

NOTES:

1. EXHIBIT FOR ILLUSTRATIVE PURPOSES ONLY.
2. EXHIBIT INDICATES GENERAL STREET LOCATIONS AND RELATIONSHIPS.

Figure 4-1

Street Regulating Plan: General Locations of Streets and Ways

(2) Street Concept Plan

Around the framework of the Primary Streets, a street network radiates around the Village Center District. Primary streets are the main axes leading to the Village Center District from the west, north and east. Along this spine, a grid of Secondary Streets forms alternate, local connections and routes within the Primary Street framework. The conceptual grid layout of Secondary Streets is also shown in Figure 4-1: Street Regulating Plan.

- Main/Standard Neighborhood Streets and Narrow Neighborhood Streets are alternated to manage traffic and create multiple connections from any given area to the Primary Streets and/or Village Center District.
- To maximize connectivity, dead-ends and cul-de-sacs shall be permitted only where unavoidable due to topography, wetlands, or other constraints.

E. Street Types

This section explains general guidelines for streets and ways and then details the intent and design of specific street types. The eight basic street types are: Shea Boulevard, Main Street, the Truck Connector, the Access Road, the Parkway, Main/Standard Neighborhood Street, Narrow Neighborhood Street and Neighborhood Alley. Several of these types have two alternatives that respond to changing conditions such as on-street parking, housing setbacks and surrounding uses. All streets shall comply with the sections shown in Figures 4-3 through 4-15, as specified below.

The minimum widths of the rights-of-way in NAS South Weymouth shall be as follows, all contingent upon right of way limitations due to existing wetlands:

- Shea Boulevard: Seventy-four (74) feet
- Main Street: Sixty-six (66) feet
- Truck Connector: Fifty (50) feet
- Access Road: Fifty-four (54) feet
- Parkway: One hundred (100) feet, subject to revision due to MHD requirements.
- Main/Standard Neighborhood Street: Fifty-two (52) feet
- Narrow Neighborhood Street: Forty-four (44) feet
- Neighborhood Alley: Twenty five (25) feet

Exceptions:

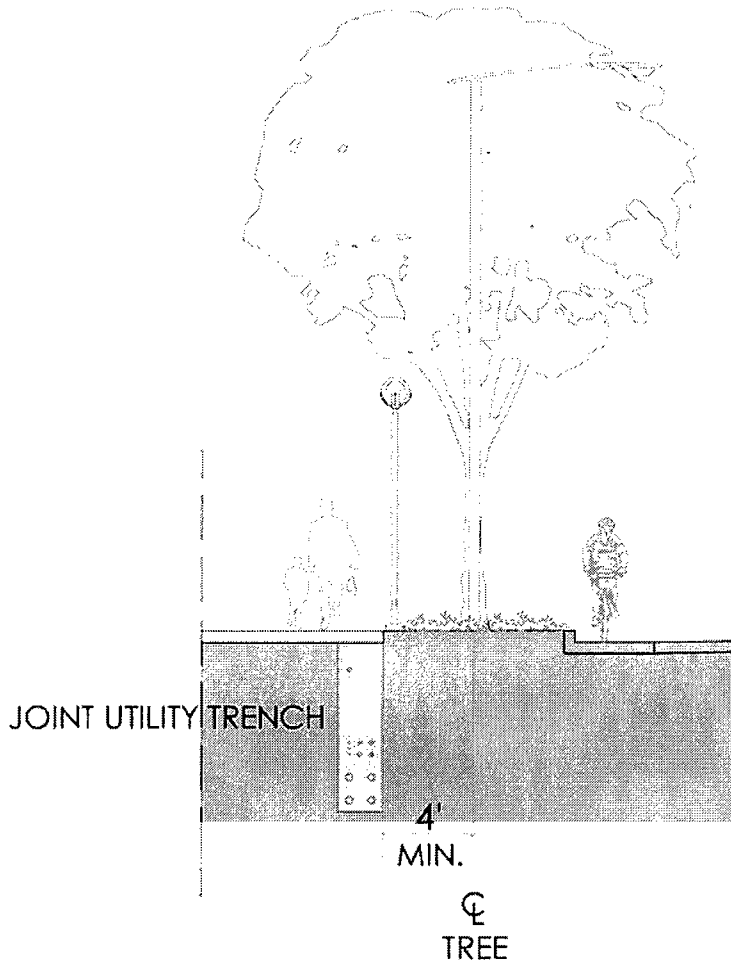
- A greater width shall be considered for Primary Streets with an estimated ADT volume greater than 15,000. Any greater width shall be determined

using acceptable methodology to calculate highway capacity and levels of service.

- When a Narrow Neighborhood Street provides the only access for lots fronting on a street length in excess of eight hundred (800) feet, or where potential volume warrants, the Applicable Subdivision Board may require a greater right-of-way than those specified above and may require construction of a divided roadway.

Coordination with planting, lighting, and utility components for every street shall be conducted as follows, unless otherwise noted for a specific street type or instance:

- All streets and sidewalks on both sides shall comply with ADA regulations for accessibility.
- Street lighting and pedestrian lighting fixtures shall be installed as specified in these Regulations.
- Lighting fixtures should be placed equidistant from centerline of two consecutive trees.
- Street tree and plant selection shall be as specified in the Landscape Plan contained in these Regulations.
- Paved portions of sidewalks shall be standard concrete surface with uniform texture and scoring in three (3) foot by three (3) foot, four (4) foot by four (4) foot or five (5) foot by five (5) foot modules, except for bicycle paths, multi-use paths, and natural surface walking paths.
- All street furniture, such as benches, bicycle racks, bollards, newsracks, receptacles, shelters, and other street elements shall be of the same visual vocabulary, as specified in the Street Furniture section in these Regulations.
- The joint utility trench shall be provided underneath the pedestrian strip, in accordance with the Utility Systems section, with no less than four (4) feet clear of center of street trees in the planting strip, as shown in Figure 4-2: Joint Utility Trench.



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Figure 4-2

Joint Utility Trench

F. Shea Boulevard

Shea Boulevard is a Primary Street connecting Route 18 in the west to NAS South Weymouth. It enters at the northwest corner and curves south toward the Village Center District. Since Shea Boulevard provides access to the Shea Village Commercial District and various large community recreation facilities, the roadway design anticipates truck access and higher traffic volumes. The minimum width of Shea Boulevard is seventy-four (74) feet, except where there are limitations on the right of way due to existing wetlands.

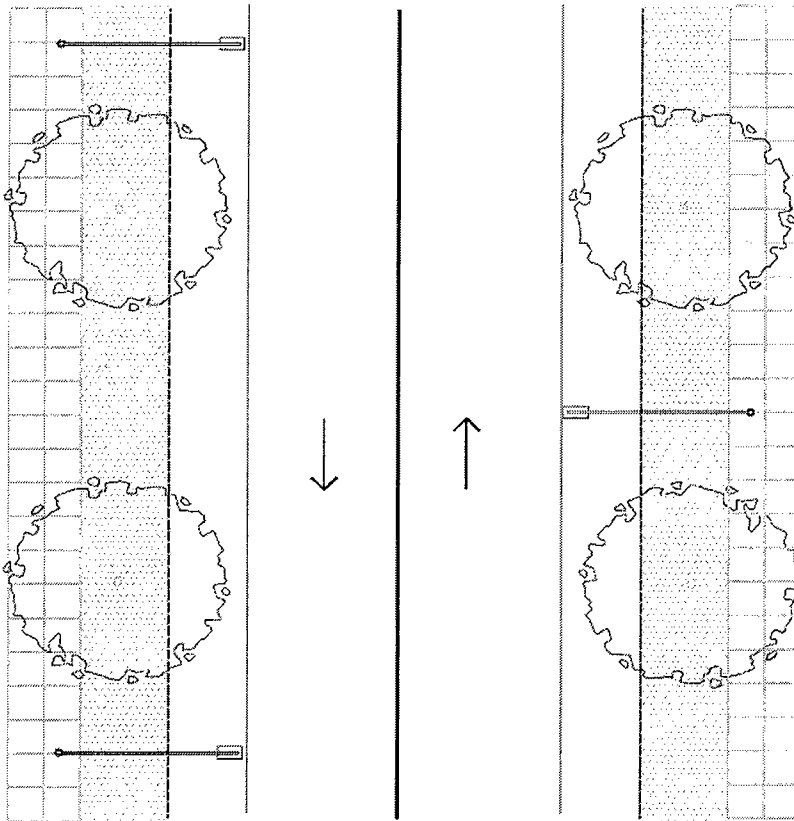
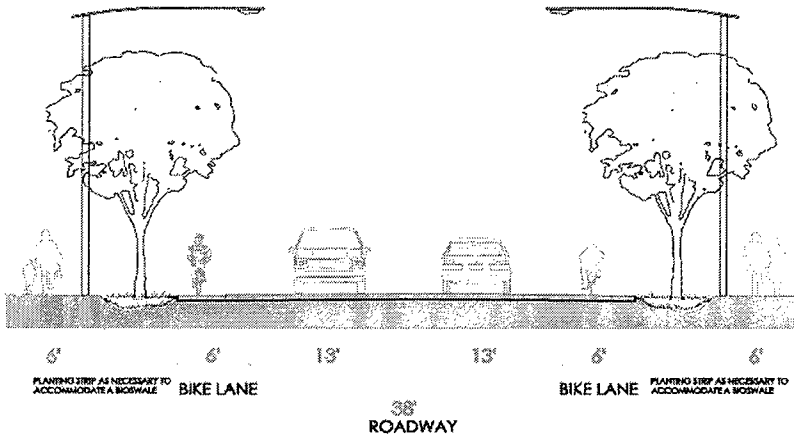
As shown in Figure 4-3: Shea Boulevard, North of the Village Center District:

- Shea Boulevard shall have one travel lane of eleven (11) to thirteen (13) feet in width, in each direction.
- Continuous, dedicated one-way bicycle lanes shall be provided on both sides, consistent with the specifications in the Bicycle Network section.
- Sidewalks shall include a landscape strip of sufficient width to accommodate bioswales and a six (6) foot wide paved, pedestrian through zone on both sides of the roadway.
- From Route 18 to the Village Center District, curbs are not required on Shea Boulevard.

As shown in Figure 4-4: Shea Boulevard, At the Village Center District:

- Eight (8) foot wide on-street parking lanes should be added to both sides of the roadway to support the mixed-use activity of the area.
- The introduction of parking lanes will slightly reduce the widths of the travel lanes, sidewalks, and planting strips, but not increase the overall width of the roadway. Sidewalks should include a six (6) foot wide planting strip and a six (6) foot wide pedestrian section on both sides of the roadway.
- Continuous, dedicated, one way, bicycle lanes should be provided between the parking and travel lanes, consistent with the specifications in the Bicycle Network section.

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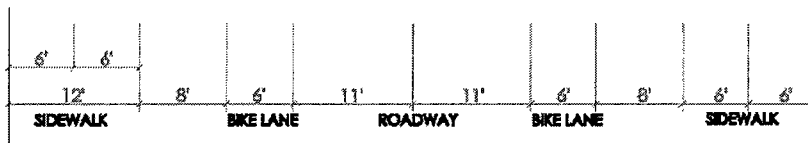
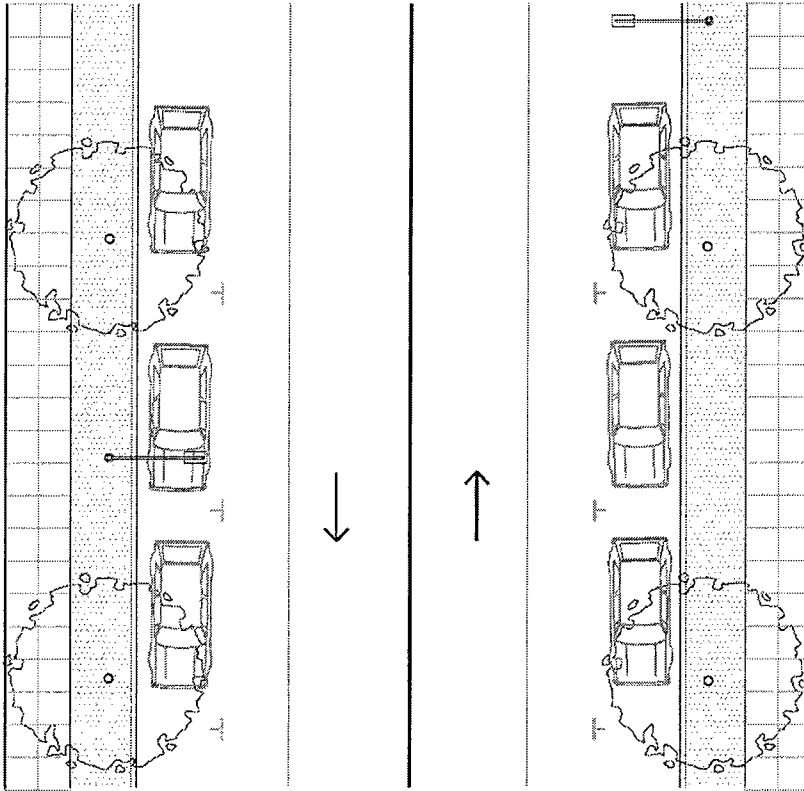
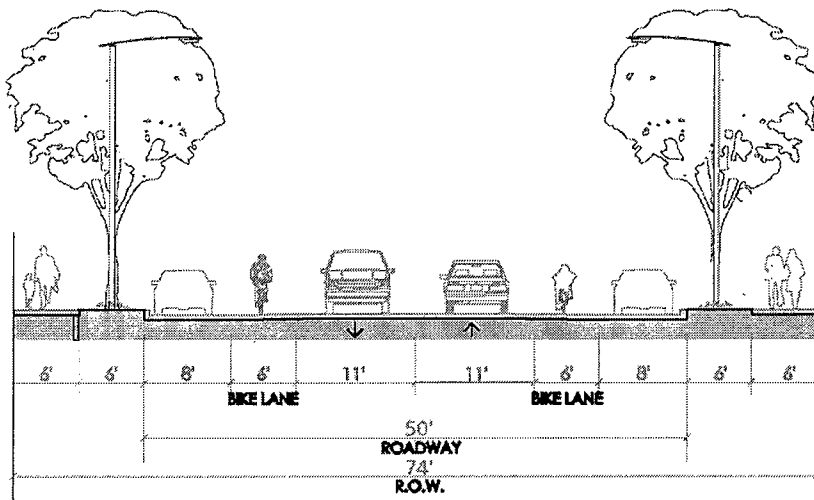
| Street Design Requirements |
|-----------------------------|
| ADT = 6,500 |
| Design Speed = 30 mph |
| Minimum Curve Radius = 450' |

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Figure 4-3

Shea Boulevard: North of Village Center District

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| Street Design Requirements |
|-----------------------------|
| ADT = 6,500 |
| Design Speed = 30 mph |
| Minimum Curve Radius = 450' |

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Figure 4-4

Shea Boulevard: At Village Center District

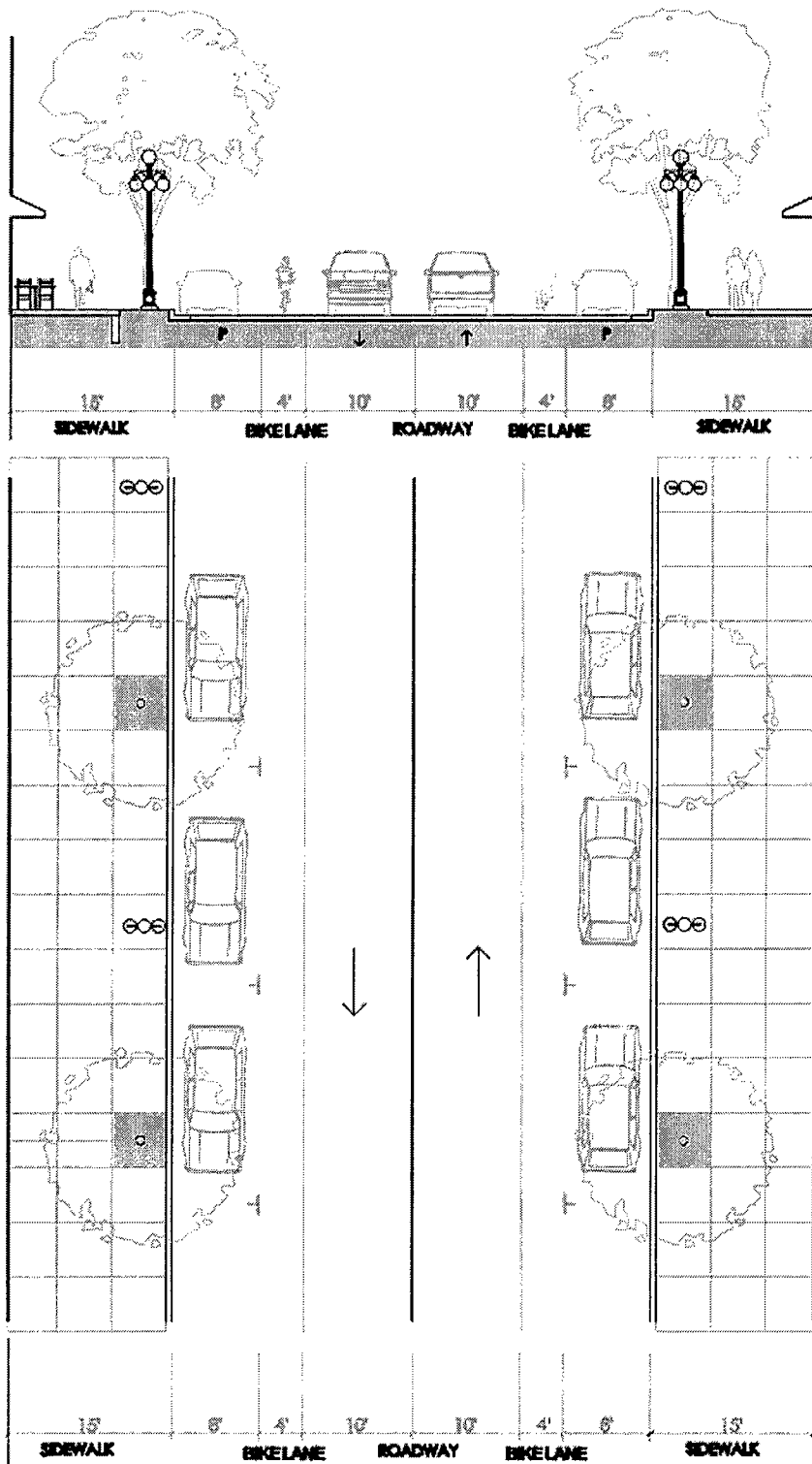
G. Main Street

Main Street is the central shopping and pedestrian street of the Village Center District. It also connects to the MBTA South Weymouth commuter rail station and the Multi Modal Transportation Center, as such term is defined in the Reuse Plan, on the western border of the site. Main Street begins at the Trotter Road intersection with Route 18 and continues east through NAS South Weymouth. At the Village Center, Main Street shifts southeast. In the heart of the Village Center District, Main Street and Shea Boulevard intersect. Three blocks through the Village Center District, Main Street shifts south and continues across the Parkway. The on-street parking and narrow travel lane widths of Main Street are intended slow traffic for pedestrian and bicycle safety.

As shown in Figure 4-5: Main Street and Figure 4-6: Main Street: At Village Center District:

- Main Street shall include one travel lane in each direction.
- Two (2) eight (8) foot wide lanes of on-street parking shall be provided on both sides of the roadway.
- Bike lanes should be provided on Main Street, outside the Village Center District.
- Fifteen (15) foot wide sidewalks shall flank either side of the roadway and allow for spill-out retail.
- Sidewalk widths shall include a five (5) foot wide minimum curb zone and must provide sufficient width for street trees, lighting and street furniture.

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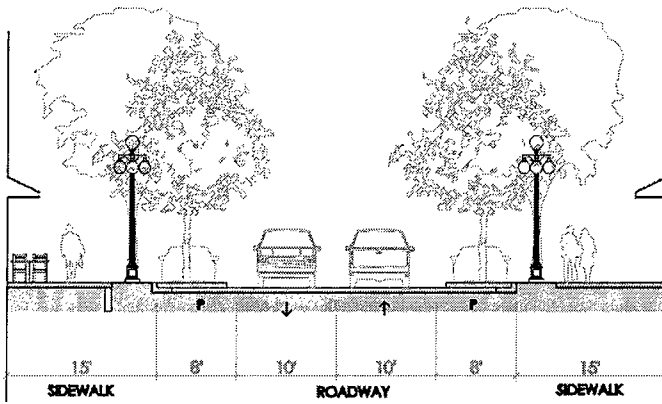


| Street Design Requirements |
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| ADT = 2,500 |
| Design Speed = 30 mph |
| Minimum Curve Radius = 450' |

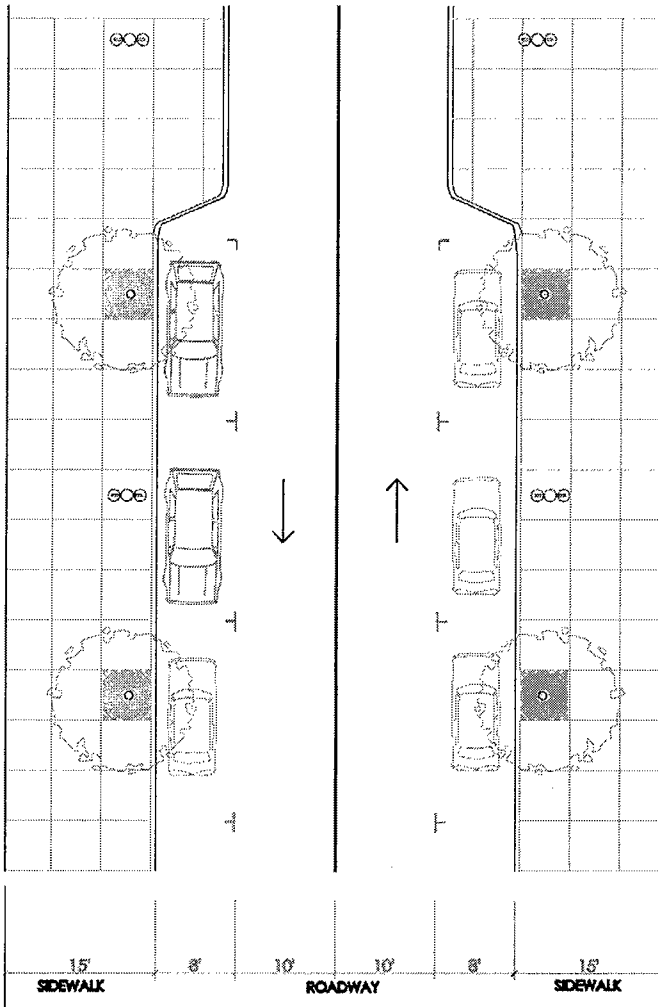
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Figure 4-5
Main Street

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MAIN STREET : 66' WIDE
MID BLOCK BULB OUTS ARE OPTIONAL



| Street Design Requirements |
|-----------------------------|
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Figure 4-6

Main Street: At Village Center District

