

Watertown Square Plan Charrette

Closing Scenarios Presentation

Watertown Square
Area Plan



Thursday, November 30, 2023



City of Watertown, MA | planning@watertown-ma.gov

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- a. Overall Attendance
- b. Working Group Sessions
- c. Takeaways

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- b. Defining Preferred Schemes

3. Targeted Sites

- a. Baptist Walk and Winter Street

4. Next Steps

Charrette Engagement

Overall Attendance

Working Group Sessions

Takeaways

Charrette Schedule

Recap of the past few days

Programmed Sessions
(Open to Public)

Design Studio Open

Charrette Closed

	Tuesday, 11/28	Wednesday, 11/29	Thursday, 11/30
10:00-11:00		The Intersection	Destination Square
11:30-12:30		Urban Form	MBTA Zoning
1:00-2:00		<i>Closed (Lunch Break)</i>	<i>Closed (Preparation Time)</i>
2:00-3:00		Strategic Sites	
3:00-5:00			
5:00-6:00		<i>Closed (Dinner Break)</i>	
	First Floor Room Opens	First Floor Room Opens	Light Dinner and Mixer on First Floor
6:30-8:30	Existing Conditions Analysis	Interim Progress Drop-in Session	Closing Scenarios Presentation

Overall Attendance

High Turnout

230

Different people participated in one or more sessions between Tuesday and tonight

467

 Total Signups

141

 People attended Tuesday night

207

 People attended Wednesday's sessions

86

 People attended Thursday's sessions

Urban Form

Working Group

Receptive Right-of-way for public realm

Prohibit parking from Main St

Density to maintain for traffic to support local business

Dont want to feel closed in - setbacks?

Zoning allow any use vs top of bill

Change zoning to allow multiple use by right

Arsenal St: Multi-use w/ residential + retail 5 stories

BUILDINGS NOT OVER-WHELM THE CENTER

DESIGN SHOULD FLOW WITH OUR MORE BEAUTIFUL BUILDINGS

Deep setbacks to encourage shared spaces + avoid canyonization + allow for active frontage

**Tall buildings
↑ shade
↓ cold**

2+ ped destinations

Ecology greenscape

Life on the street. ~ Ireland retain visual interest/diversity storefronts

Different height densities in the same district for variety interest

Need great space for housing yards for kids, etc

Neighborhood feeling, common space for housing complexes

Private land zoning issue: no control

Keep storefront rents affordable. Need more space for Keep Watertown Savings Bank building

riverfront, esp parking impacts to maintain Square example

Take advantage of elevation change ↓ building height

wider sidewalk + restaurant friendly on Main St

Watertown / Belmont Church intake in aff housing in stucco building

Riverfront land underutilized around the dock/yachts

Grand for retail + rest + info

Consider setbacks requirements for taller building

Does allowable building height impact affordability?

USPS location is convenient & brings people to the square same side of library

Safe bus depot

Charles River important asset for nature & habitat for birds.

Avoid canyonization. Variety of building types

Design should be consistent with character of existing buildings

Passion recreation along waterfront is nice as is

40% AMI Deep affordability

3/30/300 rule. ↓ Smaller walk for park

ragged outside of square e.g. N. Beacon a park

open / airy historic

Plenty of parking on Mount St

MOORE OPEN GREEN SPACE IN FRONT OF BUSINESSES!

Need attractive buildings Less "cluttered"

Denser mixed use on west end of Main St, Mt Auburn, Castle St

BUILD FOR

PUBLIC REA

Scale: 1" = 200'

**working Group: Urban Form
Watertown Square Area Plan Public Charrette**

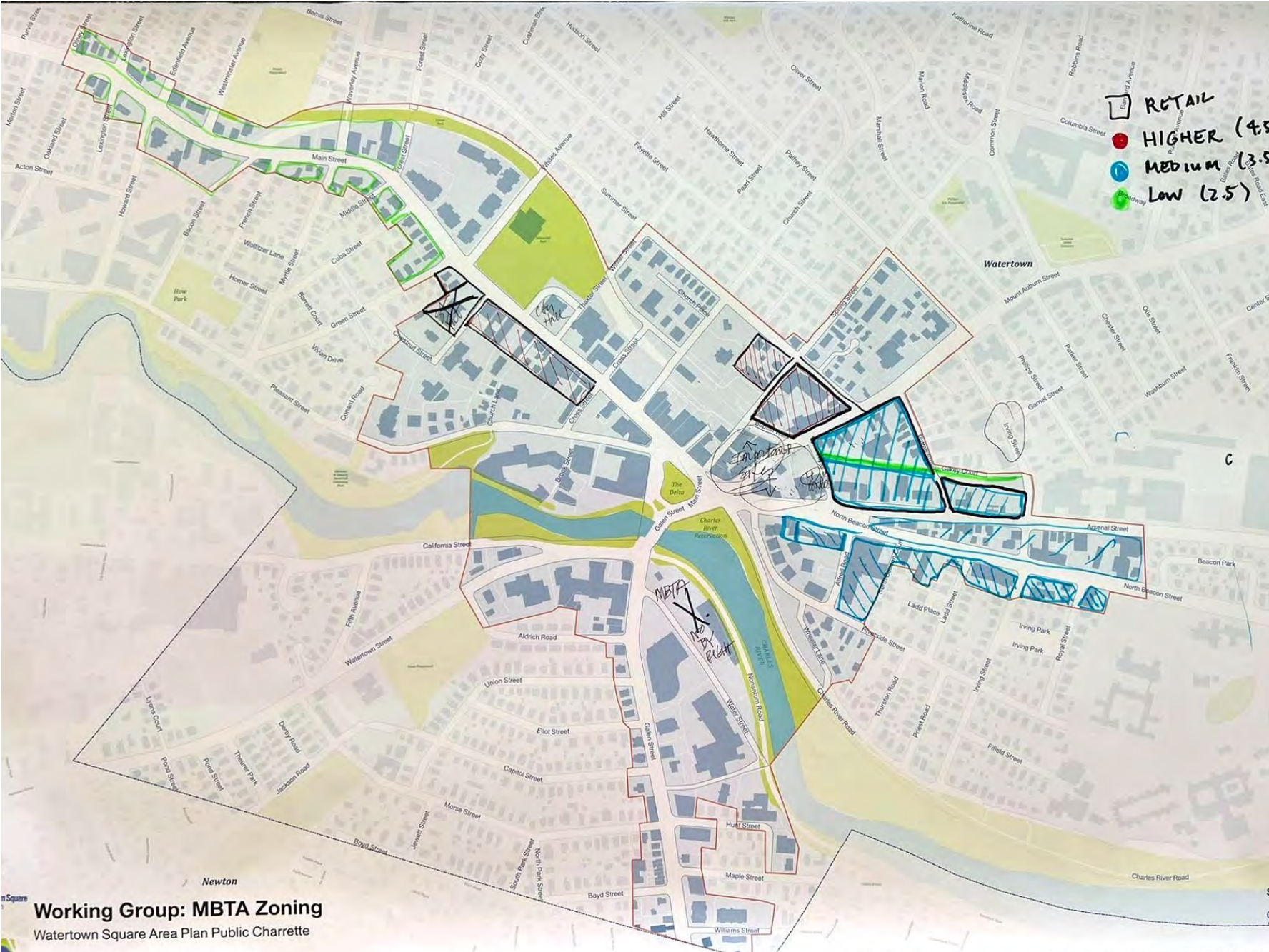
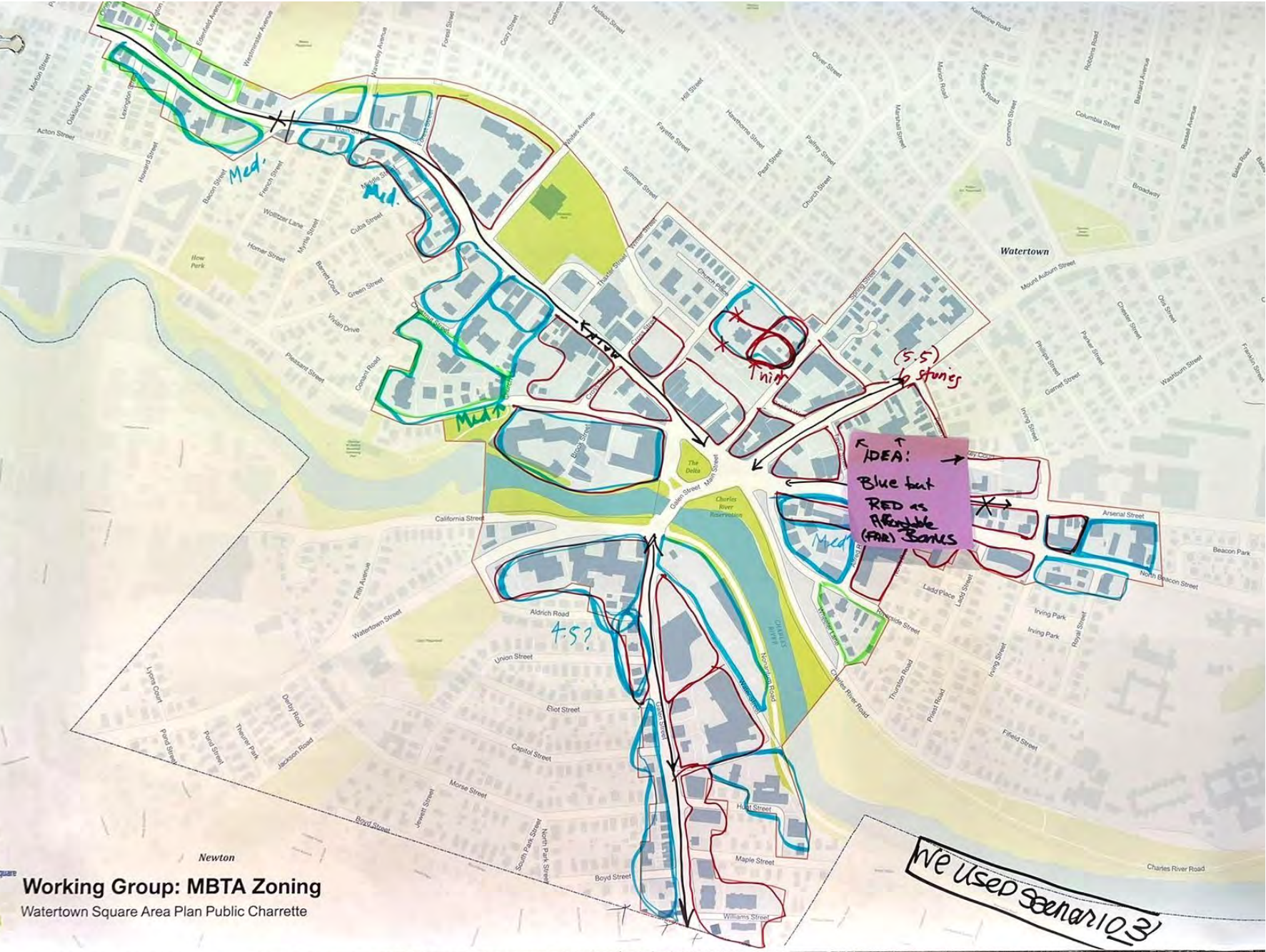
Destination Square

Working Group



MBTA Communities

Working Group



Strategic Sites

Working Group



	A	B	C	D	E	F	G	H	I	J	K
1 Pivotal Location ^{+ showcase}	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2 Better usage for owner	✓	✓	No	✓	✓	✓	✓	✓	✓	Gate-way	✓
3 Missing footh? (no street wall)	✓	●	✓	✓	✓	✓	✓	✓	✓	✓	✓
4 Under leveraged space	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5 Large parking lot - underutilized	✓	✓	✓	Back lot	✓	✓	✓	✓	✓	✓	✓
6 Showcase location	✓	✓	✓	✓	✓	No	✓	✓	✓	✓	✓
7 Bus Rte - Near dock for water-shuttle	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
8 Fronts on both sides of parcel	✓	✓	✓	Ped/Bike only in lot	At corner	✓	✓	✓	✓	✓	✓
9 Bus Next to civic (bus)	✓	✓	✓	✓	✓	✓	At corner	Corner	Corner	✓	✓
10 Chop-up-able Multi-tenant Mixed Use	✓	✓	✓	✓	✓	✓	Near-ish	Near-ish	✓	✓	✓
11 Run down - disrepair	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
12 Vacant	✓	✓	✓	●	✓	✓	✓	✓	✓	✓	✓
13 Poor facade	✓	✓	✓	Don't have	✓	✓	✓	✓	✓	✓	✓
14 Poor current use	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Galen Street Gateway



MBTA Bus Yard



Old Santander Bank



Vacant Police Station



Arsenal Street Block



East Site of Mount Auburn Street



Working Group Sessions

Emerging Themes

Urban Form

- Create more opportunities for outdoor dining and people-watching. Provide benches and tables that overlook the river; enhance views to the river
- Differentiate the architecture of ground floor retail from upper story residential levels in mixed-use buildings

Destination Square

- Create event space for community programs, including the Library and non-profit programs
- Provide outdoor activated spaces and wider sidewalks with planting zones; create opportunities to integrate murals with adjacent businesses
- Create integrated branding to promote WTS via signage and interactive displays

Strategic Sites

- Create mixed-use development on the sites with auto-related businesses along Arsenal Street
- Provide housing and community-oriented amenities on the MBTA site alongside a consolidated transit hub
- Create pedestrian passages between larger buildings

MBTA Communities Zoning

- Incentivize affordable housing with a height bonus
- Provide upper story setbacks
- Extend proposed zoning to include areas south of the river along Galen St
- Provide greater setbacks and zone for lower building heights for areas adjacent to small scale residential

Intersection Scenarios

Early Sketches of Multiple Schemes
Defining Preferred Schemes

Early Sketches of Multiple Schemes

Sketches shown during the "Intersection" Working Group Session on Wednesday Morning

4 Corners

1. "4-CORNERS"

- ALL 3-LANE APPROACHES.
- CH. RIVER ROAD DIVERTED.
- BUS LOOP REVERSED TO ADD CAPACITY SOUTH (COULD STAY AS IS).
- THIS REVERSAL WOULD REQUIRE SOUTH SIGNAL.

Split Pair

2. SPLIT PAIR

- 2 @ 2-LANE 1-WAYS AROUND GREEN.
- 3 @ 3-LANE APPROACHES.
- CH. RIVER ROAD DIVERTED.
- BUS LOOP REVERSED.
- REQUIRES SOUTH SIGNAL.

Triangleabout

3. TRIANGLEABOUT

- 3 @ 2-LANE 1-WAYS AROUND GREEN.
- 2 @ 3-LANE APPROACHES.
- BUS LOOP REVERSED.
- REQUIRES 3 SIGNALS.
- CREATES BUILDING SITE.

Small Roundabout

4. SMALL ROUNDABOUT

- ALL 2-WAY APPROACHES, UNSIGNALIZED.
- 3 @ 3-LANE APPROACHES.
- BUS LOOP AS IS, BUT COULD REVERSE TO ADD CAPACITY (WITH SOUTH SIGNAL)

ONE INTERESTING COMPONENT OF THE ANALYSIS OF 4 AND 5 WILL BE WHAT IS GAINED BY REVERSING THE BUS LOOP AND USING IT TO REMOVE SOUTHEAST TRAFFIC FROM THE MAIN INTERSECTION.

Small Squareabout

5. SMALL SQUAREABOUT

- ALL 2-WAY APPROACHES, ALL WITH STOP SIGNS.
- 3-LANE APPROACH FROM EAST.
- BUS LOOP AS IS OR COULD REVERSE TO ADD CAPACITY (WITH SOUTH SIGNAL)
- INTRODUCING: WATERTOWN SQUARE!

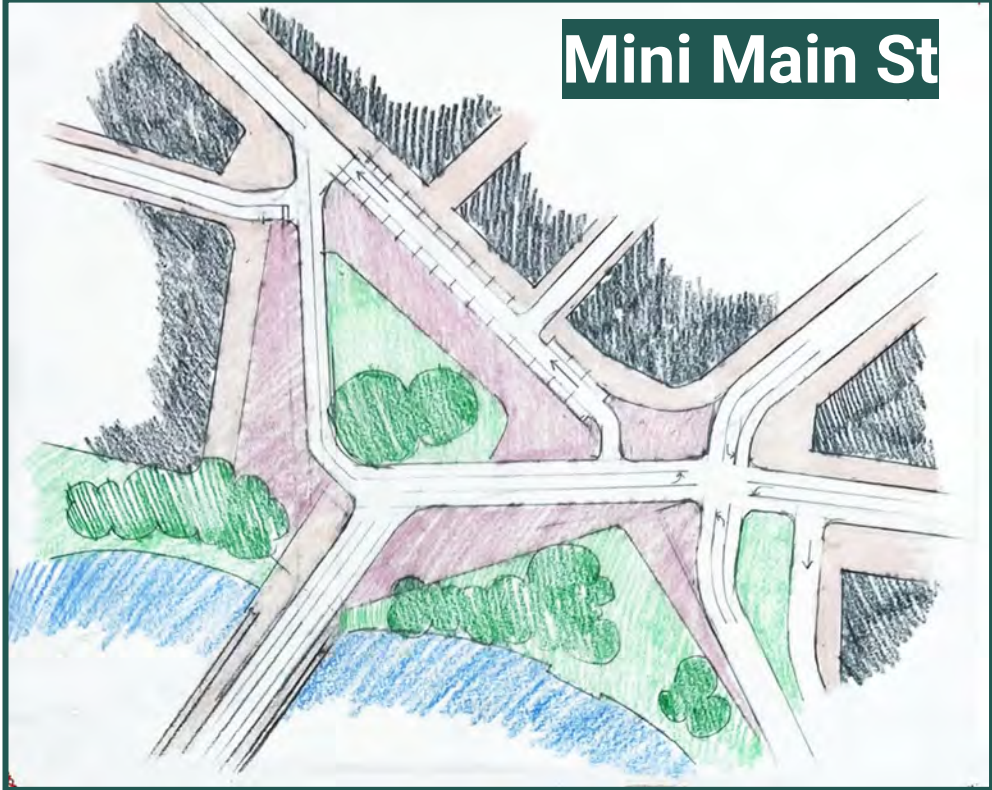
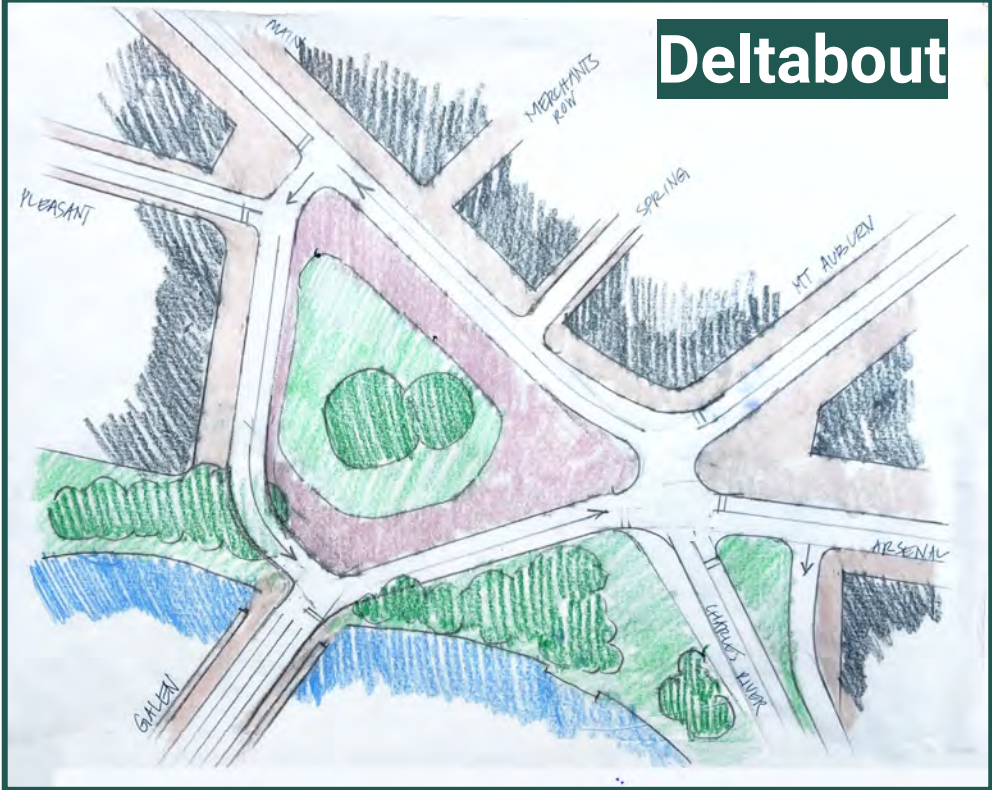
Double Roundabout

6. DOUBLE ROUNDABOUT

- 3 @ 2-LANE 1-WAYS AROUND GREEN.
- 3-LANE APPROACH FROM EAST.
- LIKELY SIGNALIZED FOR WALKABILITY.

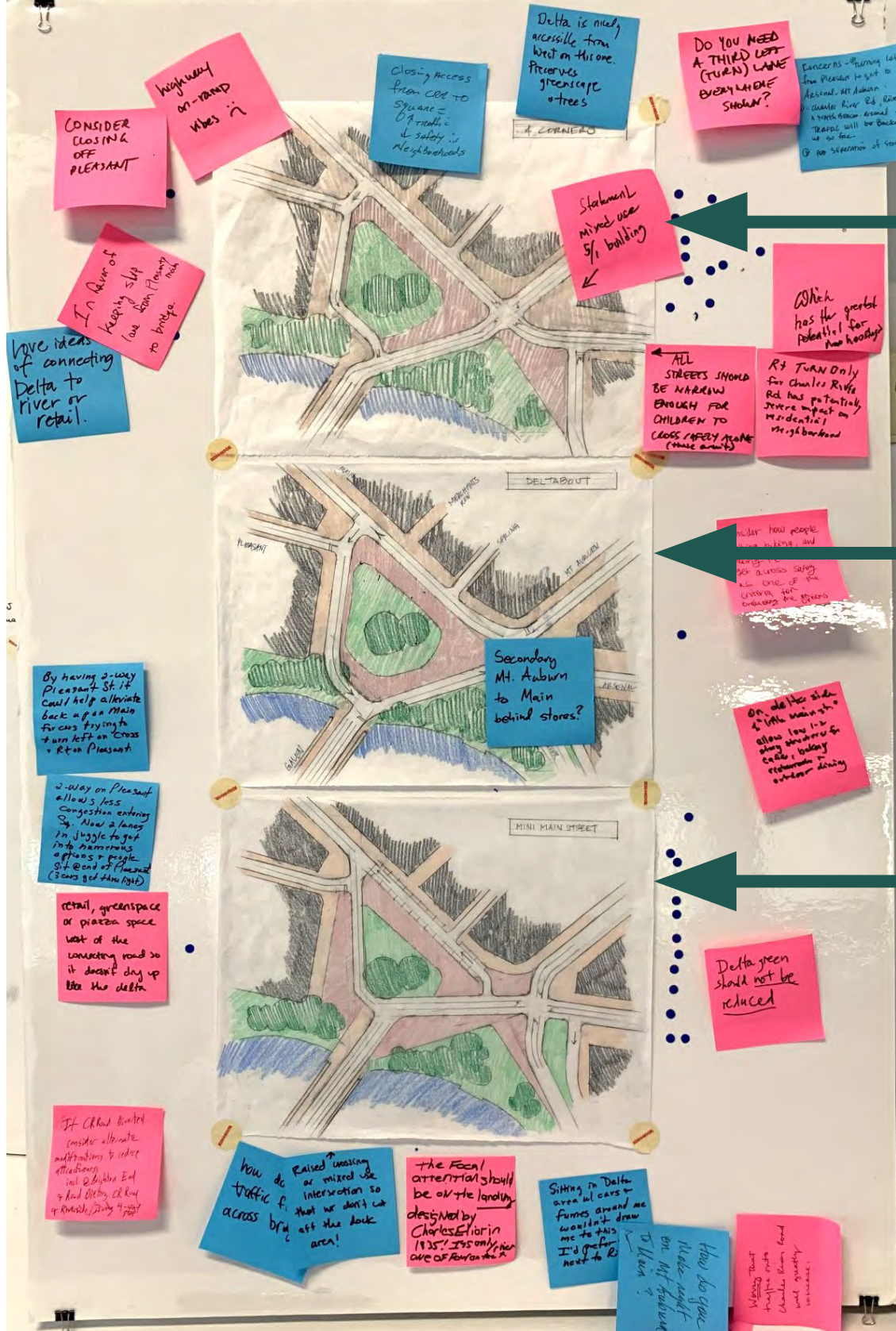
Defining Preferred Scenarios

Sketches shown during Interim Progress Drop-in Session on Wednesday Evening



Defining Preferred Scenarios

Public Feedback from Wednesday Evening



4 Corners: 13 votes

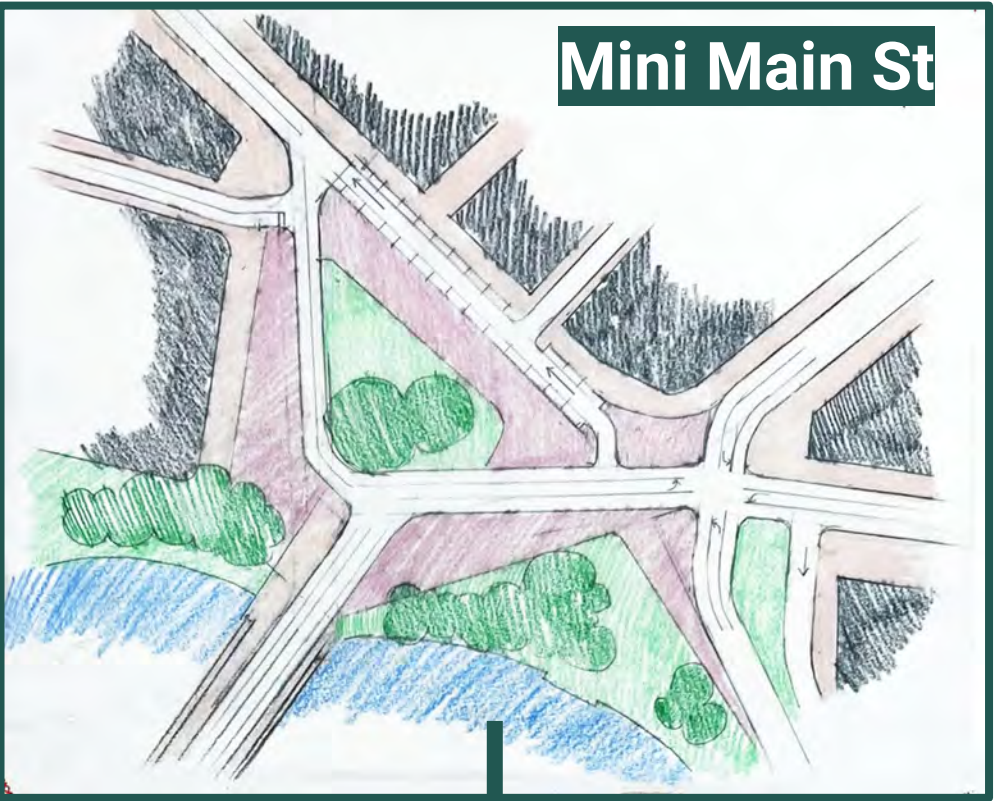
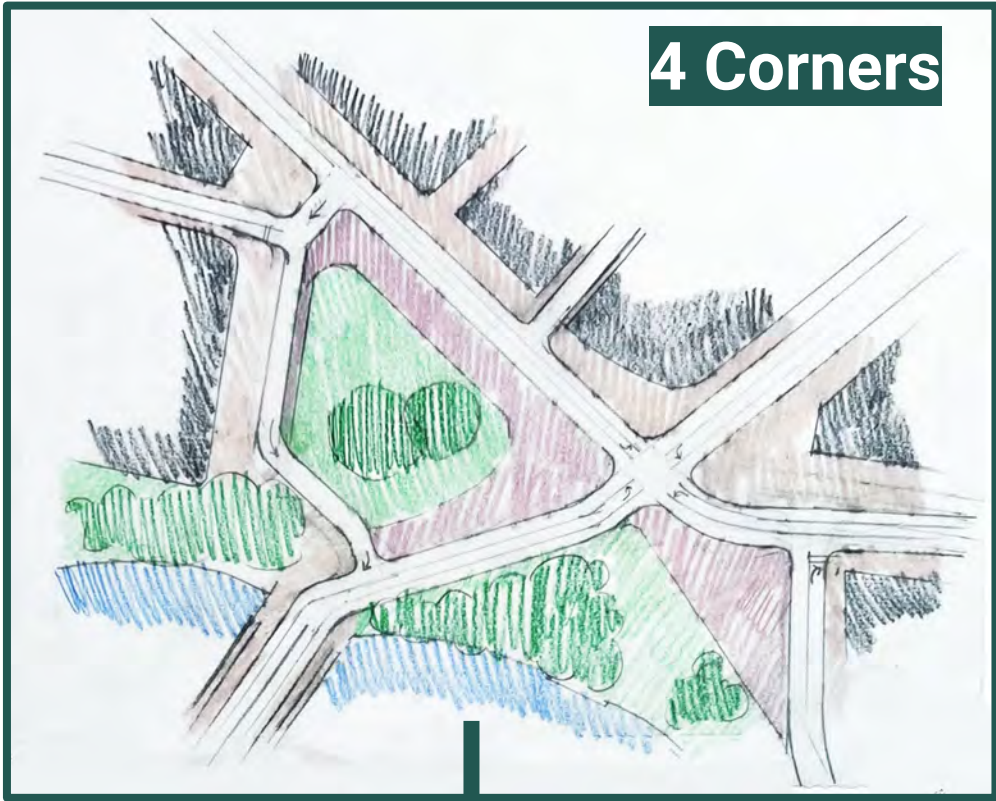
Deltabout: 1 vote

Mini Main St: 14 votes

Defining Preferred Scenarios

Sketches shown during Interim Progress Drop-in Session on Wednesday Evening

Interim Scenarios

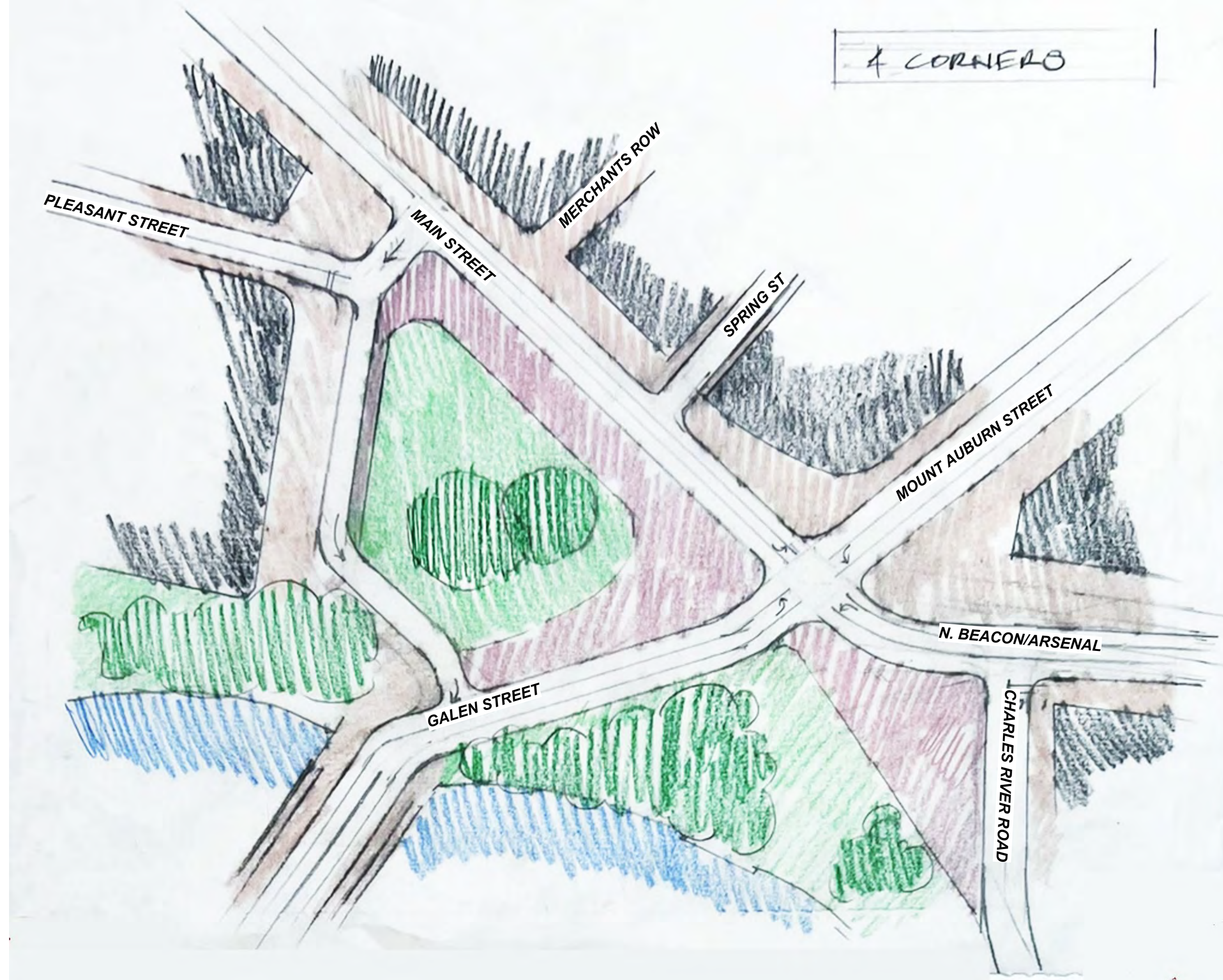


Refined Scenarios



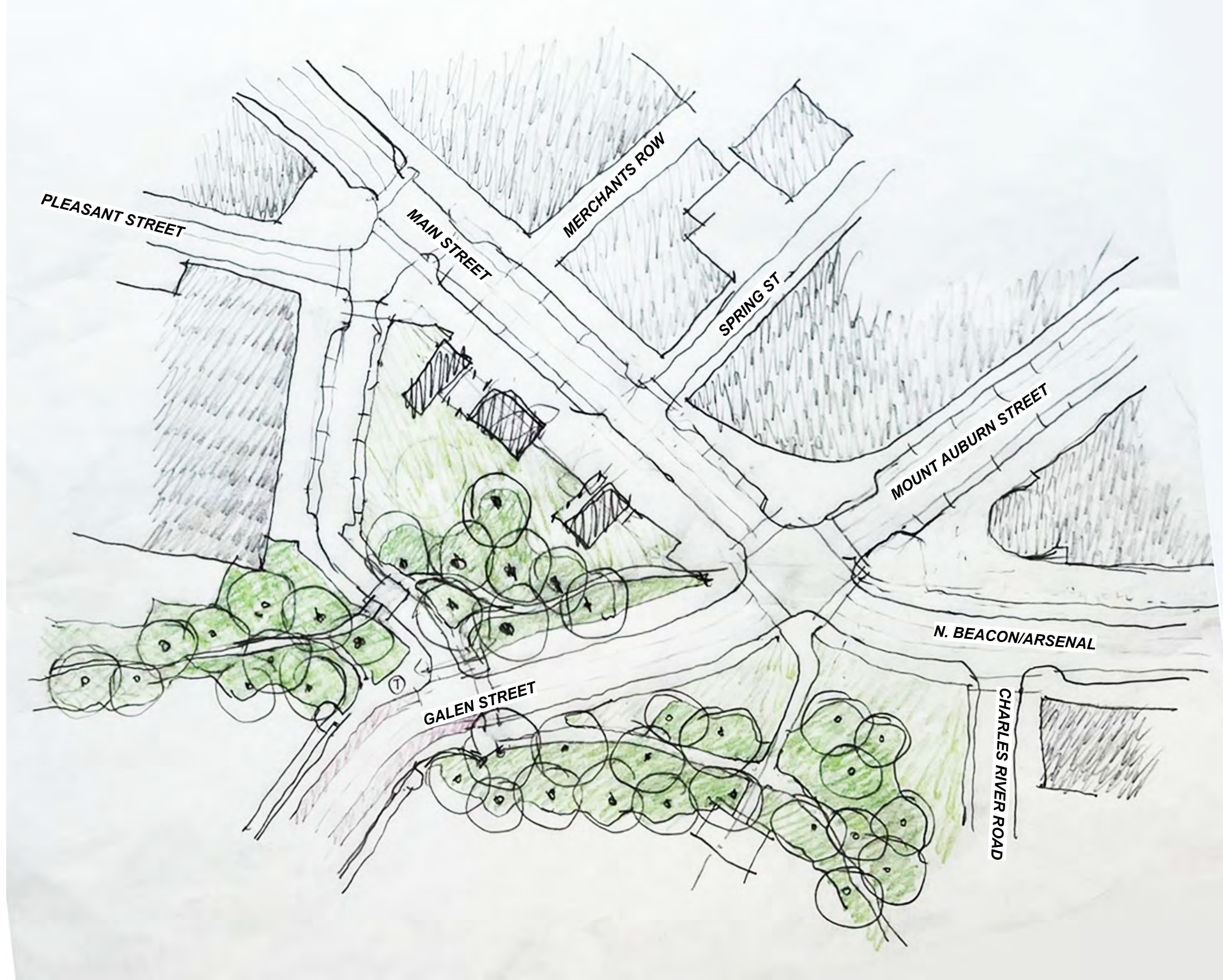
4 Corners

Interim Scenario: Wednesday Evening



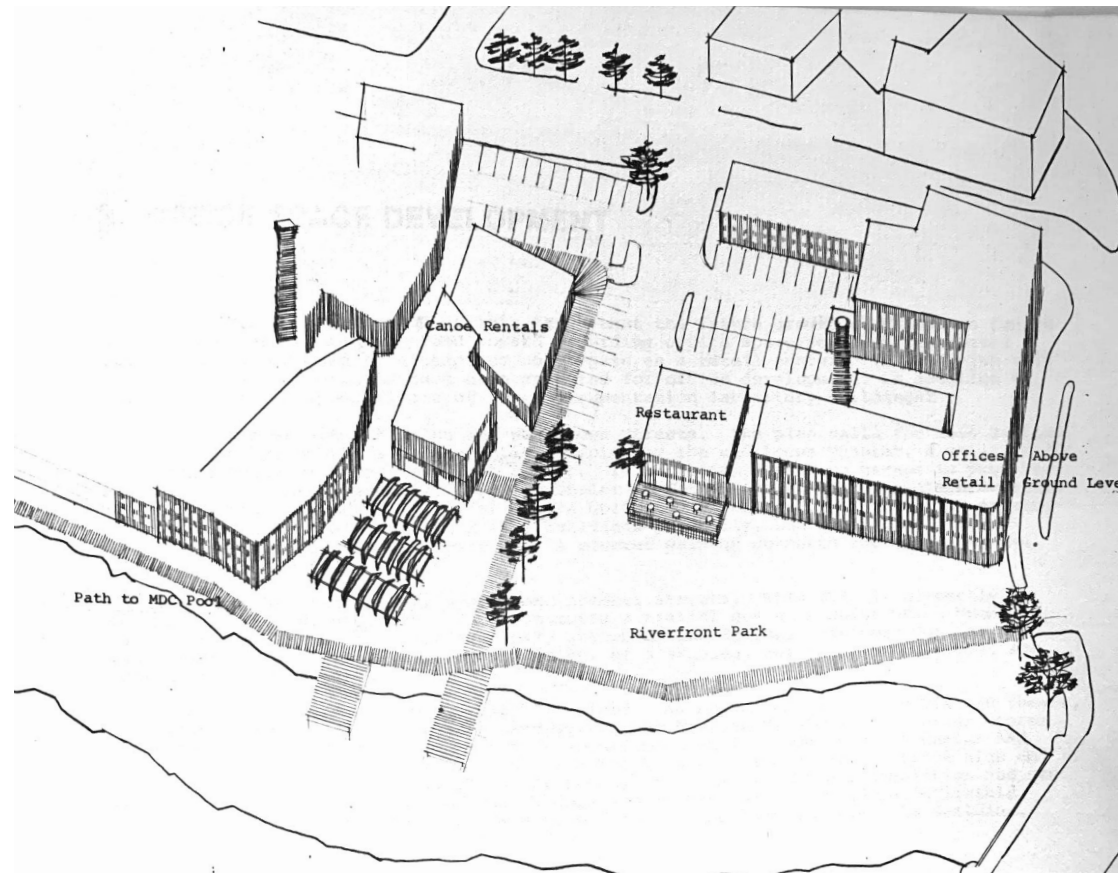
4 Corners

Refined Scenario: Thursday



4 Corners

Refined Scenario: Thursday

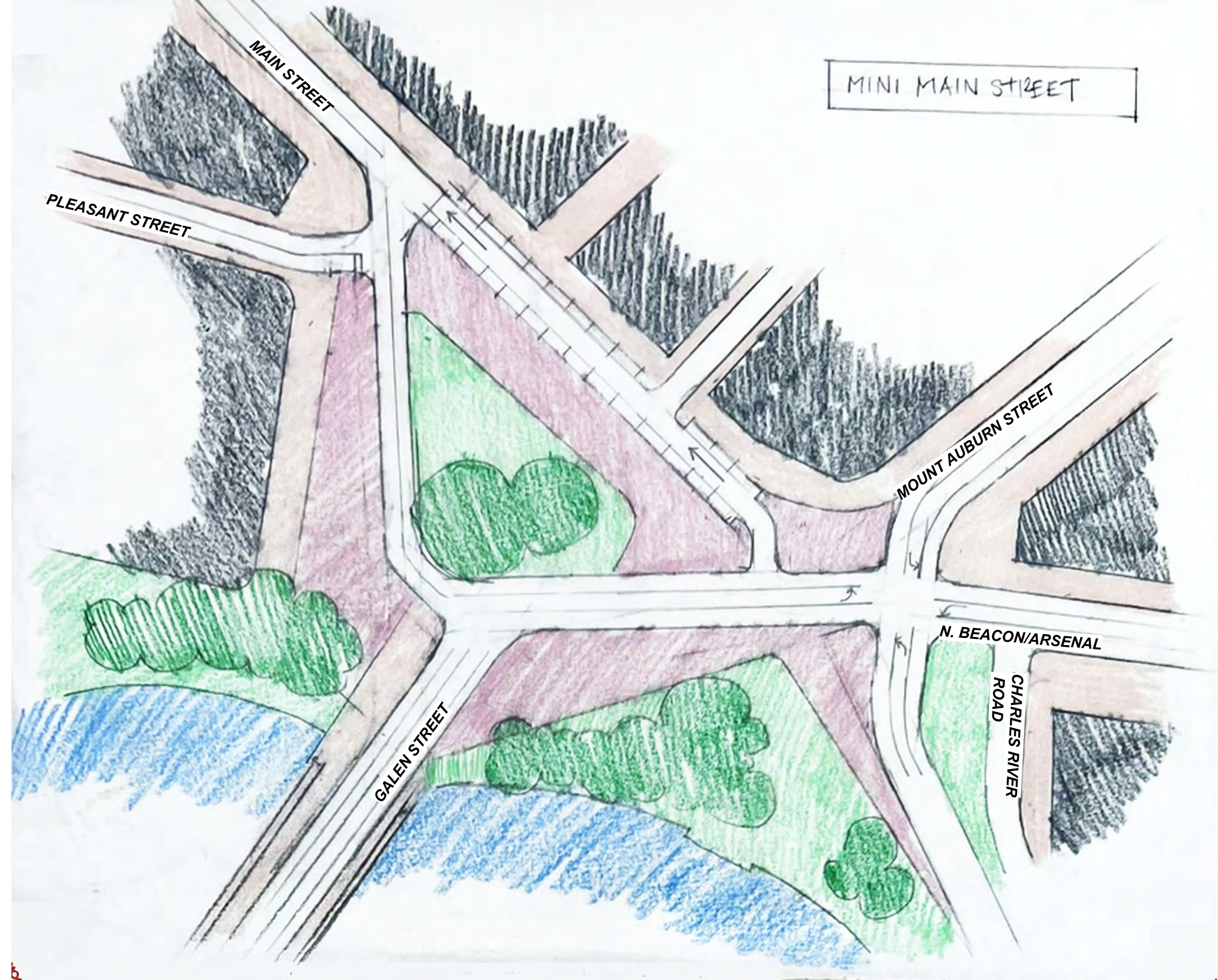


Janet Buck thesis proposal from Boston Architectural College, 1981



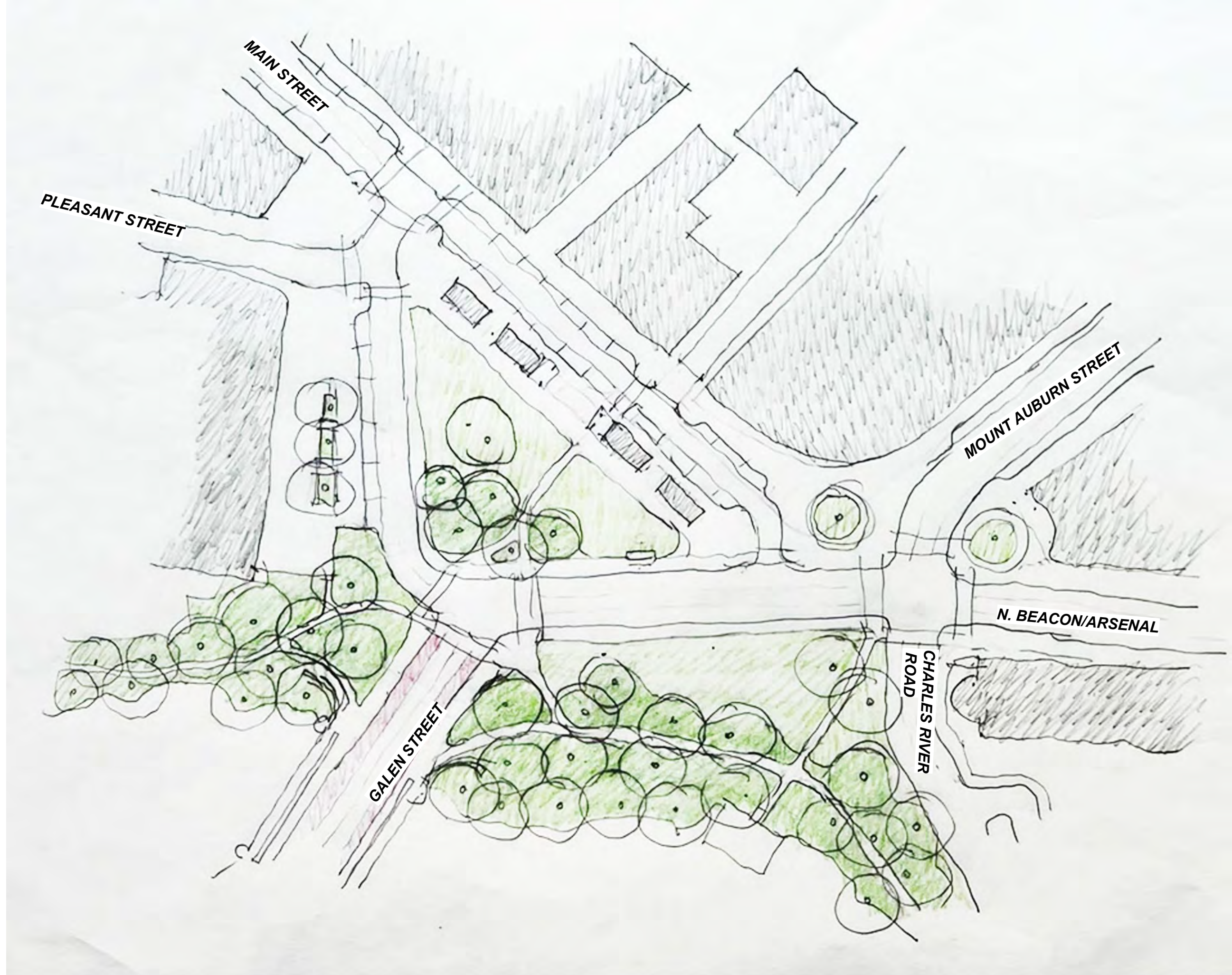
Mini Main St

Interim Scenario: Wednesday Evening



Mini Main St

Refined Scenario: Thursday



Mini Main St

Refined Scenario: Thursday



4 Corners

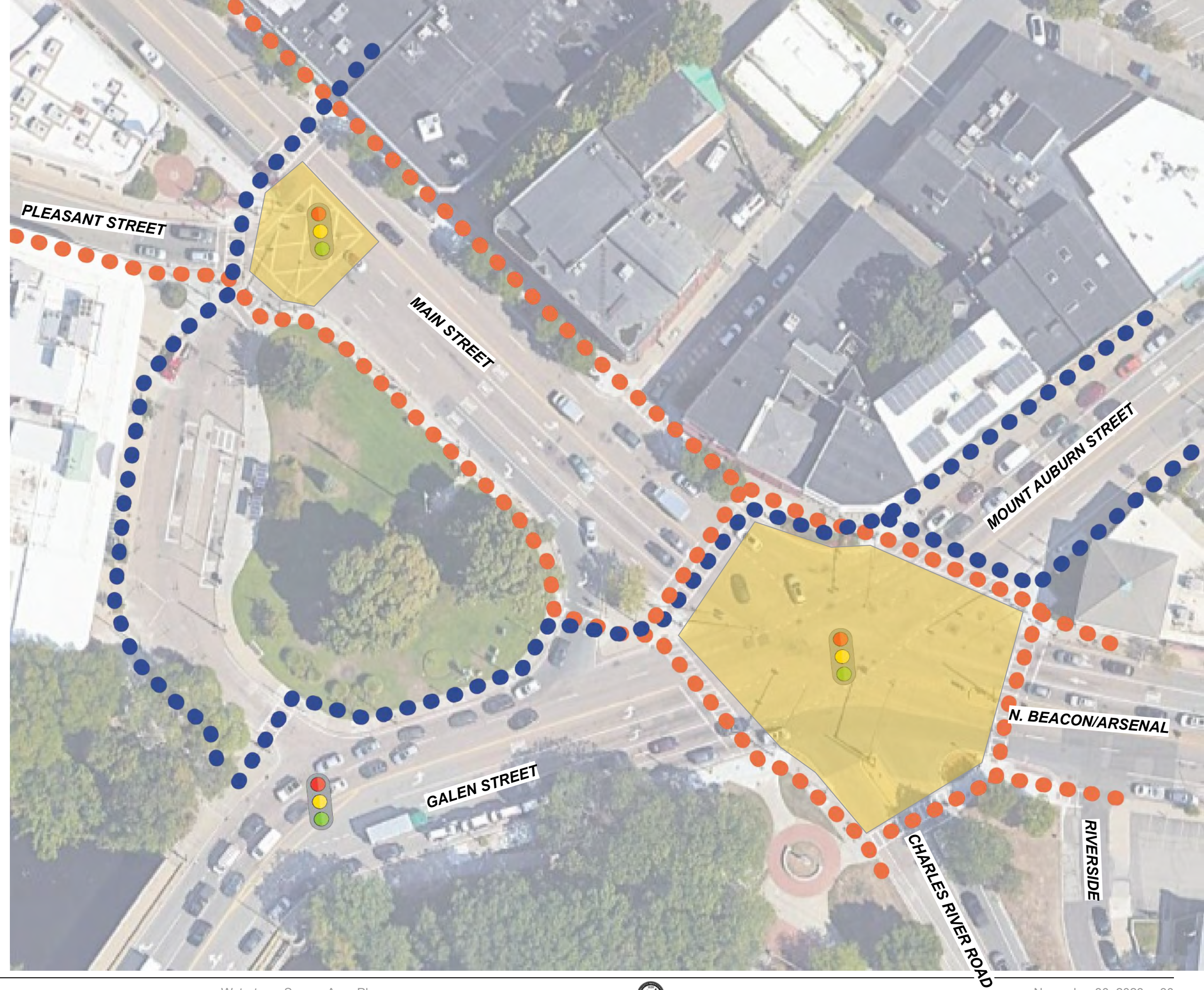
Refined Scenario: Thursday



Existing

Walking Path Options

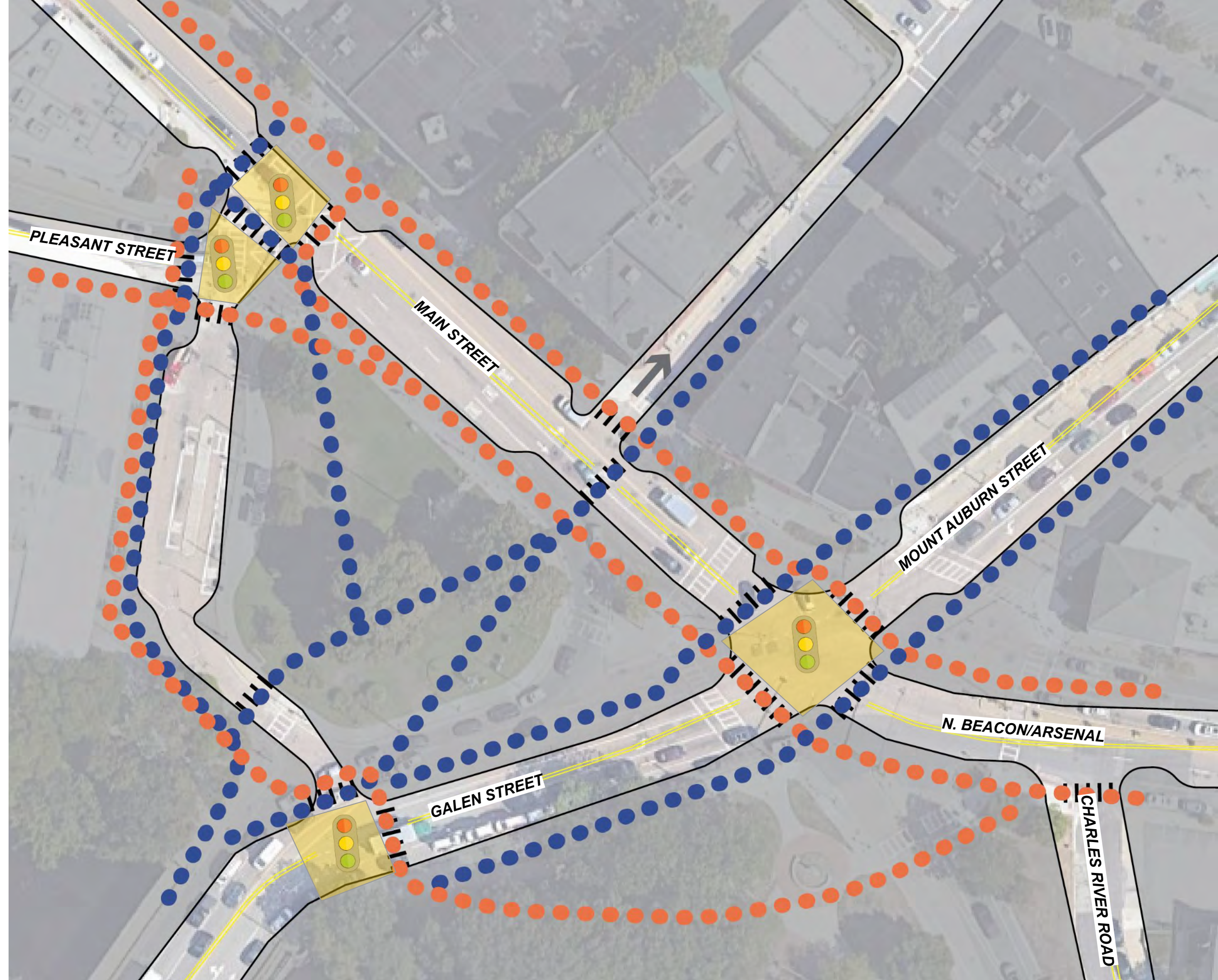
- ● ● North-South Connections
- ● ● East-West Connections



4 Corners

Walking Options

- ● ● North-South Connections
- ● ● East-West Connections



4 Corners

Major Vehicle Flows

- Removing southbound Pleasant and Main St. trips from the primary intersection



4 Corners

Transit Service in Watertown Square

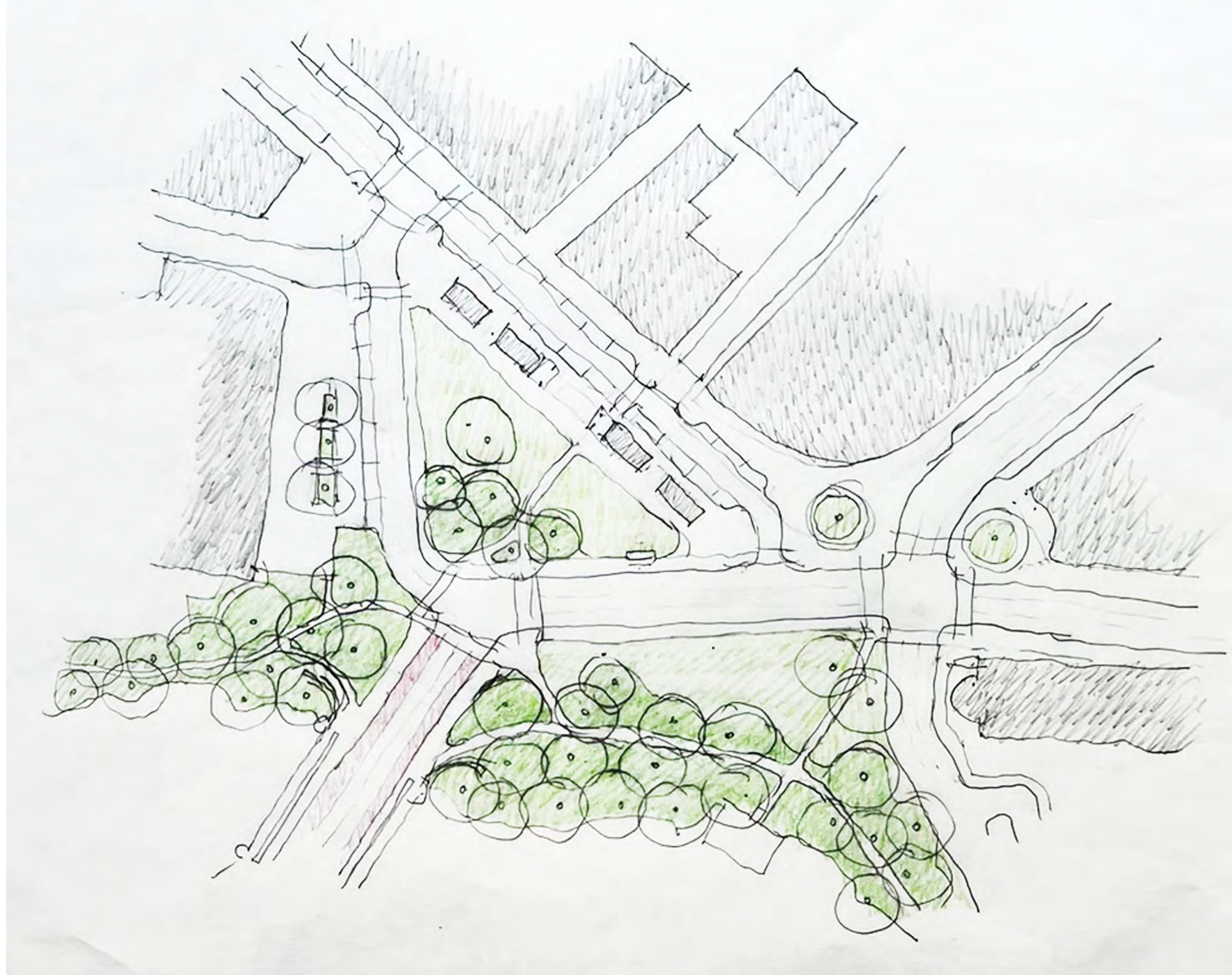
Route 59 and 71 terminate at Watertown Yard

To study further: transit priority along bridge and at intersections



Mini Main St

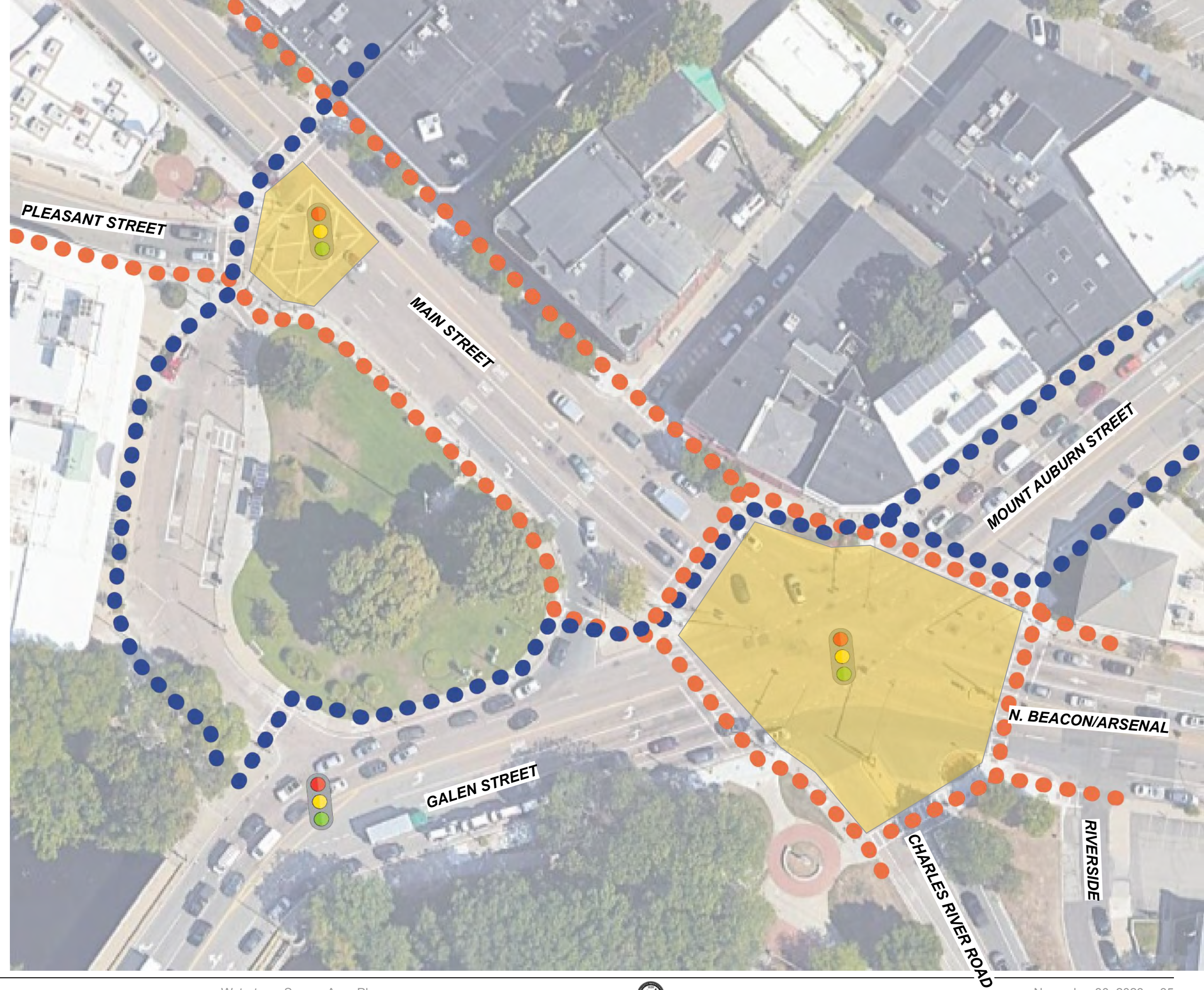
Refined Scenario: Thursday



Existing

Walking Path Options

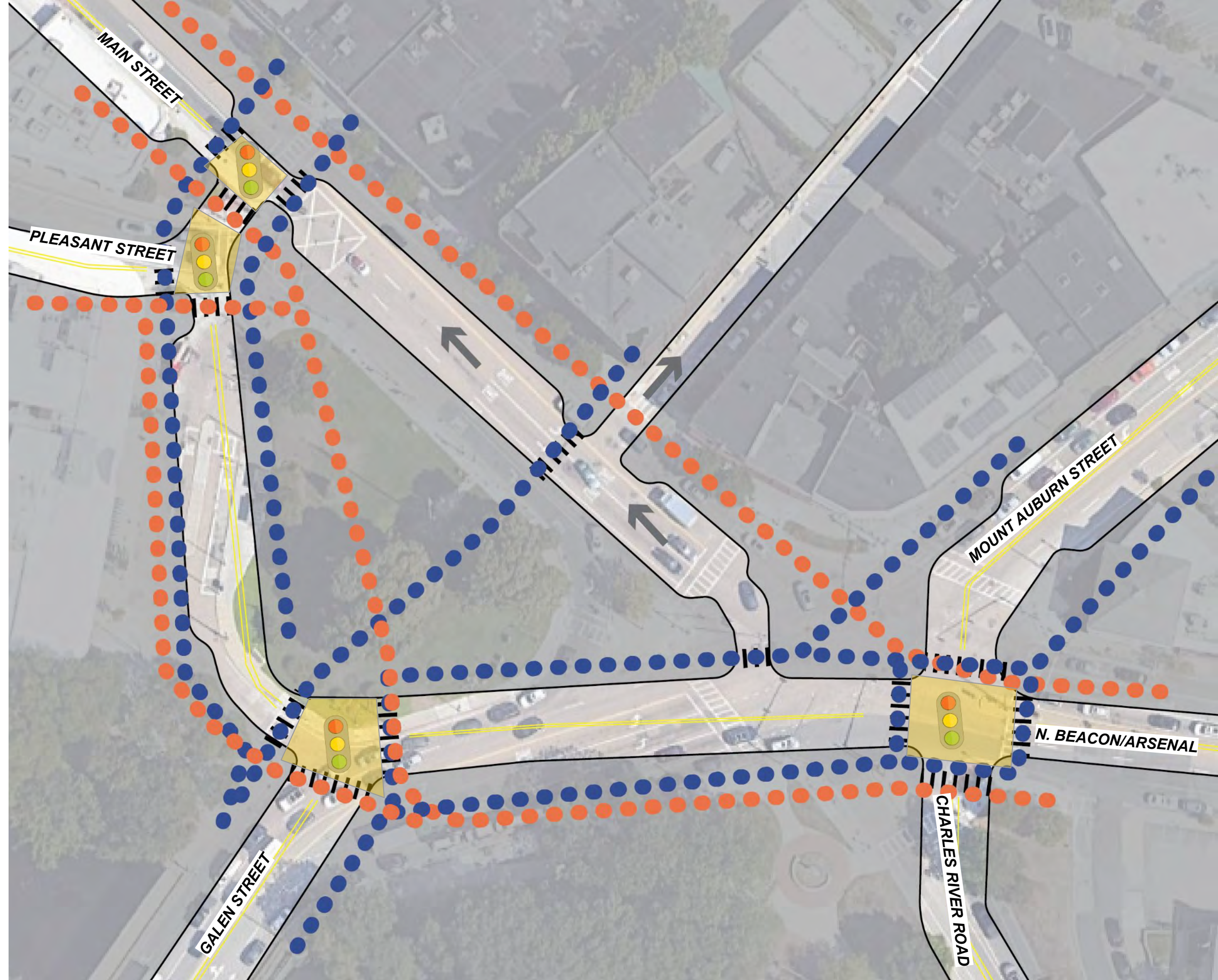
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Mini Main St

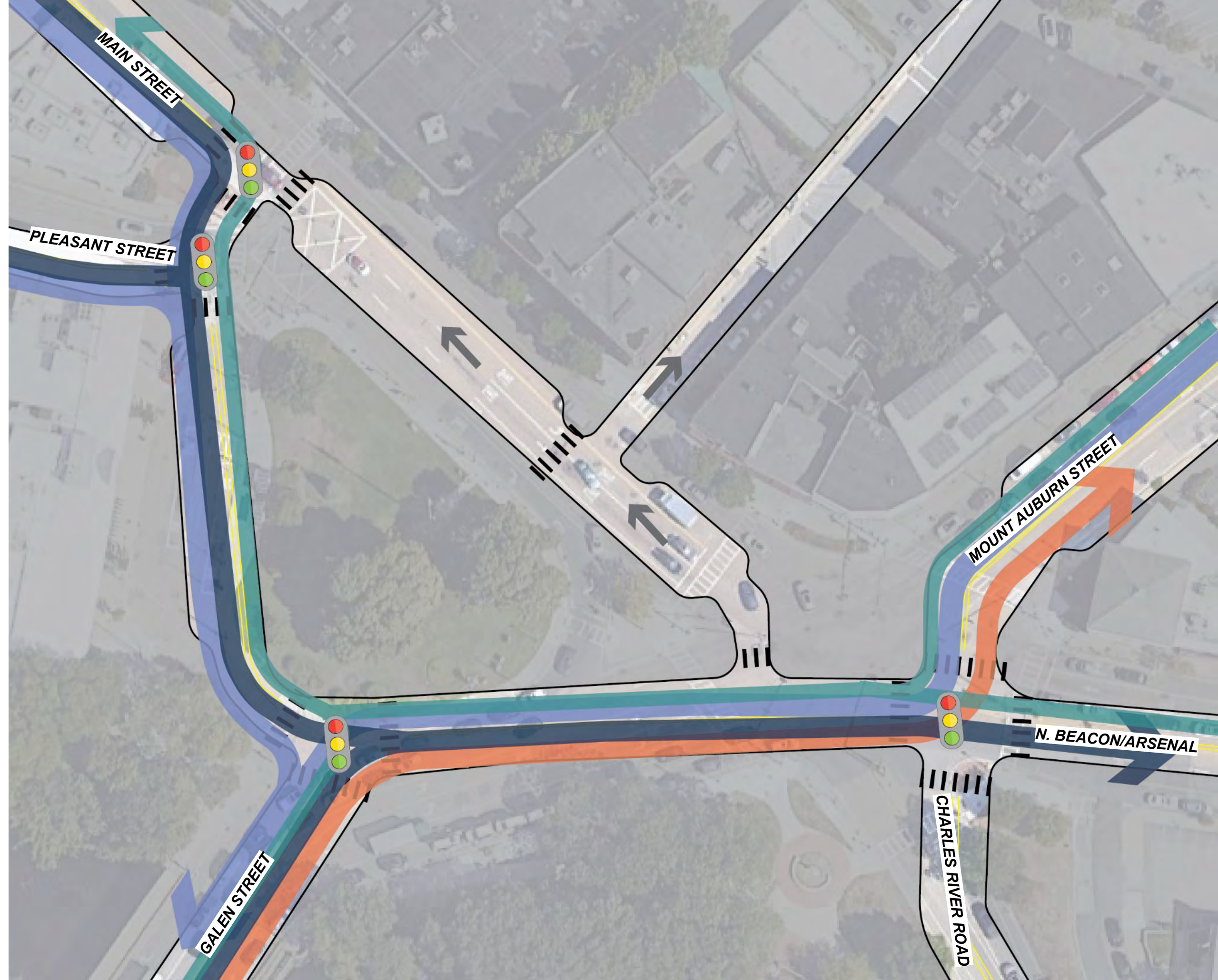
Walking Options

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Mini Main St

Major Vehicle Flows

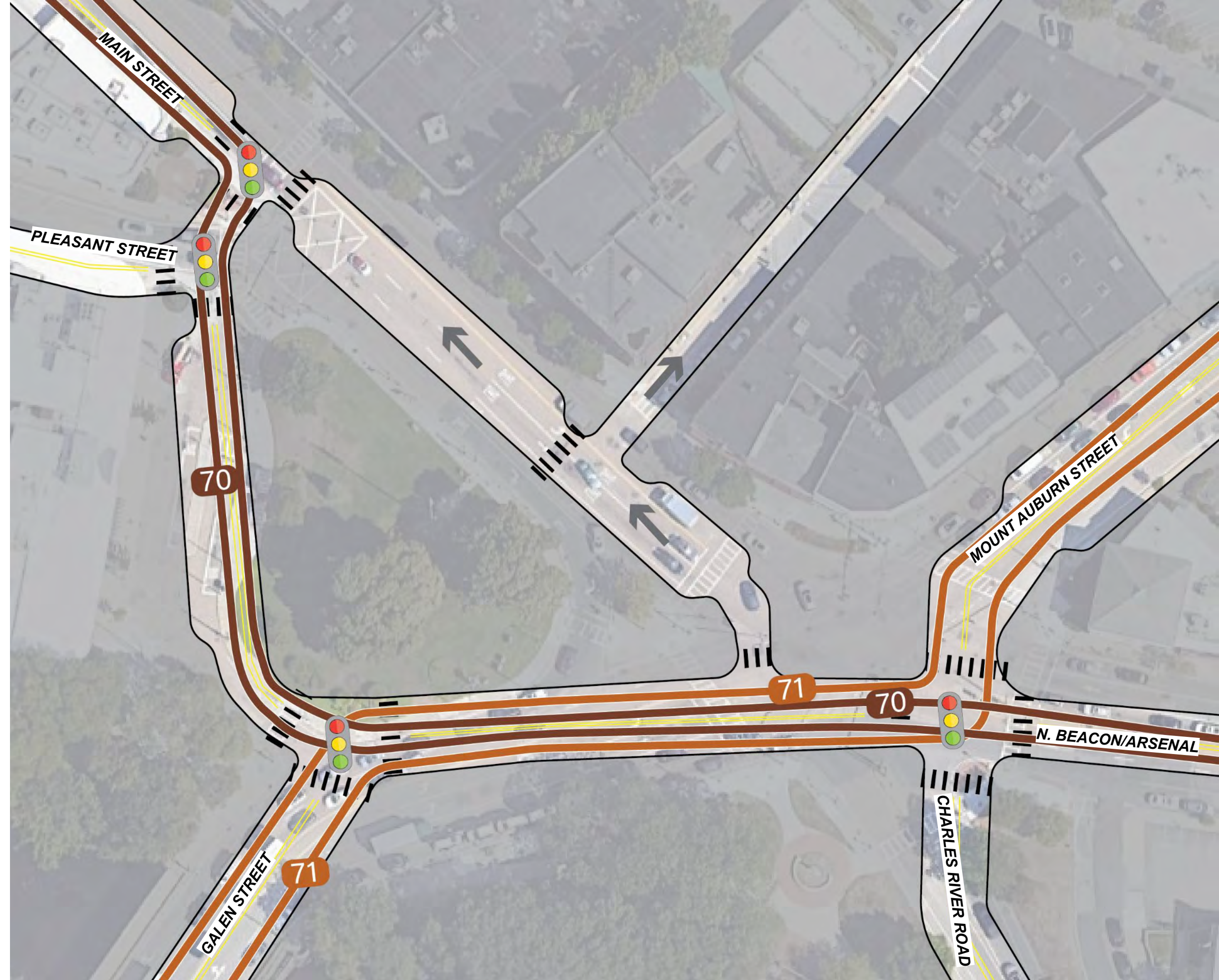


Mini Main St

Transit Service in Watertown Square

Route 59 and 71 terminate at Watertown Yard

To study further: transit priority along bridge and at intersections



Nonantum Road

Current Configuration



Nonantum Road

Possible Reconfiguration



California Street

Current Reconfiguration



California Street

Possible Reconfiguration



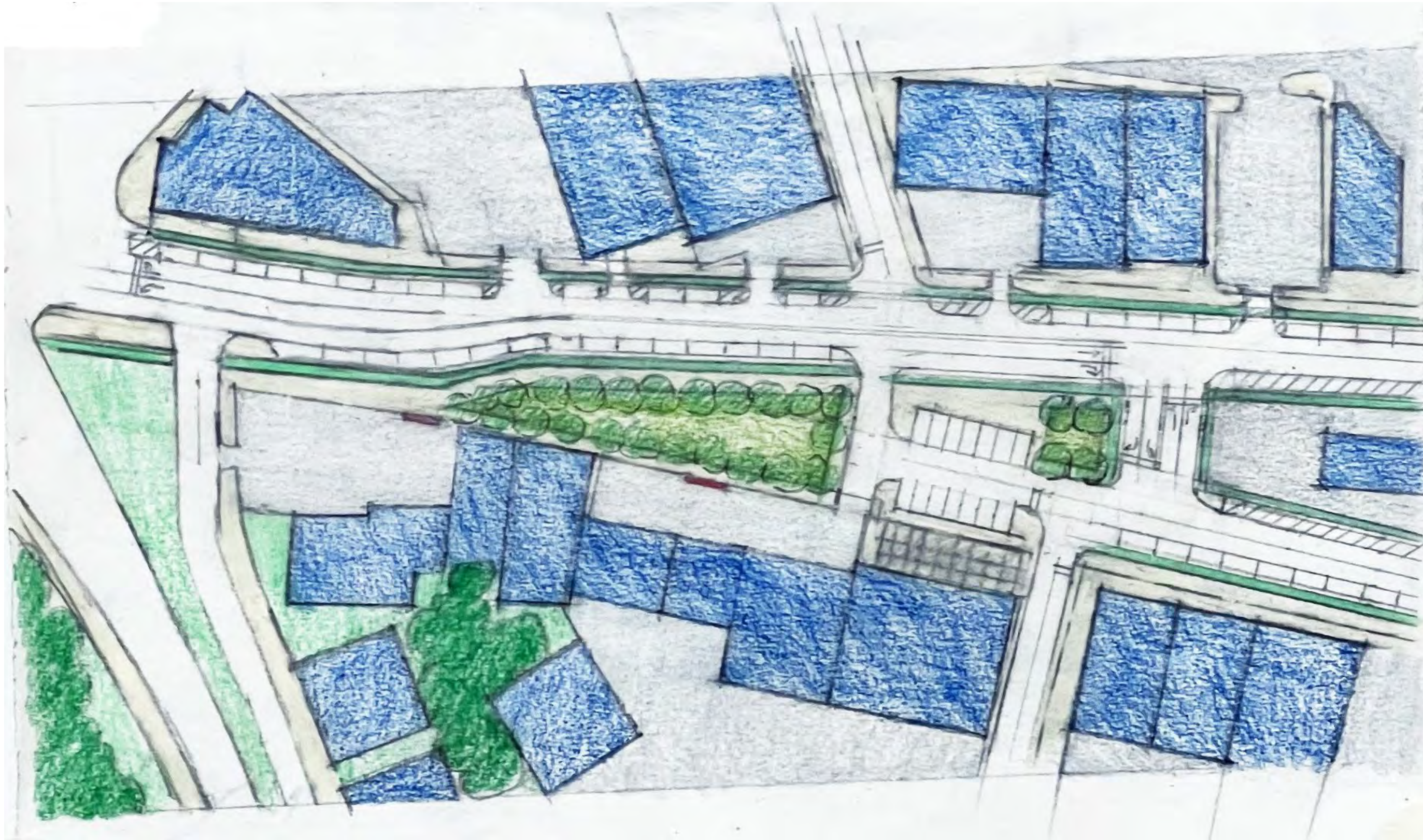
The Wedge

Current Configuration



The Wedge

Potential Configuration

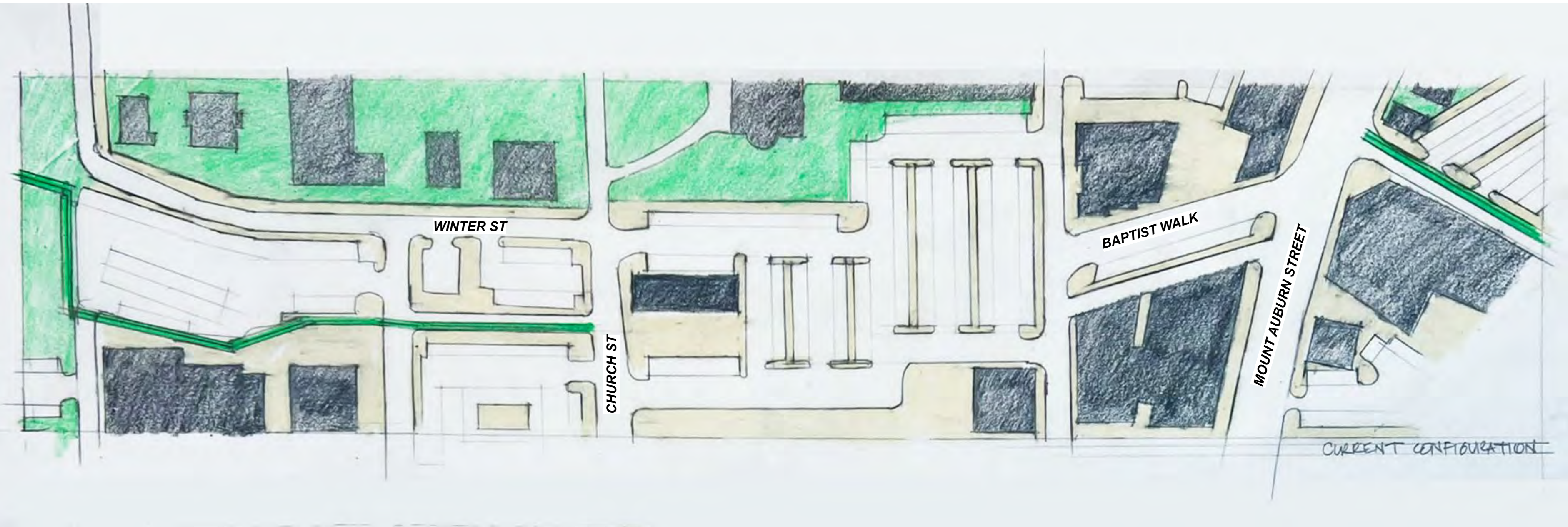


Winter Street and Baptist Walk Sites

Early Schemes

Winter St & Baptist Walk

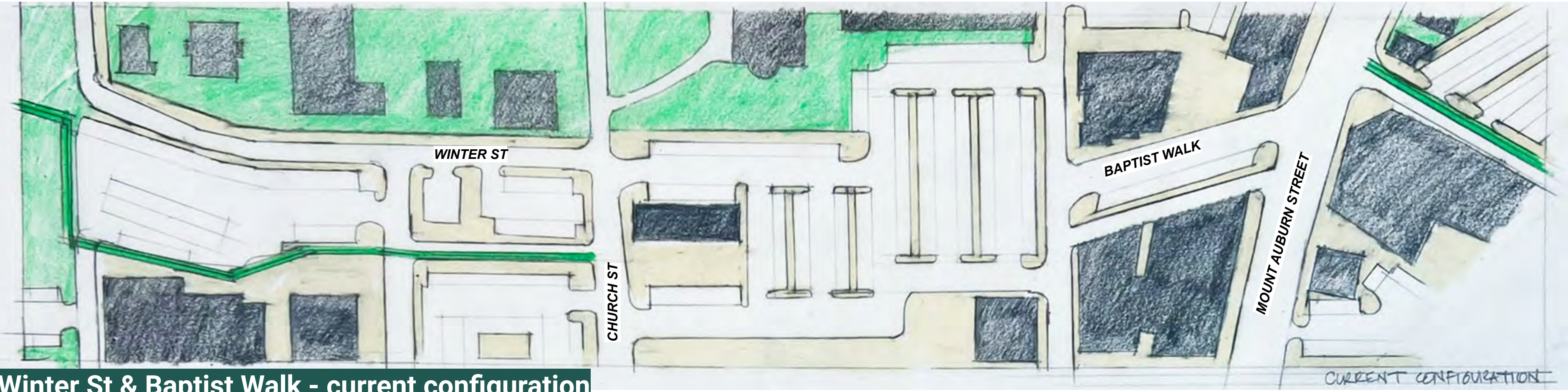
Current Configuration



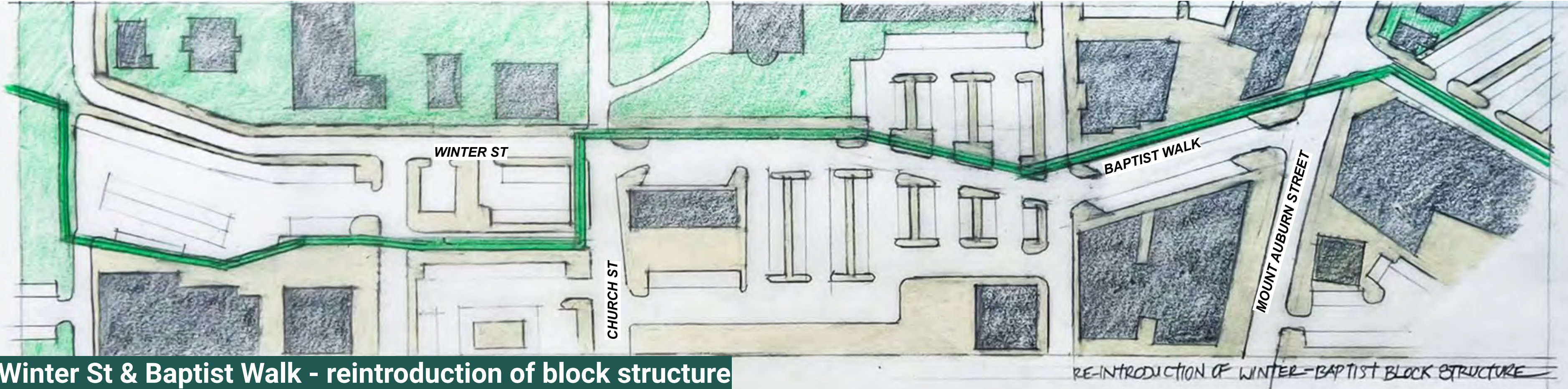
Winter St & Baptist Walk

Re-introduction of Block Structure





Winter St & Baptist Walk - current configuration



Winter St & Baptist Walk - re-introduction of block structure

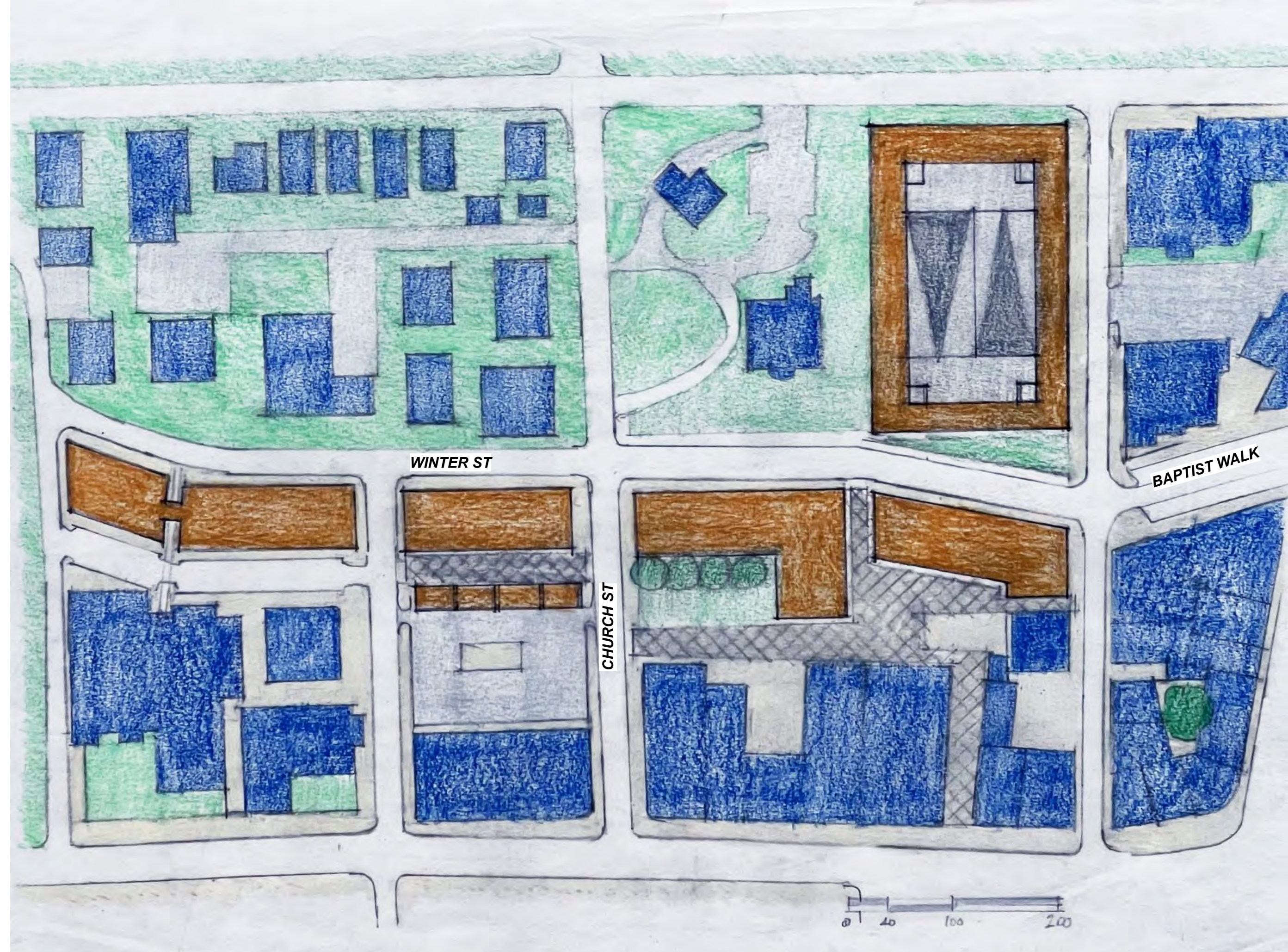
Winter St & Baptist Walk

Current Configuration



Winter St & Baptist Walk

Potential Scenario 1



Winter St & Baptist Walk

Potential Scenario 2



HOW DO YOU GET PEOPLE TO WALK?

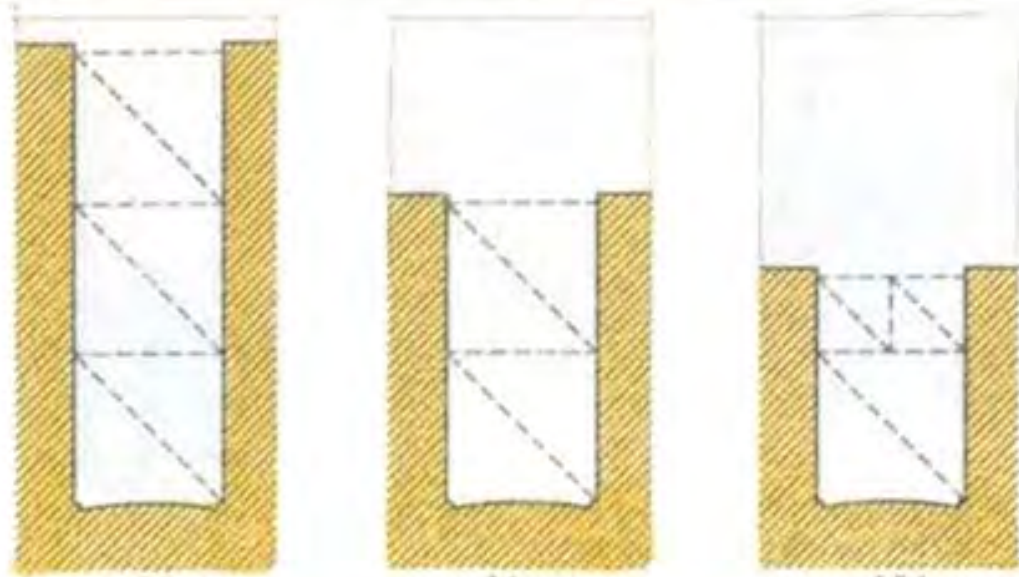
- **A REASON TO WALK** ✓
- **A SAFE WALK** ✓
- **A COMFORTABLE WALK** ✓
- **AN INTERESTING WALK** ✓

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK** ✓
- **A SAFE WALK** ✓
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- **AN INTERESTING WALK** ✓



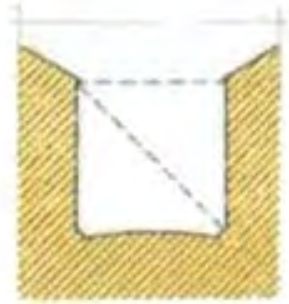
SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO



3:1

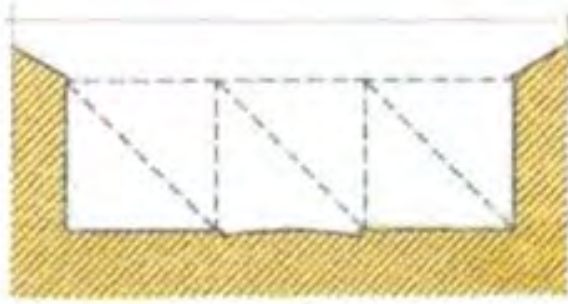
2:1

1.5:1



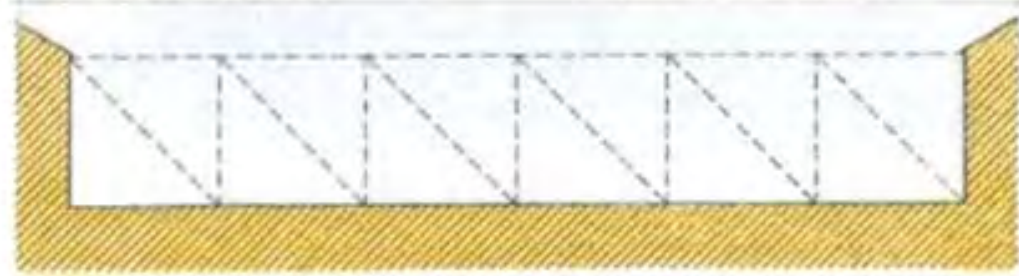
1:1

(The best for thoroughfares)



1:3

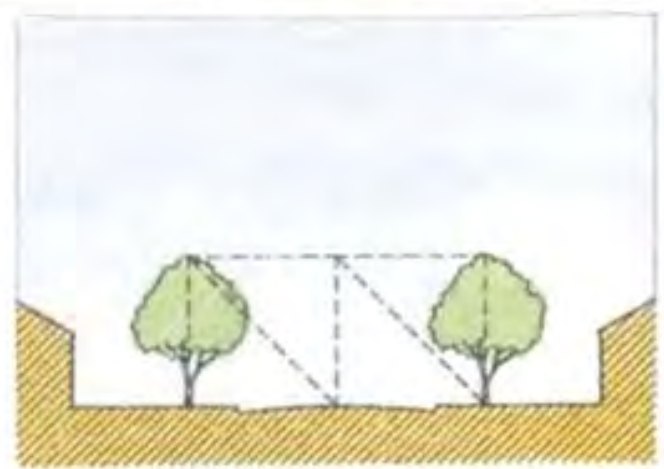
(The best for squares)



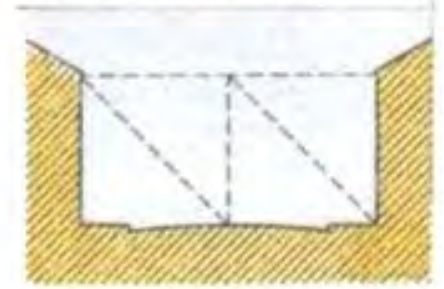
1:6

(The perceivable maximum)

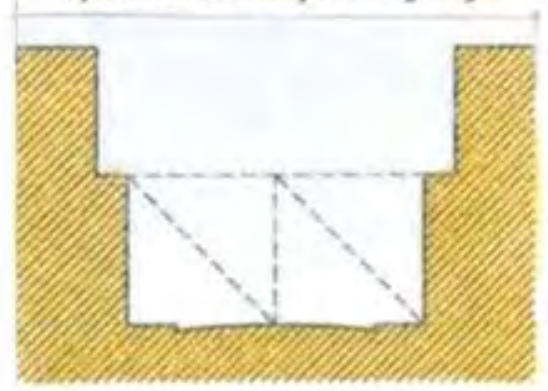
SPATIAL DEFINITION IN SECTION



Spatial enclosure by tree canopy



Spatial enclosure by building height



Spatial enclosure by recess line







avé
Bistro Avernot

TATTOO

TATOUAGE



Lista de
Venda
Café
Cervezas
Cocktails
Comidas
Limonadas



APERITIVI
WINE BAR

WINE BAR
← 30 minuti di servizio
WINE SHOP
vino, liquori, caraffa
merende - 1 litro
aperitivi



Miracolo di Mare
Bed & Breakfast
15m →
www.miracolodimare.si
RECEPTION →

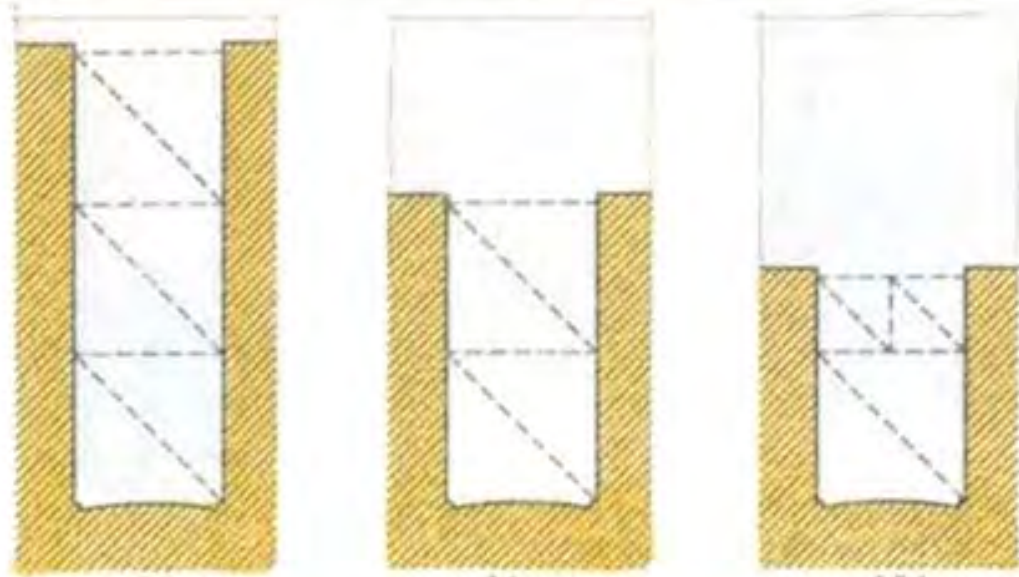








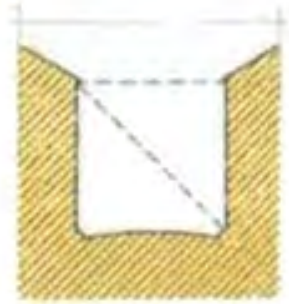
SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO



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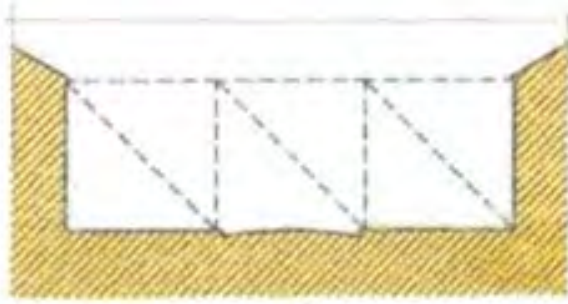
2:1

1.5:1



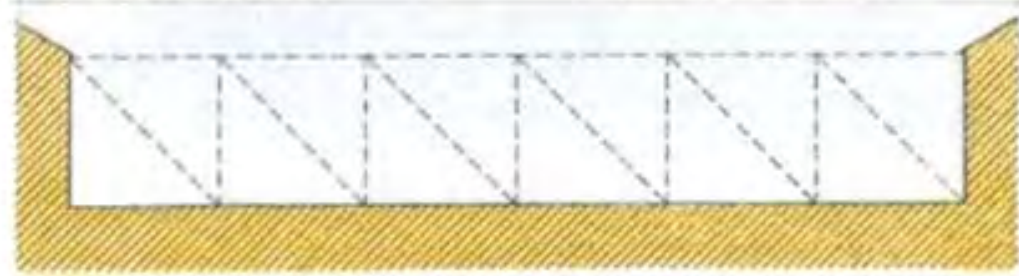
1:1

(The best for thoroughfares)



1:3

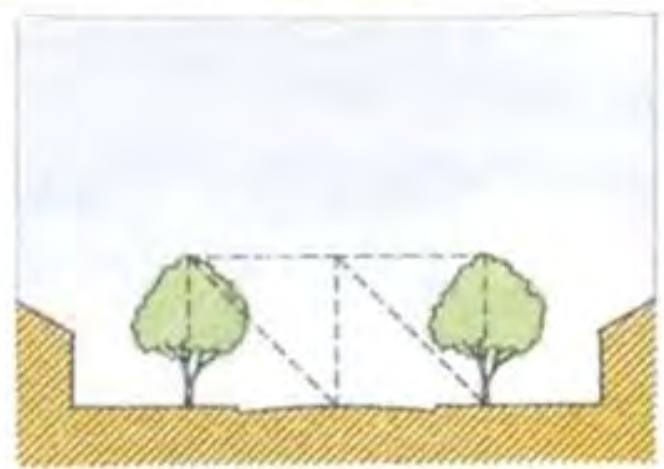
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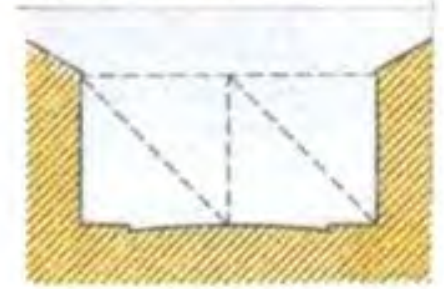
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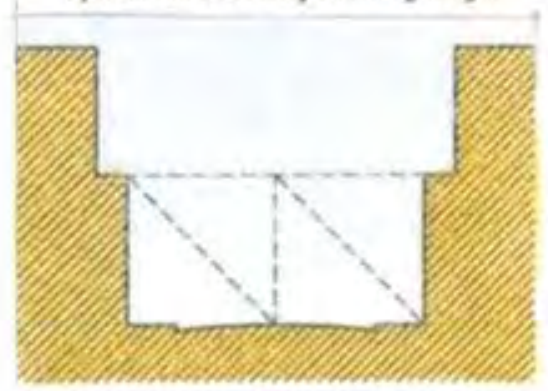
SPATIAL DEFINITION IN SECTION



Spatial enclosure by tree canopy



Spatial enclosure by building height



Spatial enclosure by recess line

T1 PRESERVE

T2 RESERVE

T3 SUB URBAN

T4 GENERAL

T5 CENTER

T6 URBAN CORE



The RURAL TO URBAN Transect

OCEAN

TOLERANT
Intensive recreation
Subject to pollution controls

BEACH

TOLERANT
Intensive recreation
No building

PRIMARY DUNE

INTOLERANT
No passage, trampling or building

TROUGH

RELATIVELY TOLERANT
Limited recreation
Limited structures

SECONDARY DUNE

INTOLERANT
No passage, trampling or building

BACKDUNE

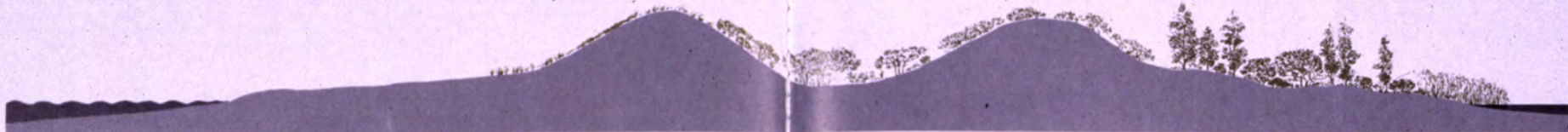
TOLERANT
Most suitable for development

BAYSHORE

INTOLERANT
No filling

BAY

TOLERANT
Intensive recreation



and it is here, propitiously, that the most delightful, diverse, safe and tolerant environment exists.

views of the ocean and the beach, but it could provide a third dune, the equivalent of the Dutch Dreamer.

We could now consider positive recommendations for development of the shore based upon this little knowledge. The backdune's widest stretch would appear to offer the maximum opportunity for the concentration of facilities, be it a village, a group of houses or a recreational center—depending upon actual dimensions. There will of necessity be a highway. It will inevitably run parallel to the sea and the dunes and could well be located on the backdune. If sufficiently elevated, it could not only proffer splendid

This backdune could offer protection from winter storms and could prevent the breaching of the sandbar from the bayshore as has happened in the past. In creating works like an artificial dune to support a highway, it is important that the sand be withdrawn from the ocean and not from the bay. The beach is not a very rich environment while the bay is the very richest. As Dr. Stanley Cain, the eminent ecologist, has revealed,* dredging of such rich environments can produce biological deserts.

Now if communities are established there arise the problems of water supply and sewage disposal. First let us consider the matter of water. There are resources of groundwater in the sandbars as we have seen, but the water level must not be lowered so far as will extinguish the stabilizing vegetation. This suggests that withdrawal be distributed among a number of wells. But water from this source will be a limiting factor to growth. Sewage presents another problem. The silts of the bayshore are unsuitable for septic tanks and, moreover, the employment of this technique is certain to pollute the groundwater supply. Both a sewer and a sewage treatment plant will be necessary before

development is permitted on the dune.

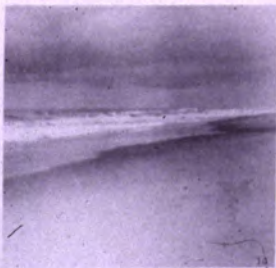
We now have the broad outlines of an ecological analysis and a planning prescription based upon this understanding. A spinal road could constitute a barrier dune and be located in the backdune area. It could contain all utilities, water, sewer, telephone and electricity and would be the guardian defense against backflooding. At the widest points of the backdune, settlement could be located in communities. Development would be excluded from the vulnerable, narrow sections of the sandbar. The bayshore would, in principle, be left inviolate. The beach would be available for the most inten-

sive recreational use, but without building. Approaches to it would be by bridges across the dunes, which would be prohibited to use. Limited development would be permitted in the trough, determined by groundwater withdrawals and the effect upon vegetation. A positive policy would suggest accelerating the stabilizing processes, both of dune formation and of vegetative growth. To do this the appropriate vegetation for the associations would be planted. Particular attention would be given to marram grasses on dunes and to planting red cedars and pines on the backdune.

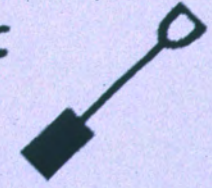
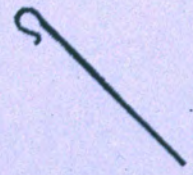
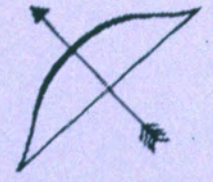
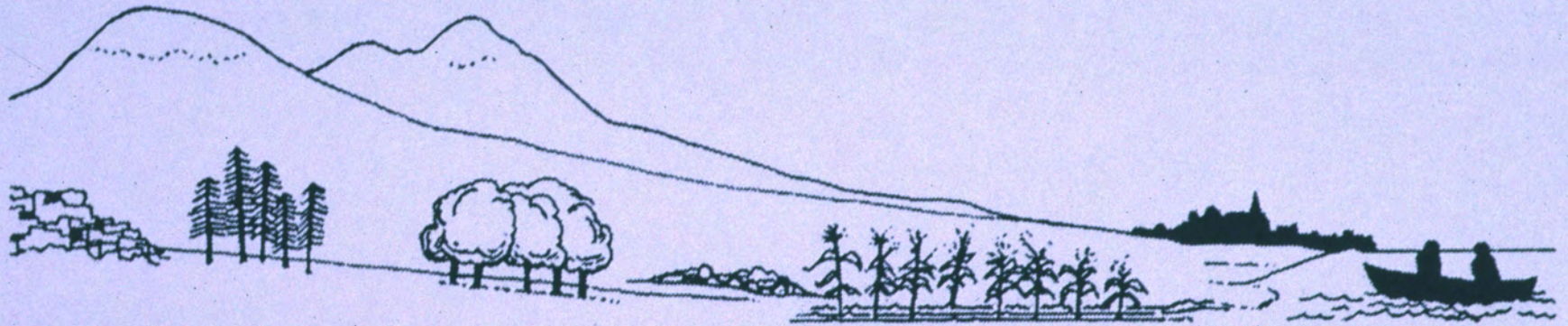
In the Netherlands, confronted with a sim-

ilar situation, it became a matter of national resolve to reclaim land from the sea and a positive policy was developed towards that end. If this were applied to the New Jersey Shore it would involve the creation of continuous dikes and dunes facing the sea. There would be locks at these locations where the lagoon was connected to the ocean. Fresh-water flow from the land mass into the bay would be regulated as would incursions of salt water from the ocean. Constraints would be exercised to maintain dunes and dikes, groundwater withdrawals and native vegetation.

Sadly, in New Jersey no such planning prin-



*Stanley A. Cain, Letter to the Editor, *Landscape Architecture Quarterly*, Jan., 1967, Volume 57, page 103.



MINER

WOODMAN

HUNTER

SHEPHERD

PEASANT

GARDENER

FISHER



URBAN

TRANSECT

URBAN

T3 SUB-URBAN

T4 GENERAL URBAN

T5 URBAN CENTER

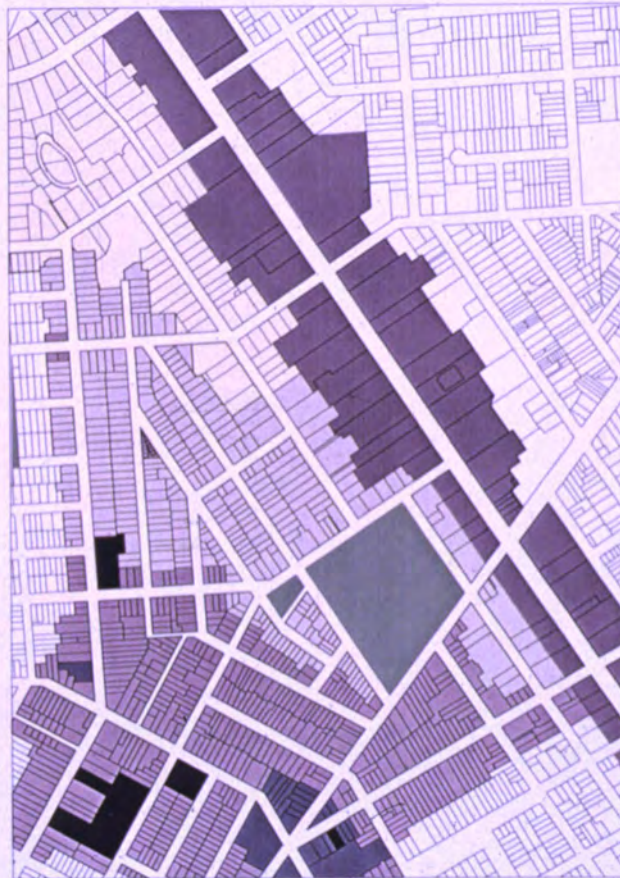
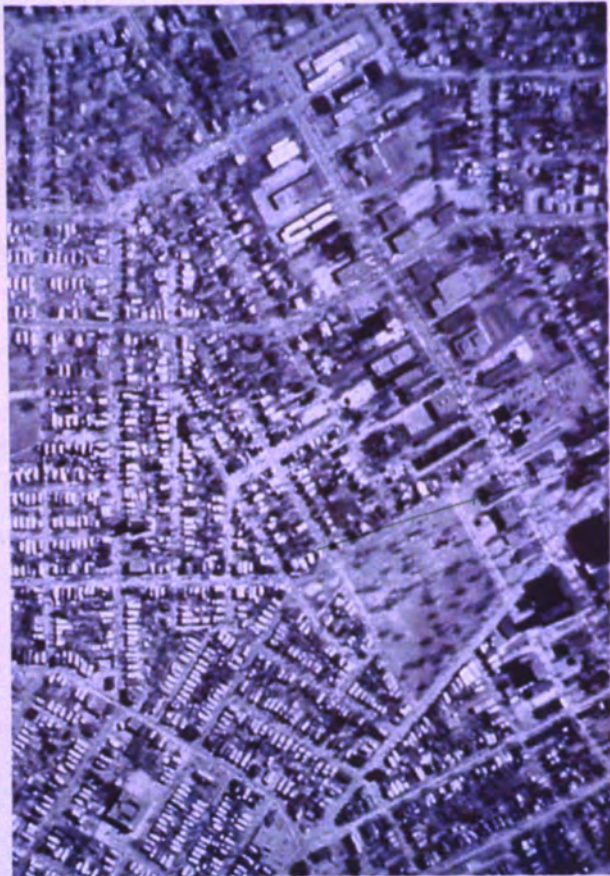
T6 URBAN CORE









NEW ORLEANS

WASHINGTON



SAN FRANCISCO






TRANSECT ZONES

-  T6 - URBAN CORE ZONE
-  T5 - URBAN CENTER ZONE
-  T4 - GENERAL URBAN ZONE
-  T3 - SUB-URBAN ZONE
-  RR T2 - RURAL RESERVE
-  RP T1 - RURAL PRESERVE





DISTRICTS

-  DW - DISTRICT BY WARRANT
-  DE - DISTRICT BY EXCEPTION

CIVIC RESERVATIONS





-  CP - CIVIC PARKING RESERVATION
-  CB - CIVIC BUILDING RESERVATION
-  CS - CIVIC SPACE RESERVATION

SPECIAL REQUIREMENTS

-  RETAIL FRONTAGE REQUIRED
-  RETAIL FRONTAGE RECOMMENDED
-  ARCADE FRONTAGE RECOMMENDED
-  TERMINATED VISTA RECOMMENDED

REGULATING PLAN



PLAN COLOR	ZONE CATEGORY
	<p>T5 - URBAN CORE The most dense business, office, residential, and institutional center. It serves many neighborhoods, and is built straddling a major thoroughfare at an active intersection. It is within walking distance of a large residential catchment. Buildings in the Urban Core can be up to 6 stories tall and may occupy the entirety of their lots.</p>
	<p>T5 - URBAN CENTER The dense multifunctional social center of a neighborhood. It is normally located at a central location within walking distance of a the surrounding residential areas. Buildings in the Urban Center can be up to 3 stories tall and may occupy the entirety of their lots.</p>
	<p>T4 - GENERAL URBAN The sector that is mixed in function but primarily residential. It has a generalized character and is the largest are of the neighborhood. Buildings in the General Urban area can be up to 3 stories tall and may occupy 75% of their lots.</p>
	<p>T3 - SUB-URBAN The least dense, most purely residential sector of the neighborhood, located primarily at its edges. Buildings in the Sub-Urban area can be up to 6 stories tall and may occupy 50% of their lots.</p>
	<p>T1 - RURAL PRESERVE The area of the plan that has been designated as permanent open space, to be left natural or beautified as a village amenity.</p>
	<p>C - CIVIC DISTRICT Areas designated for public use, either as a school site or as open space that may eventually contain a small civic building. Each neighborhood center surrounds such a Civic Site, which can remain open or may hold a pavilion, meeting hall, or other public use.</p>











T1 PRESERVE

T2 RESERVE

T3 SUB URBAN

T4 GENERAL

T5 CENTER

T6 URBAN CORE



The SHOE Transect

T1 PRESERVE

T2 RESERVE

T3 SUB URBAN

T4 GENERAL

T5 CENTER

T6 URBAN CORE



The AUTOMOBILE Transect

T1 PRESERVE

T2 RESERVE

T3 SUB URBAN

T4 GENERAL

T5 CENTER

T6 URBAN CORE



The DOG Transect

THE TRANSECT OF PARIS



T1 NATURAL ZONE

T2 RURAL ZONE

T3 SUBURBAN ZONE

T4 GENERAL URBAN ZONE

T5 URBAN CENTER ZONE

T6 URBAN CORE ZONE

D RED LIGHT DISTRICT



THE TRANSECT OF PITTSBURGH



T1 NATURAL ZONE

T2 RURAL ZONE

T3 SUBURBAN ZONE

T4 GENERAL URBAN ZONE

T5 URBAN CENTER ZONE

T6 URBAN CORE ZONE

D DISTRICT





T1 PRESERVE

T2 RESERVE

T3 SUB URBAN

T4 GENERAL

T5 CENTER

T6 URBAN CORE



The RURAL TO URBAN Transect

Next Steps

Watertown Square Plan Timeline

Roadmap to a complete plan

