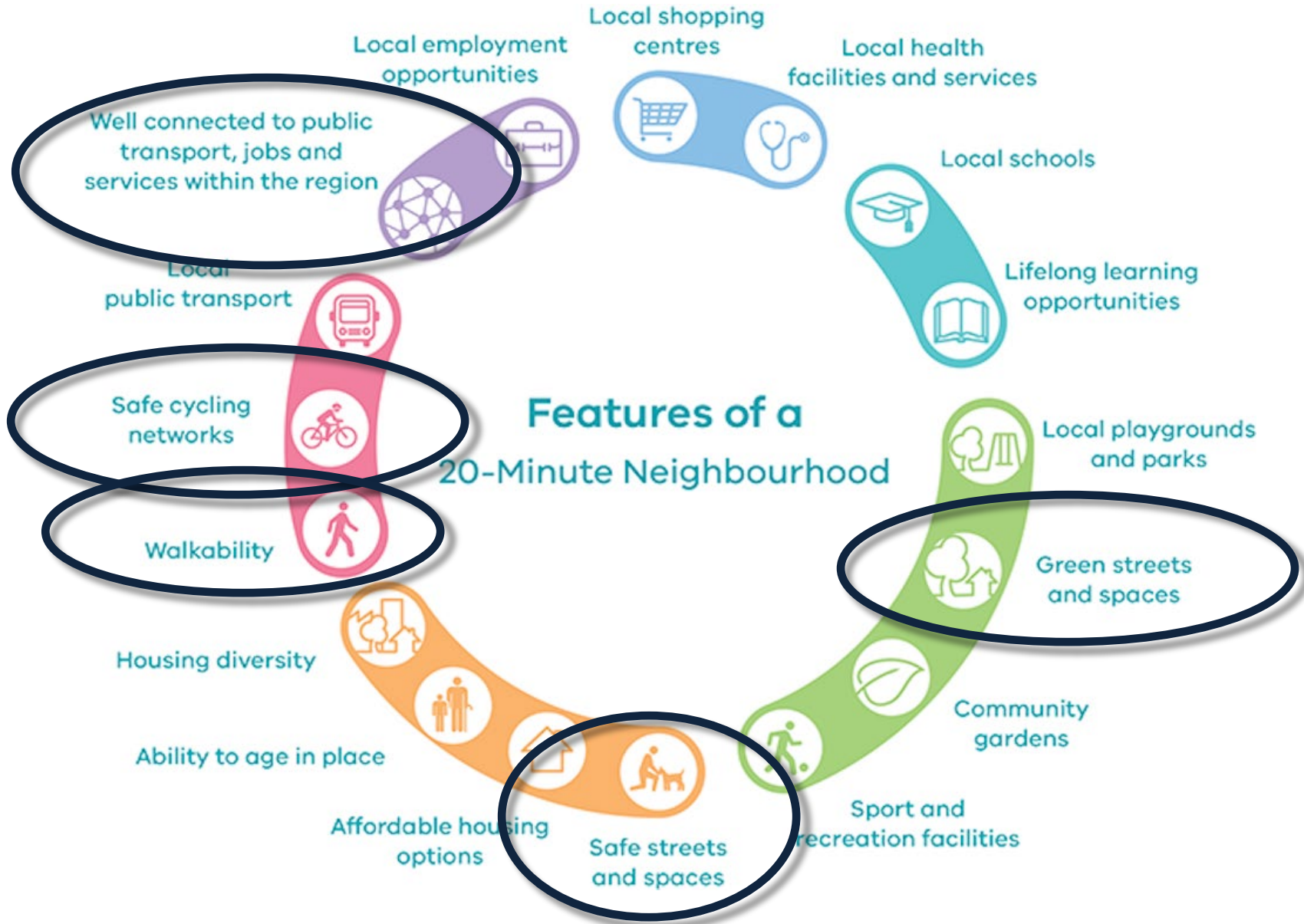
Discussion: Questions + Comments

Why We Are Here

To explore the broad range of possibilities open to communities when planning and creating multifamily districts







Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Streets that are safe, comfortable, and accessible for Multiple Forms of Travel



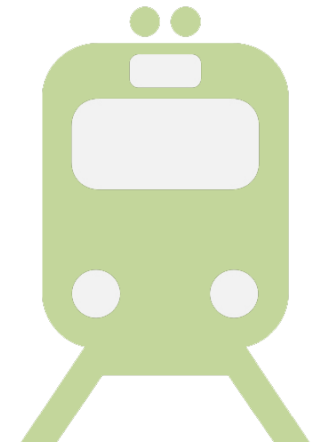
Walking



Driving



Biking



Transit

Streets that are safe, comfortable, and accessible for All Ages and Abilities



Streets that are Context Sensitive



City Streets

VS



Rural Roads

Streets that are Context Sensitive



Retail Areas



Residential Areas

VS

What is NOT a Complete Street?



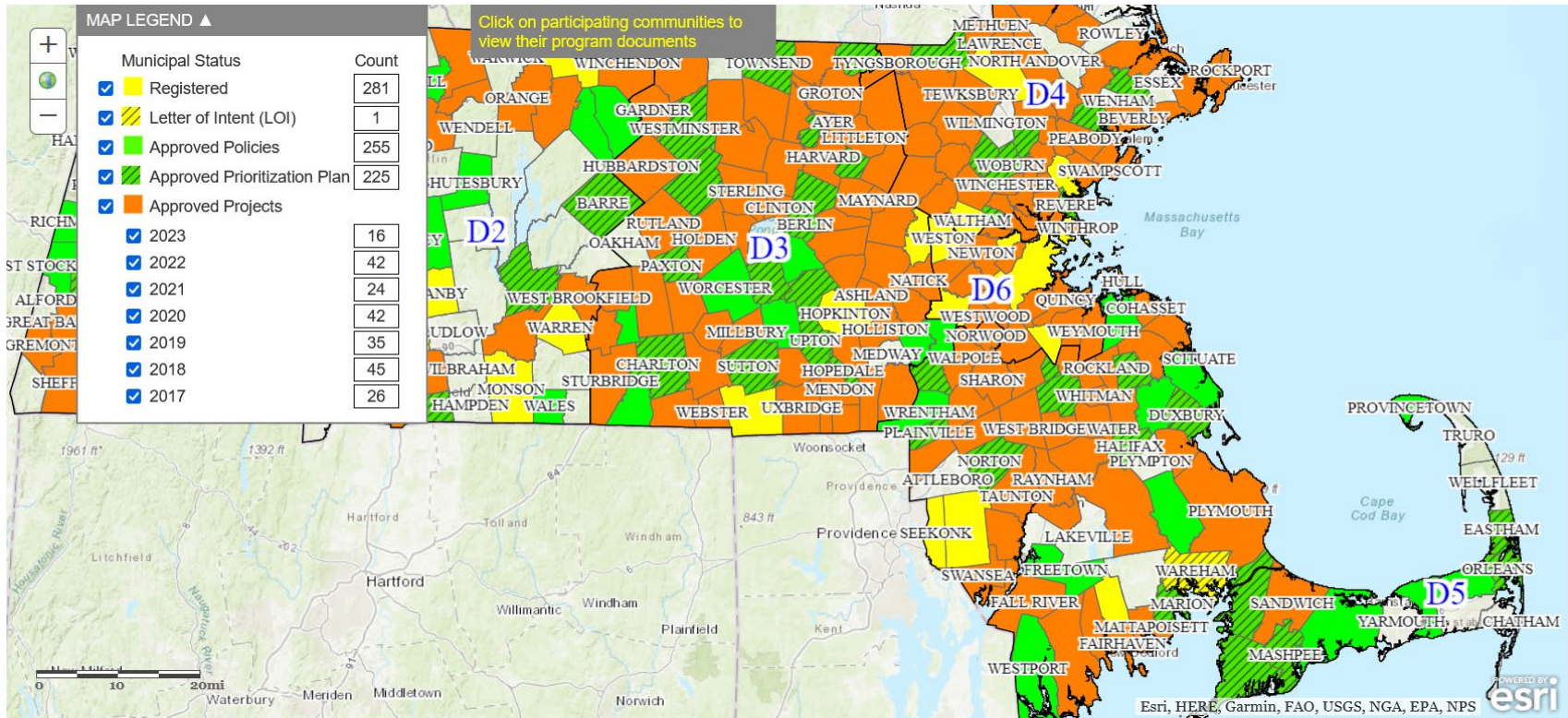


Benefits of Complete Streets

- Improved health
- Improved safety
- Increased economic development
- Reduced transportation costs
- Reduced congestion
- Improved environment and air quality
- Improved connections

And, contributes to complete neighborhoods

MassDOT Complete Streets Portal



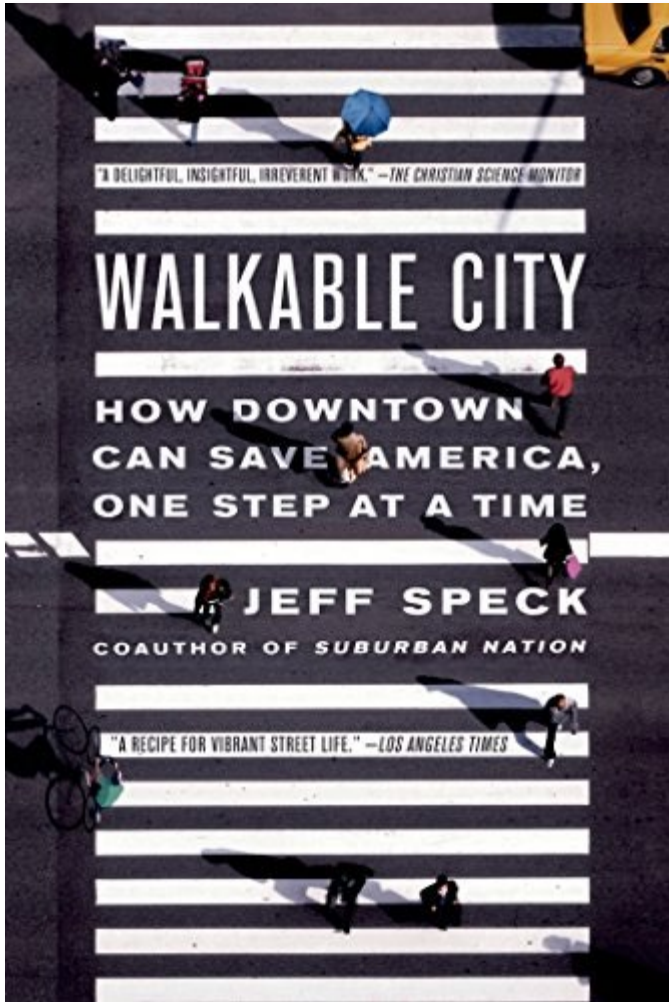






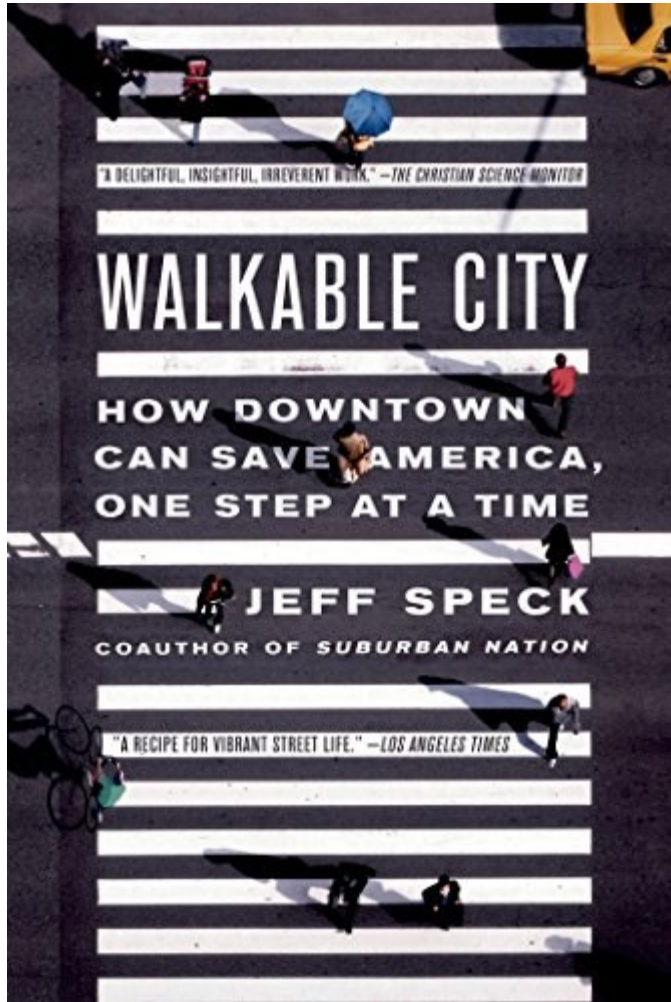
Google

Burlington Center



What is walkability?

1. It must be safe
2. It must be comfortable
3. It must be useful
4. It must be interesting



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1. It must be safe
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Safety and Complete Streets



Elevated speed tables



ADA ramps



Neck-downs



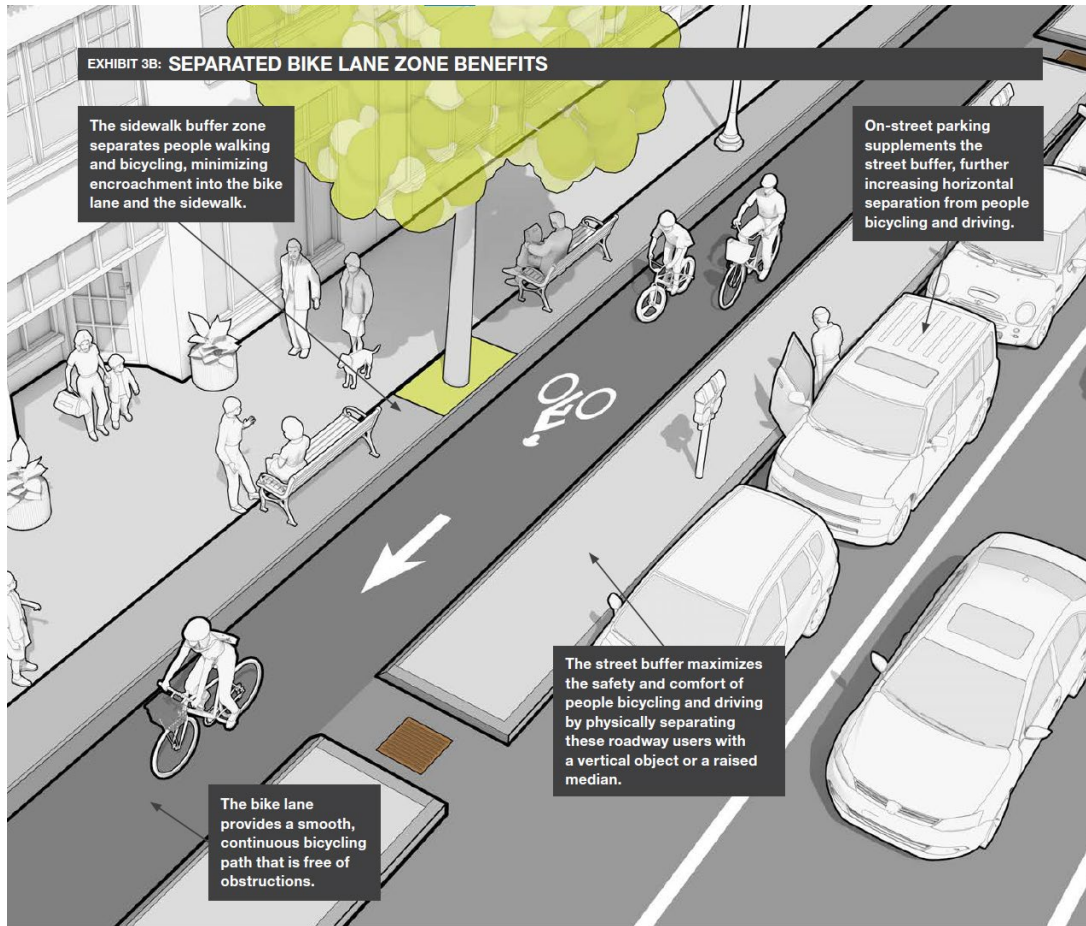
Visible Crosswalk



Crosswalk and Signage

- **Narrower lanes**
- **Tight curb radii**
- **Reduced # of lanes**

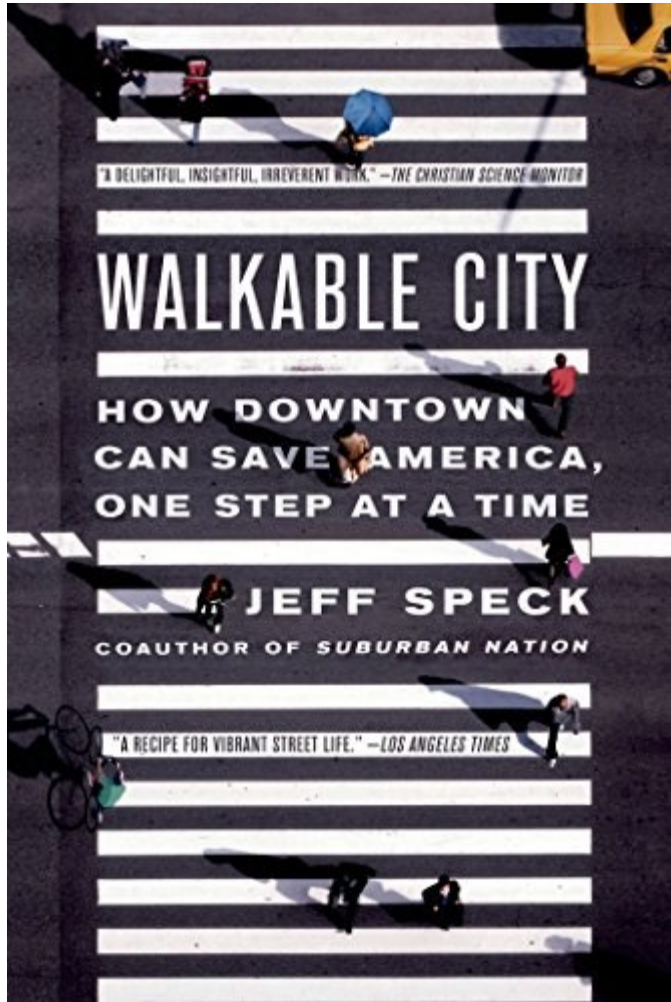
Safety and Complete Streets



MassDOT Separated Bike Lane Planning & Design Guide

Comfort and Complete Streets





What is walkability?

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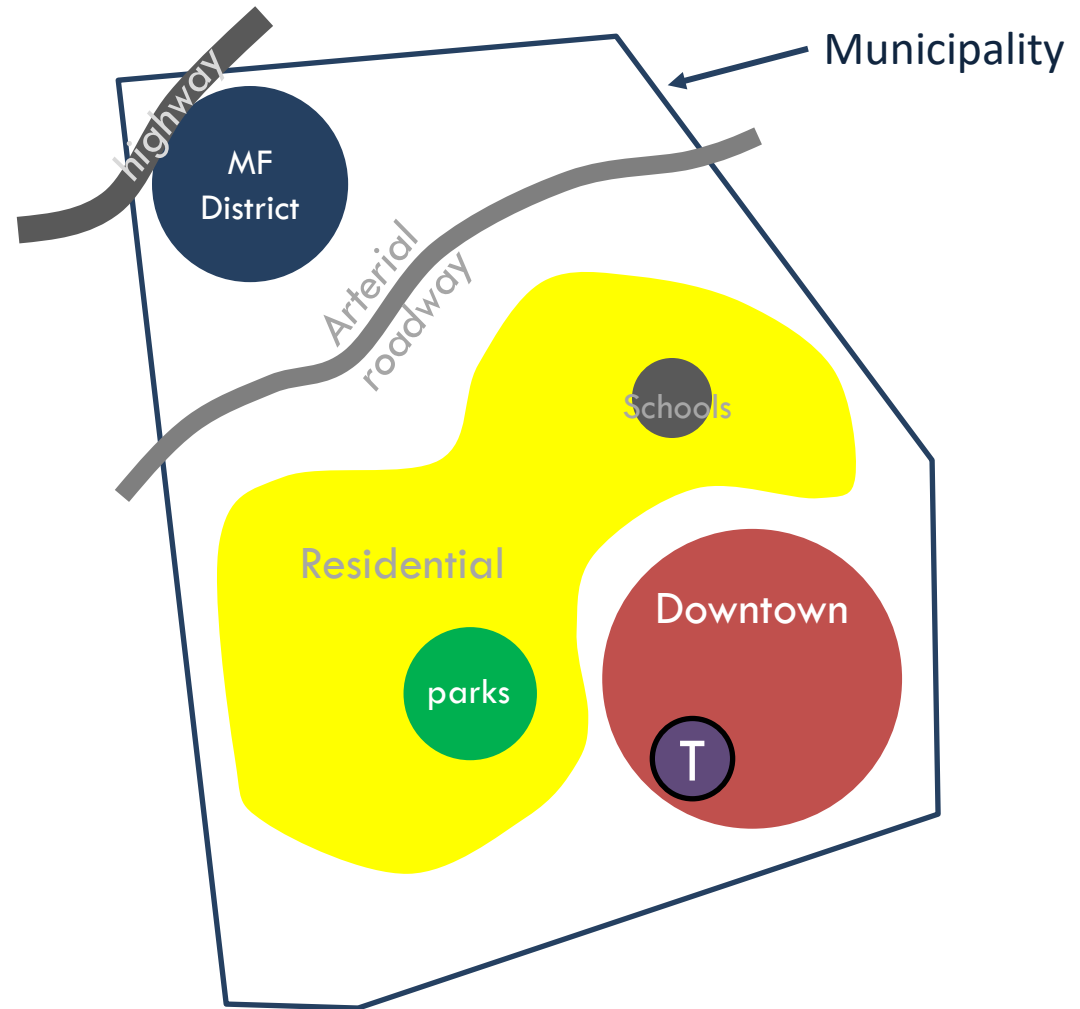
Location is everything!

Much of the multifamily development in the region takes place on a municipality's periphery¹

- Acres of trees often destroyed
- Increase in automobile dependency and traffic
- Increased isolation
- Disconnected from rest of community

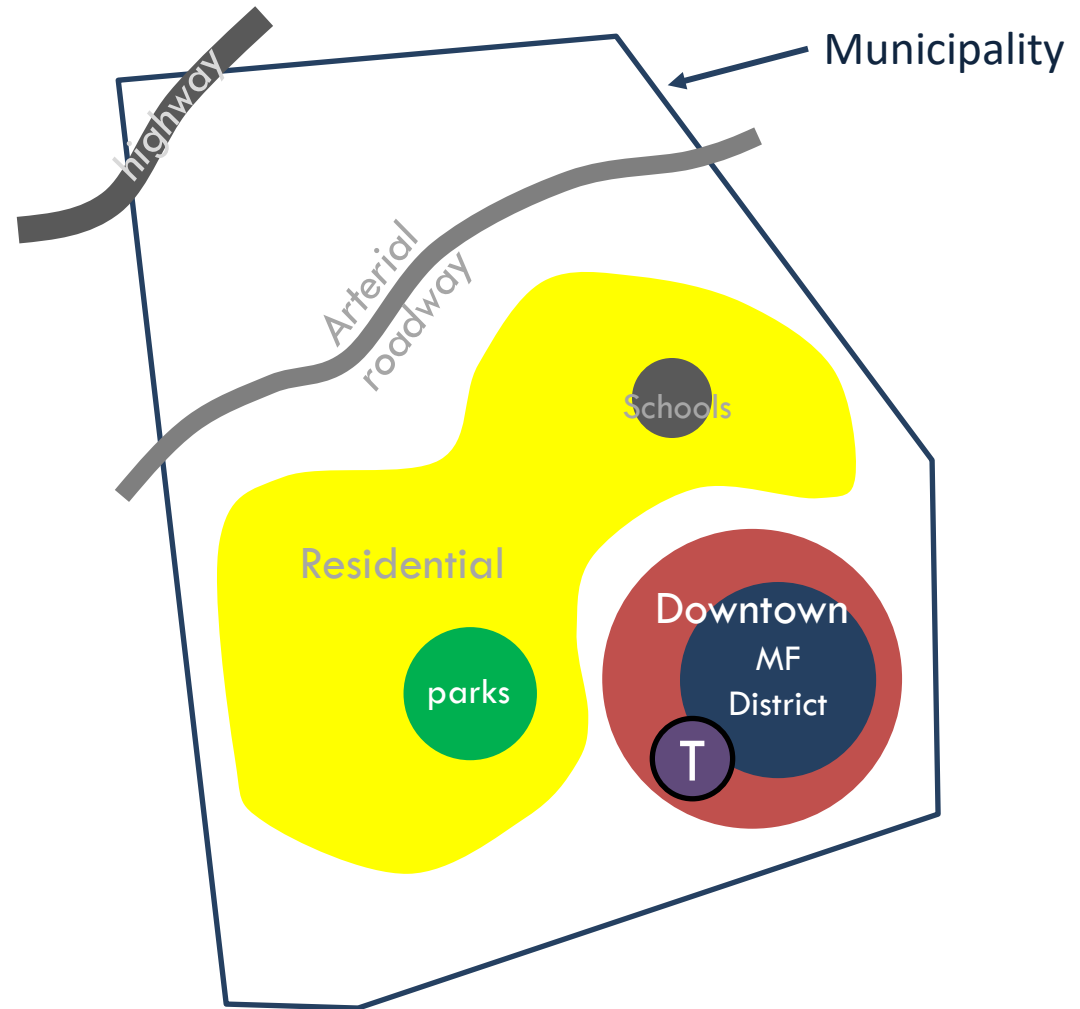
¹For example, see research done by Amy Dain, including the State of Zoning for Multi-Family Housing in Greater Boston (2019)

This is a typical way in which multifamily development occurs in our suburbs.



Because of the locational requirements, the multifamily districts required by Sec. 3A will facilitate inherently useful walks (and bike rides).

Having a mix of uses and meaningful walking/biking/transit connections is critical to maximizing a Complete Streets approach.



If you build for cars, they will come!

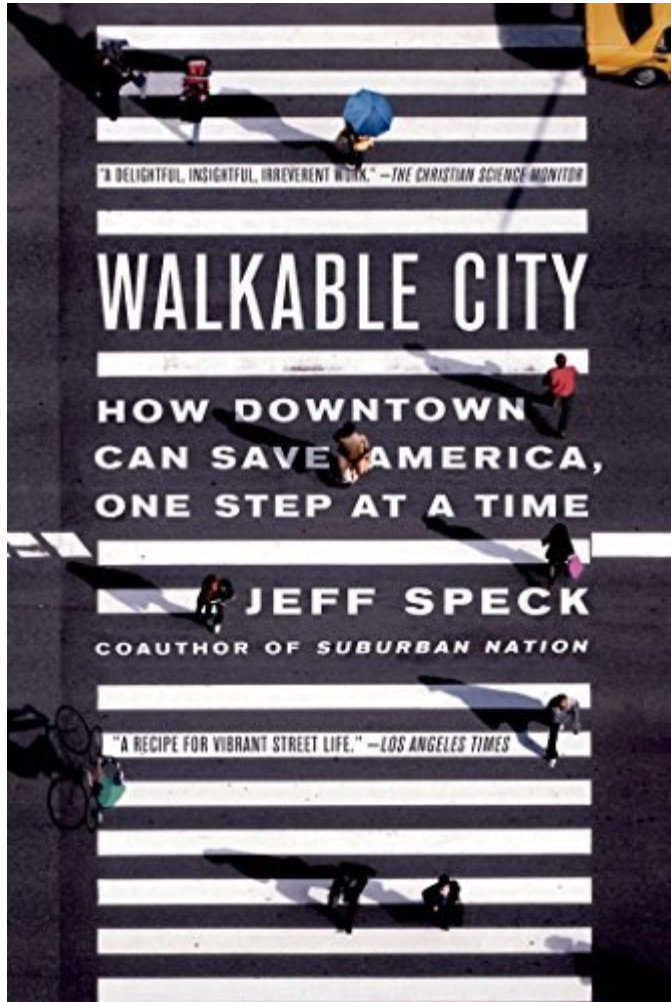
- MAPC's Perfect Fit Parking research has found that parking is overbuilt at multifamily developments (perfectfitparking.mapc.org)
- Building excess parking undermines walking/biking/transit, increases development/housing costs, and reduces housing/open space



If you build for cars, they will come!

- Parking strategies to advance Complete Streets and housing affordability include:
 - Shifting from parking minimums to maximums
 - Reducing parking ratios
 - Unbundling parking from housing costs
 - Including shared parking





What is walkability?

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4. It must be interesting

- Site plan
- Urban design
- Architectural design
- Public realm
- Land Use Mix



Downtown Franklin, MA



Site of Mashpee Commons in the 1960s



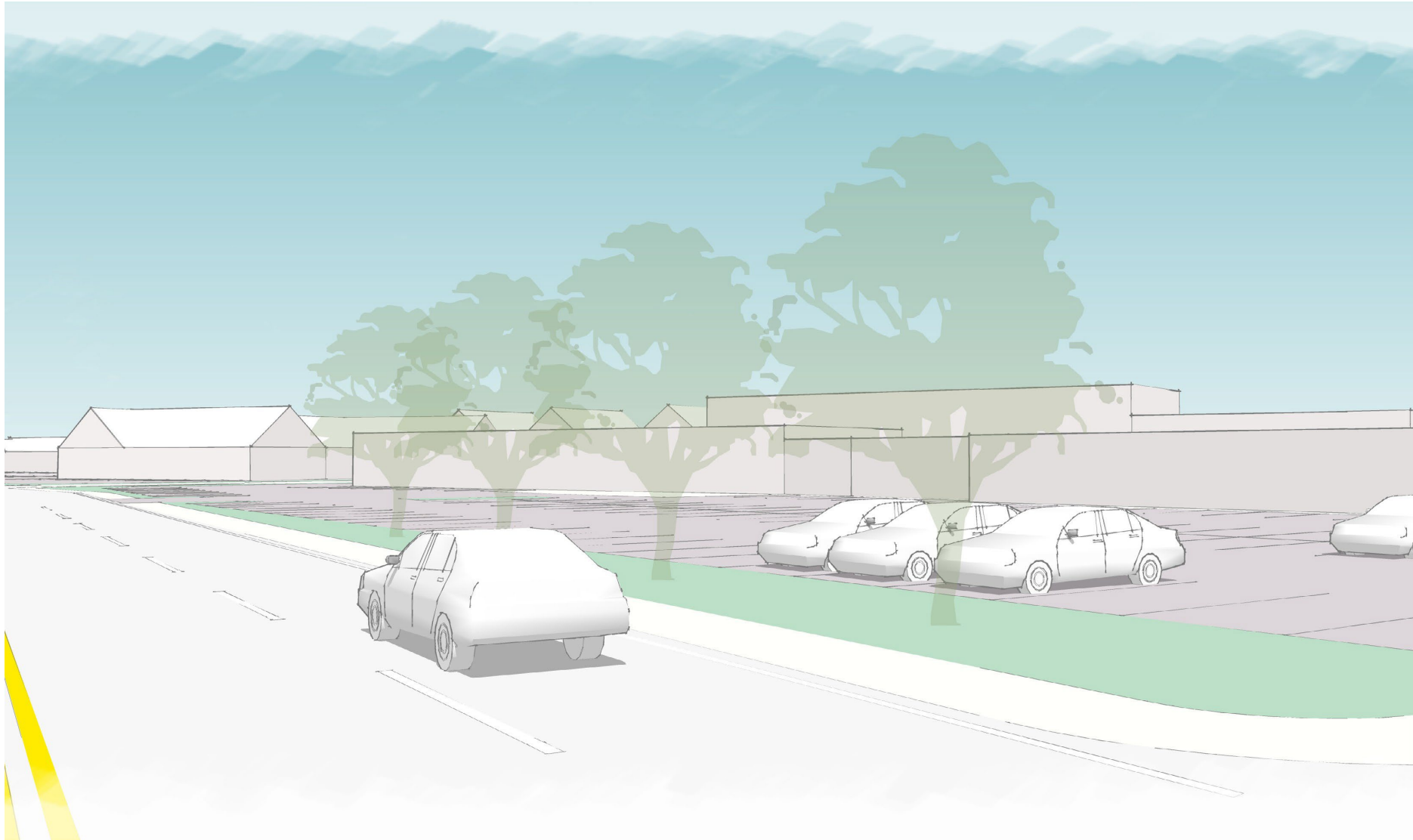
Source: CNU

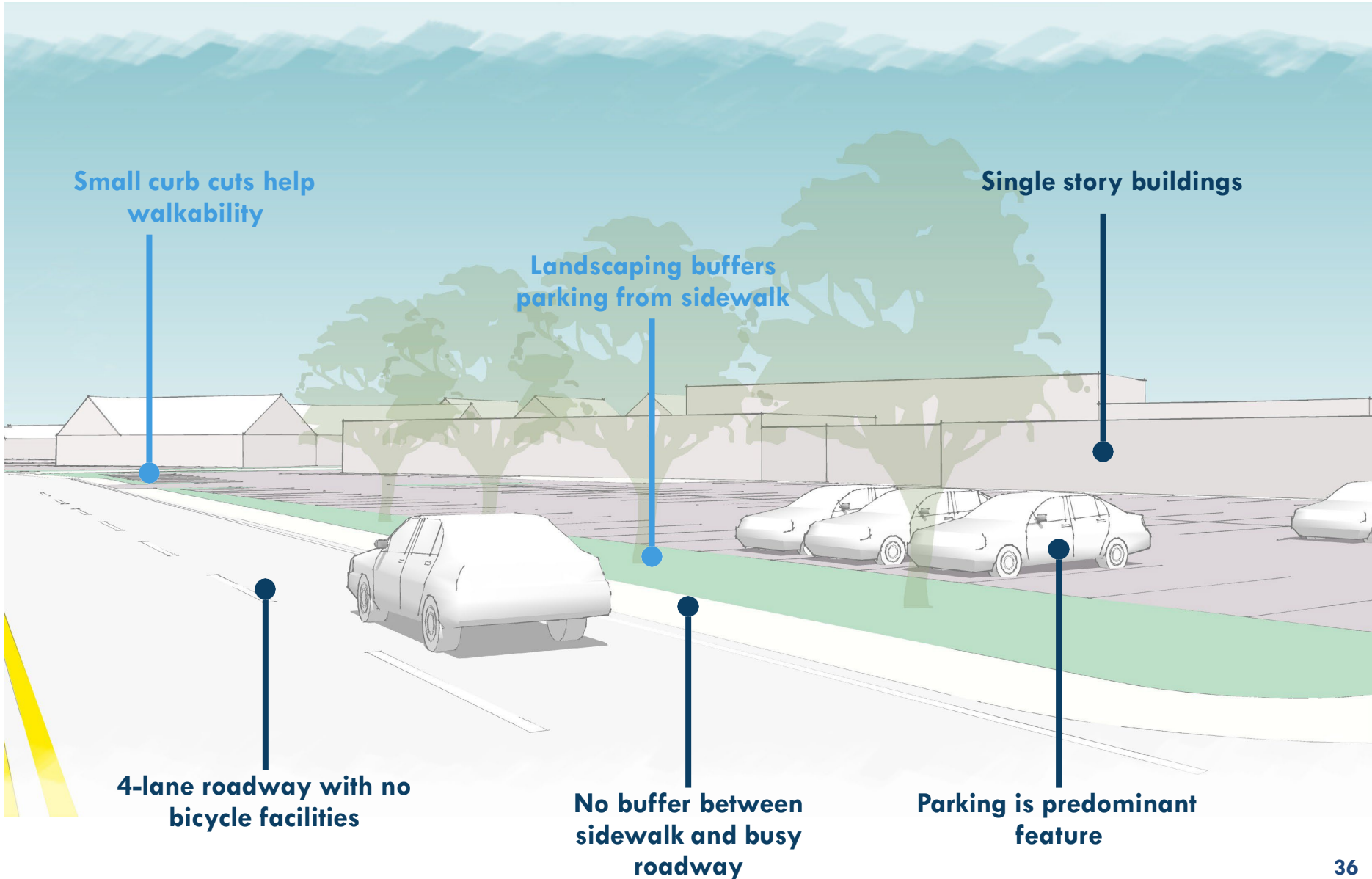
Mashpee Commons today



Google

Burlington Center







A reimagining of Burlington Center

Parking located in rear of building

Front yard setback used for seating and other "active" uses

Buffer area between roadway and sidewalk contains landscaping, pedestrian-scale lighting, and amenities

Road diet allows space for separated bicycle facilities

High visibility crosswalks (continental or ladder style)

Buildings are articulated vertically and horizontally with architectural details, change in materials, varied roof lines, etc. to add visual interest and avoid monotony



Pedestrian access between buildings to parking

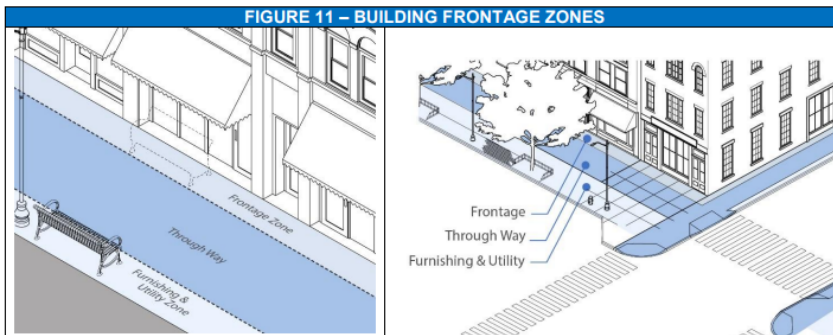
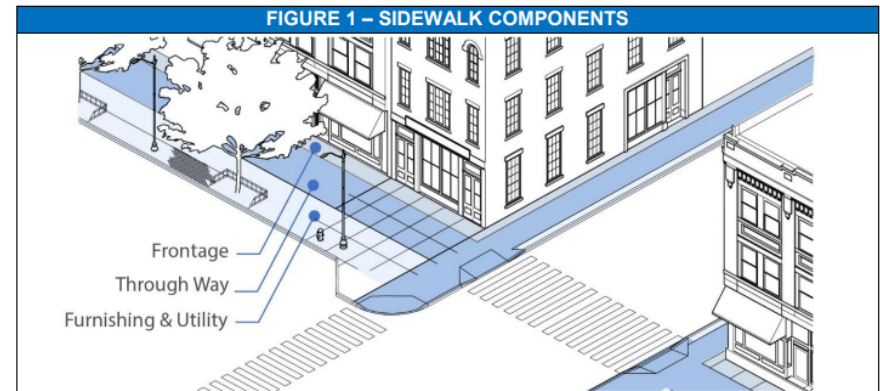
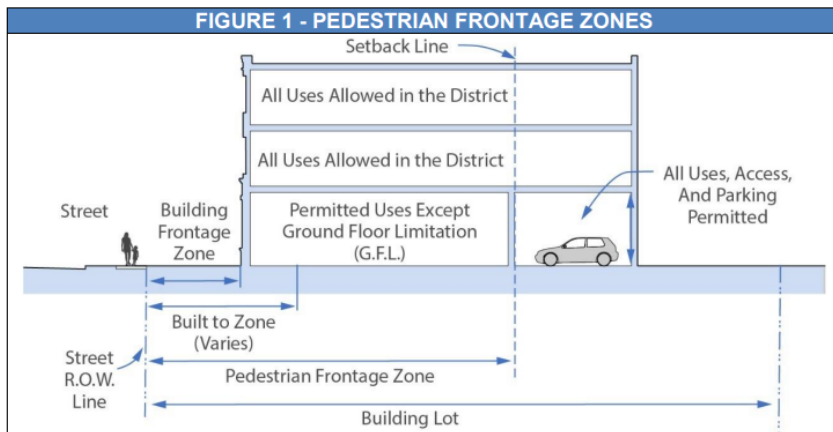
Large building broken down into multiple bays to “read” as multiple buildings

Ground floor contains high percentage of windows

Implementation of complete streets can occur through a combination of public investments and through private development.

- Public investment: state and local funding sources
- Private development: local regulatory requirements or guidance

- Complete streets elements can be required within zoning bylaws (typically along frontage, focused on pedestrian) or design guidelines (unlike bylaws, these guidelines are advisory)
- They can also be part of transportation demand management requirements.



Public Frontage Zone (2)	Throughway Zone (3)	Furnishing/Utility Zone (4)
The public frontage zone represents the area in front of the building and within the public right-of-way where certain private encroachments and activation components are permitted by the adjacent shops and restaurants under Section 750.	The throughway zone is the portion of the sidewalk used for active movement and travel from one place to another in the public row.	The furnishing & utility zone is the area of the sidewalk where pedestrians might pause or rest on benches or cafe seating and where many of the utilities, like lighting and hydrants, are located. This is the area typically planted with street trees.

Source: Situate zoning bylaws

Funding sources for Complete Streets

- Chapter 90 roadway funds
- Transportation Improvement Program (TIP)
- MassDOT's Complete Streets program
- MassDOT's Shared Streets and Spaces program
- MassDOT's Safe Routes to School program
- Boston MPO's Community Connections program
- Federal grant opportunities (Safe Streets and Roads for All, etc.)

Opportunities for Complete Streets implementation

- Complete Streets prioritization plans and projects
- Municipal bike/pedestrian plans
- Ongoing roadway maintenance and operations
- Municipal pavement management plans

- Private development – regulatory, design, and funding commitments
 - Updates to zoning bylaws, including form-based code

Discussion

Questions + Comments

THANK YOU!