

BERWYN STREET STREETSCAPE DESIGN

COMMUNITY TECHNICAL ASSISTANCE, INC (CTA)

7 Glenwood Avenue, Suite 102, East Orange, NJ 07017-1041... Office (973) 395-0775... Fax (973) 395-1134... www.cta-us.com



STEP 1 :

DEFINE GEOGRAPHICAL LOCATION & POLITICAL BOUNDARIES

NATIONAL CONTEXT MAP

UNITED STATES & POLITICAL BOUNDARIES



LEGEND

- Highlighted State
- Capital

Scale: NTS

STATE CONTEXT MAP

STATE OF NEW JERSEY & POLITICAL BOUNDARIES



LEGEND

- Highlighted County
- Capital

Scale: NTS

POLITICAL REPRESENTATIVES

President

George W. Bush (R)



1600 Pennsylvania Avenue NW
Washington, DC 20503

United States Senators

Frank R. Lautenberg (D)



One gateway center roadway third floor Newark, NJ 07102

Robert Menendez (D)



One gateway center seventh floor Newark, NJ 07102

Congressman

Donald M. Payne (D)



51 Walnut Street, Suite 2014 Newark, NJ 07102

POLITICAL REPRESENTATIVES

Governor

Jon Corzine



Office of the governor P.O. Box 801 Trenton, NJ 08646

State Senator

Nia H. Gill



63 Roosevelt Avenue 3rd floor Newark, NJ 07102

Source: www2.census.gov

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CONGRESSIONAL DISTRICT MAP

COUNTY OF ESSEX & POLITICAL BOUNDARIES



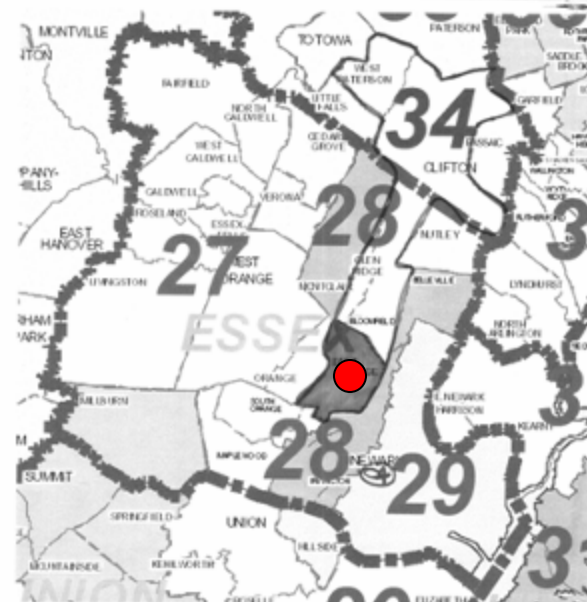
LEGEND

- Outlined 10th district
- Highlighted City
- Capital

Scale: NTS

LEGISLATIVE DISTRICT MAP

COUNTY OF ESSEX & POLITICAL BOUNDARIES



LEGEND

- Outlined 34th district
- Highlighted City
- Capital

Scale: NTS

POLITICAL REPRESENTATIVES

Congressional District 10

Representative

Donald M. Payne (D)

County Executive

Joseph N. Divincenzo (D)

Freeholder for district 3

Carol Y. Clerk (D)



38 Hudson Street, Room 110A Newark, NJ 07102

Source:



700 W. North Street, 405, 407 Dr. Martin Luther King Jr. Boulevard, Newark, NJ 07102



700 W. North Street, 405, 407 Dr. Martin Luther King Jr. Boulevard, Newark, NJ 07102

POLITICAL REPRESENTATIVES

State Senator

Nia H. Gill (D)

Legislative District 34

Representatives

Thomas P. Giblin (D)

Shelia Y. Oliver (D)



420 Boardwalk Avenue 7th Floor Newark, NJ 07102



120 Broad Street Clinton, NJ 07011



20-21 Edward St., Suite 200, East Orange, NJ 07018

Assembly

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WARD & VOTING DISTRICT MAP

CITY OF EAST ORANGE : 2ND WARD, 7TH DISTRICT & POLITICAL BOUNDARIES



LEGEND

-  Outlined 2nd Ward
-  Highlighted 7th district
-  Focus Area

Scale: NTS

POLITICAL REPRESENTATIVES

Mayor

Robert L. Bowser (D)



City Hall, Mayor's Office, East Orange, NJ 07027

Council Women

Virginia M. Cross (D)



Jacquelyn E. Johnson (D)



City Hall, City Council Office, East Orange, NJ 07027

Source:

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STEP 2 :

DEFINE STUDY & FOCUS AREA

STUDY AREA

PROJECT SITE MAP



LEGEND
 Study Area

Study Area Information

10 Lots, 3 Blocks
 Block 690 Contains
 Lots 1, 2, 3, 111
 Block 691 Contains
 Lot 25
 Block 711 Contains
 Lots 10, 11, 12, 13, 14

Scale: NTS

Source:

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TAX MAP OF STUDY AREA



PROPERTY OWNER INFORMATION FOR STUDY AREA

| ADDRESS | BLOCK | LOT | OWNER | MAILING ADDRESS |
|---------------------|-------|-----|---------------------------------|---|
| 34 Berwyn Street | 690 | 1 | Williamson, Freddie E. Helen | 124 Hamilton Street, East Orange, NJ 07017 |
| 30 Berwyn Street | 690 | 2 | St Matthew NIDA | 62 Halsted Street ste-201, East Orange, NJ 07017 |
| 24 Berwyn Street | 690 | 3 | Val, Valreus & Gerner & ET ALS | 24 Berwyn Street, East Orange, NJ 07018 |
| 111 S. Harrison St. | 690 | 111 | Associates LLC | 128 East 7th Street, Plainfield, NJ 07060 |
| 120 S. Harrison St. | 691 | 25 | Baird Harrison | 128 East 7th Street, Plainfield, NJ 07060 |
| 425 S. Harrison St. | 711 | 10 | First Connecticut Holding ste-C | 345 Tenth Street XXIV, Jersey City, NJ 07302 |
| 15 Berwyn Street | 711 | 11 | St Matthew NIDA | 62 Halsted Street ste-201, East Orange, NJ 07017 |
| 19 Berwyn Street | 711 | 12 | Shocks, Steven | 1675 Washington Valley RD, Martinsville, NJ 08836 |
| 23-27 Berwyn Street | 711 | 13 | St Matthew NIDA | 62 Halsted Street ste-201, East Orange, NJ 07017 |
| 29 Berwyn Street | 711 | 14 | ES & ES Investment | 141 South Harrison Street, East Orange, NJ 07017 |

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FOCUS AREA

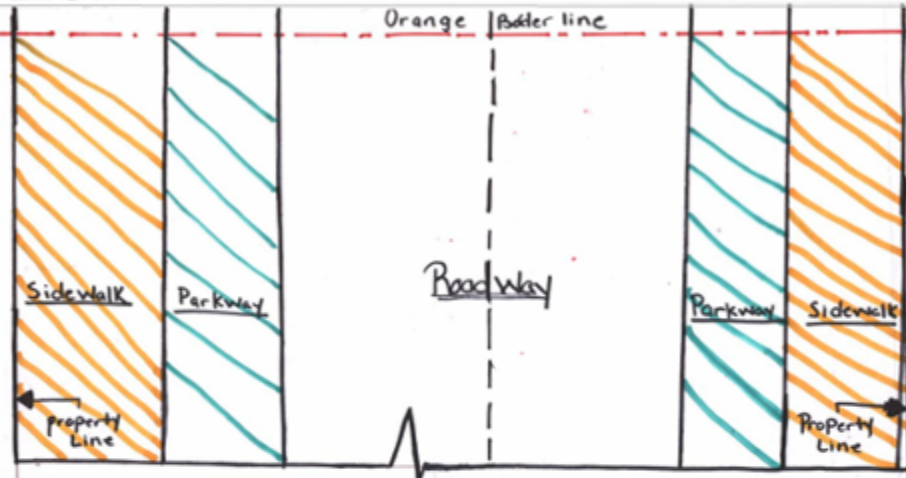
TAX MAP OF FOCUS AREA



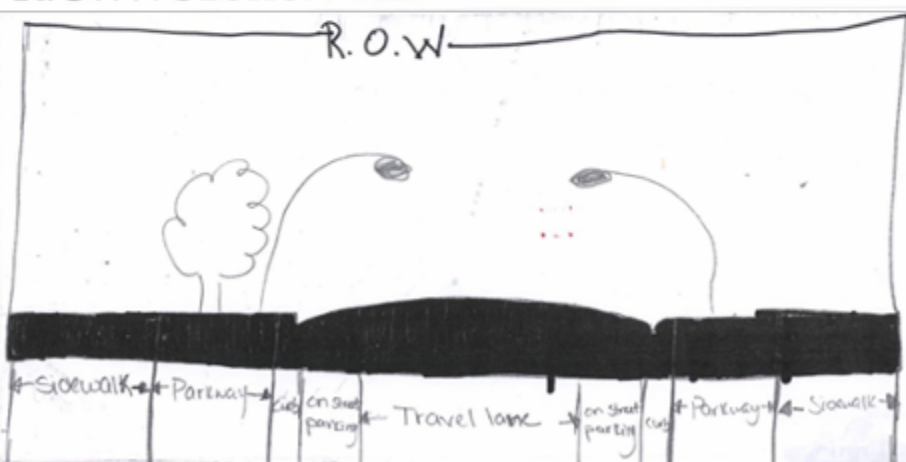
LEGEND

- Study Area
- Focus Area
- Sidewalk
- Parkway
- Roadway

R.O.W. AERIAL VIEW



R.O.W. SECTION VIEW



R.O.W. Categories

- Roadway
- Curb
- On-Street Parking
- Travel lanes
- Parkway
- Amenities
- Sidewalk

Source:

Scale: NTS

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STEP 3 :

IDENTIFY NEIGHBORHOOD

ZONING DISTRICT



LEGEND

- Study Area
- Focus Area

City of East Orange:

ARTICLE XVI Schedule A District Regulations

| DISTRICT | PRINCIPAL PERMITTED USES |
|----------|--|
| R-4 | 1. Any use permitted in the R-3 District |
| | 2. High rise multi family structure |

PRINCIPAL CONDITIONAL USES for R-4 Zoning District

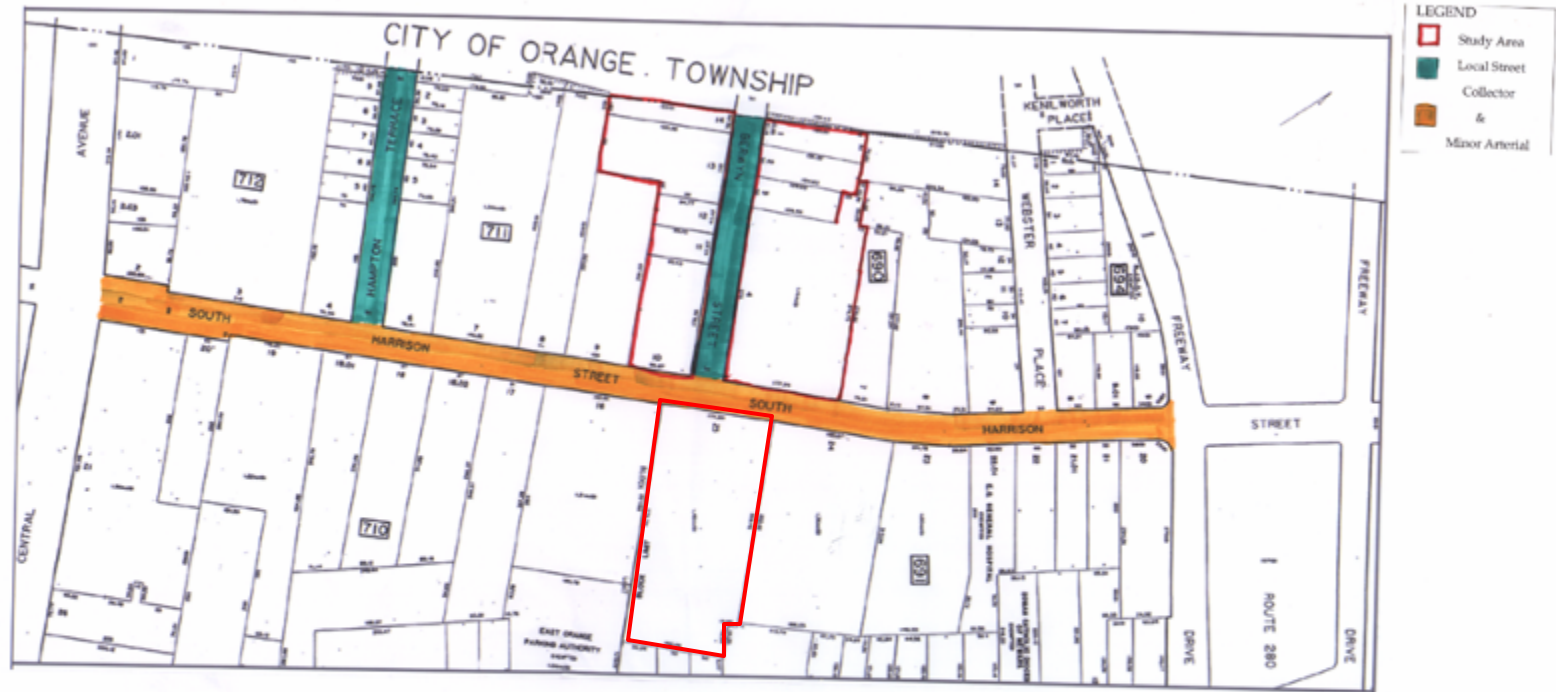
1. R-3 Conditional uses, cumulative with R-1 and R-2
2. Commercial service facilities within a multi family structure
3. Recreational facilities within high rise dwelling or high rise office structure
4. Hotels and motor inns

Source:

| DISTRICT | PRINCIPAL PERMITTED USES |
|----------|---|
| R-3 | 1. Any use permitted in R-2 District |
| | 2. Multi family dwellings up to 10 units |
| | 3. Garden apartments, except those constructed under cluster option |
| R-2 | 1. Any use permitted in R-1 District |
| | 2. Two attached single family dwellings |
| | 3. Two family dwellings |
| | 4. Three family dwellings |
| | 5. Townhouses, except those constructed under the cluster option |
| R-1 | 1. Single family detached dwellings |

| DISTRICT | PRINCIPAL CONDITIONAL USES |
|----------|--|
| R-3 | 1. R-2 conditional uses, cumulative with R-1 |
| | 2. Garden apartment cluster option |
| | 3. Clubs, eleemosynary and philanthropic institutions |
| R-2 | 1. R-1 conditions uses |
| | 2. Townhouse cluster option |
| | 3. Commercial parking lots and structures |
| | 4. Accessory parking facilities, off site |
| R-1 | 1. Public utility installations |
| | 2. Houses of worship and related uses |
| | 3. Home occupations |
| | 4. Public and private schools |
| | 5. Any permitted use which exceeds certain specified size limits |

STREET CLASSIFICATION



LOCAL STREET

A street designated to provide vehicular access to abutting property and to discourage through traffic.

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PANARAMIC VIEW OF FOCUS AREA

LOOKING ONTO SOUTH HARRISON STREET



LOOKING ONTO OAKWOOD AVENUE



Source:

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STEP 4 :

CONDUCT AREA ASSESSMENT

BASE MAPS

TAX MAP

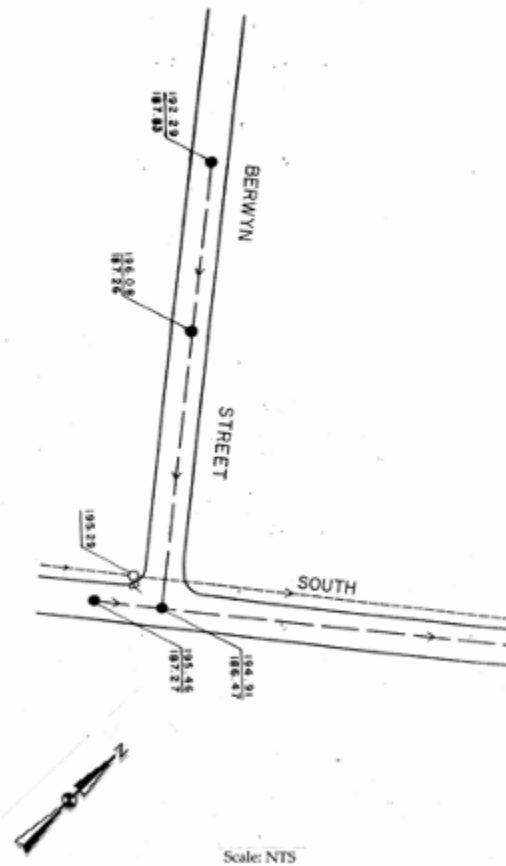


Source:

WATER MAP



STORM & SANITARY SEWER MAP



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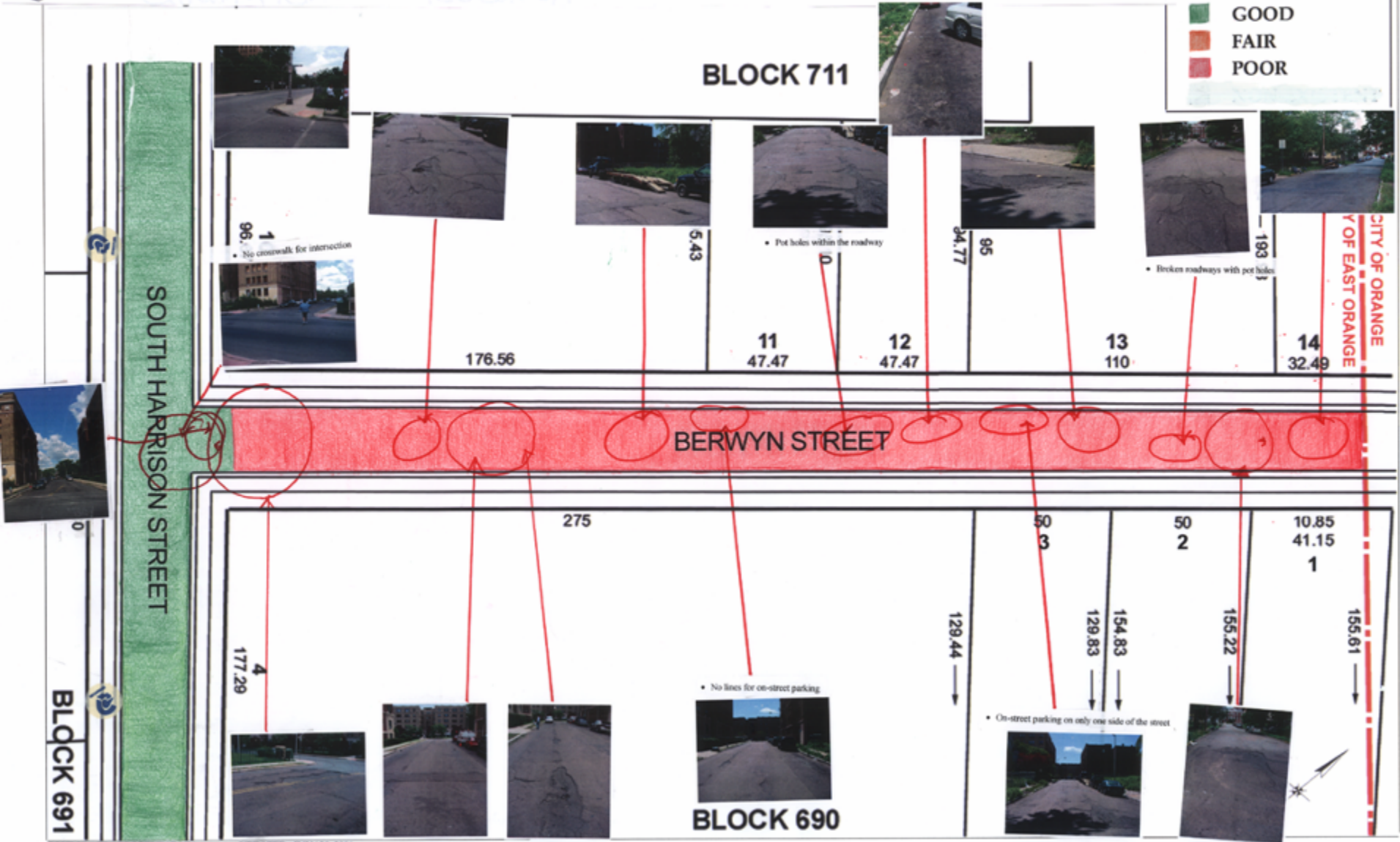
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QUANTITATIVE RESEARCH: EXISTING ROADWAY CONDITION

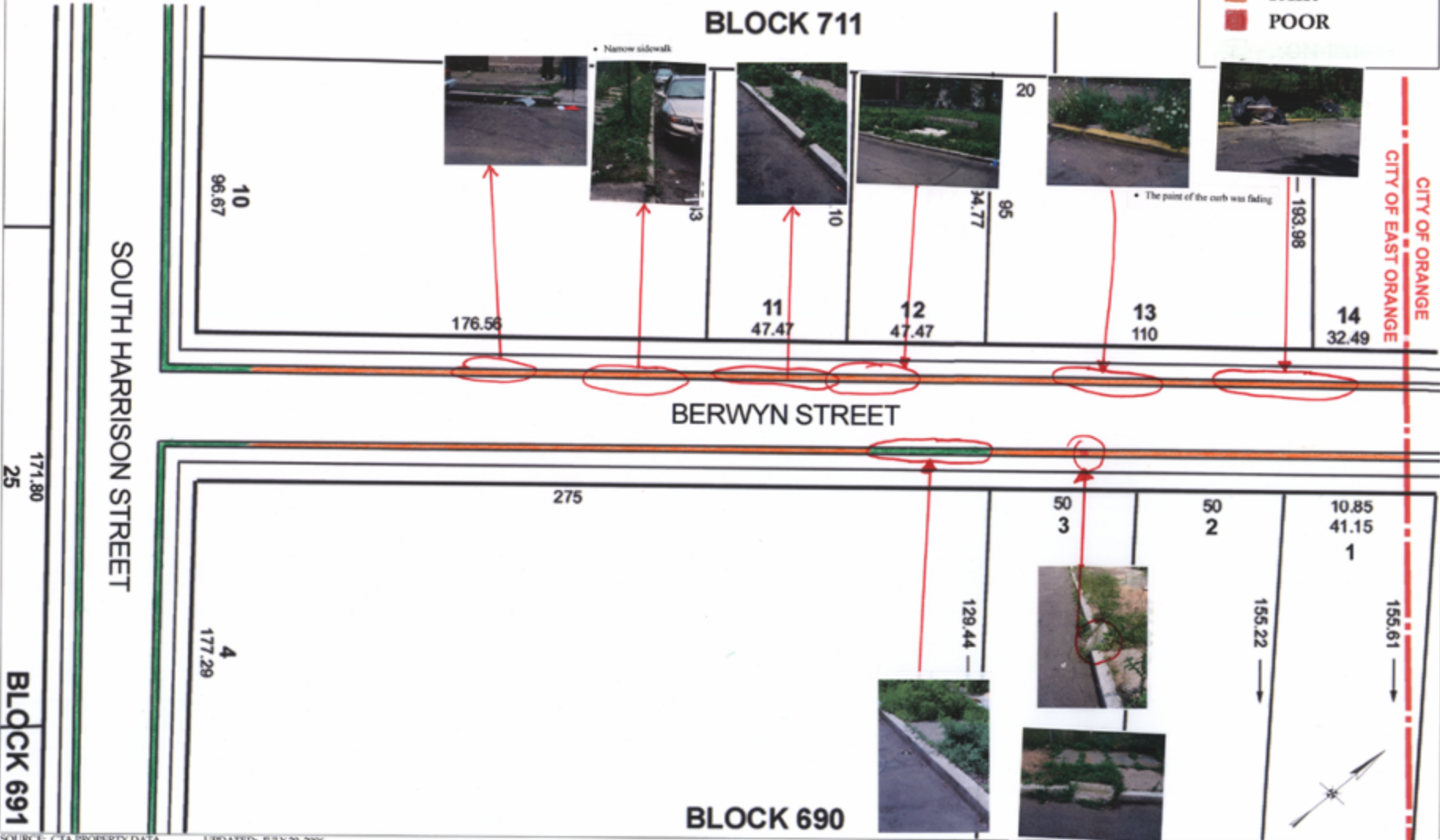
LEGEND

- GOOD
- FAIR
- POOR



QUANTITATIVE RESEARCH: EXISTING CURB CONDITION

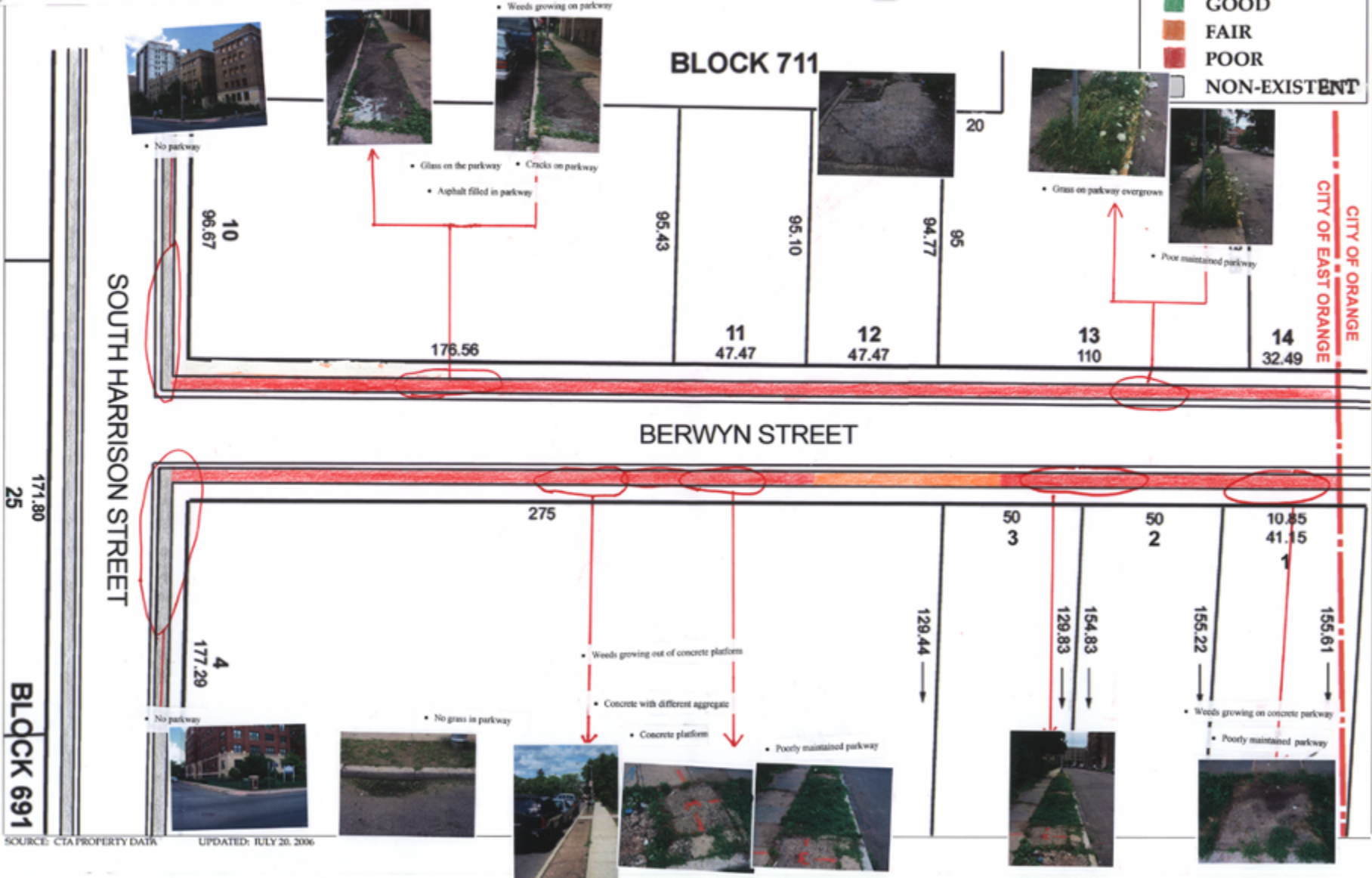
| LEGEND | |
|---|------|
|  | GOOD |
|  | FAIR |
|  | POOR |



QUANTITATIVE RESEARCH: EXISTING PARKWAY CONDITION

LEGEND

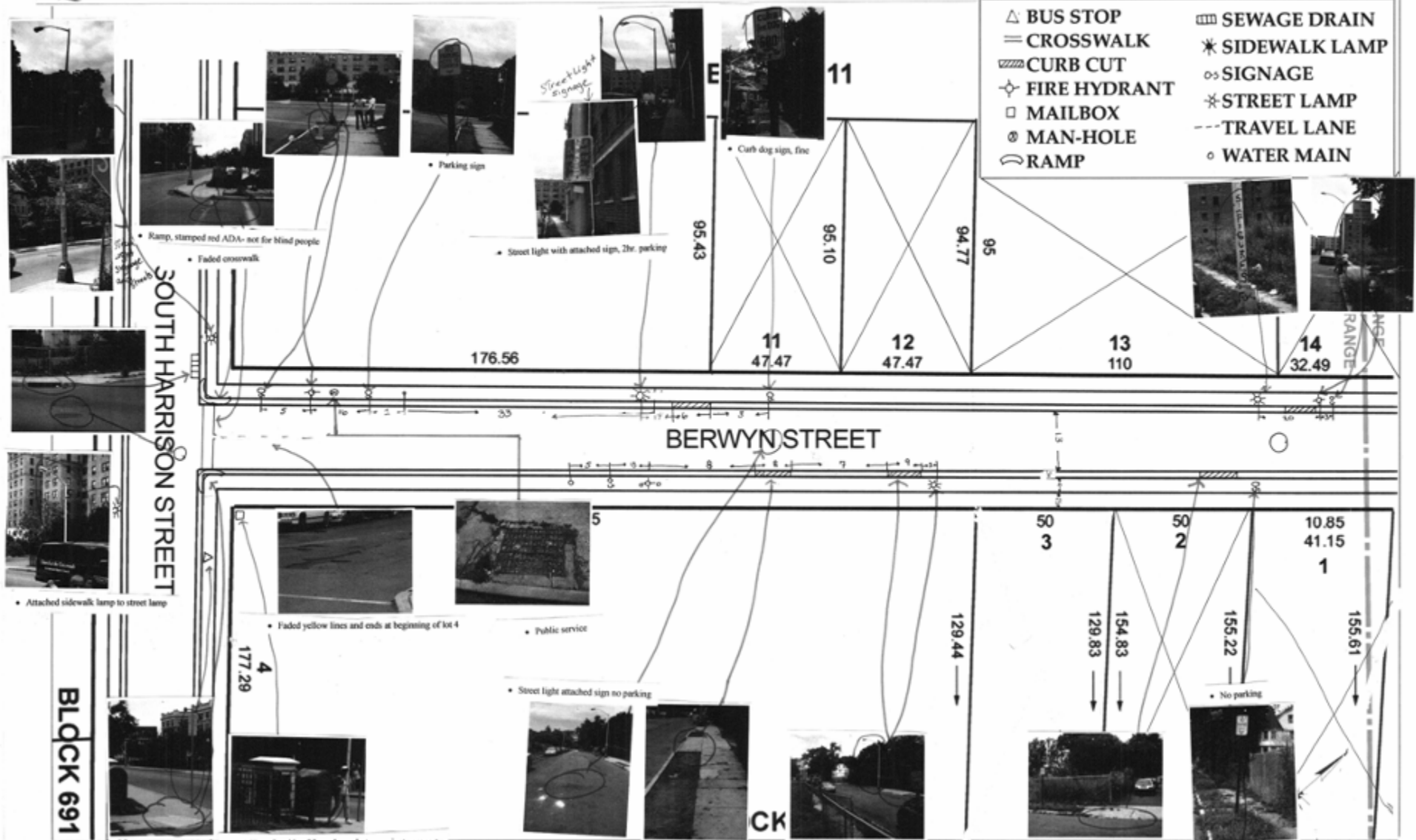
- GOOD
- FAIR
- POOR
- NON-EXISTENT



QUANTITATIVE RESEARCH: EXISTING AMENITIES

LEGEND

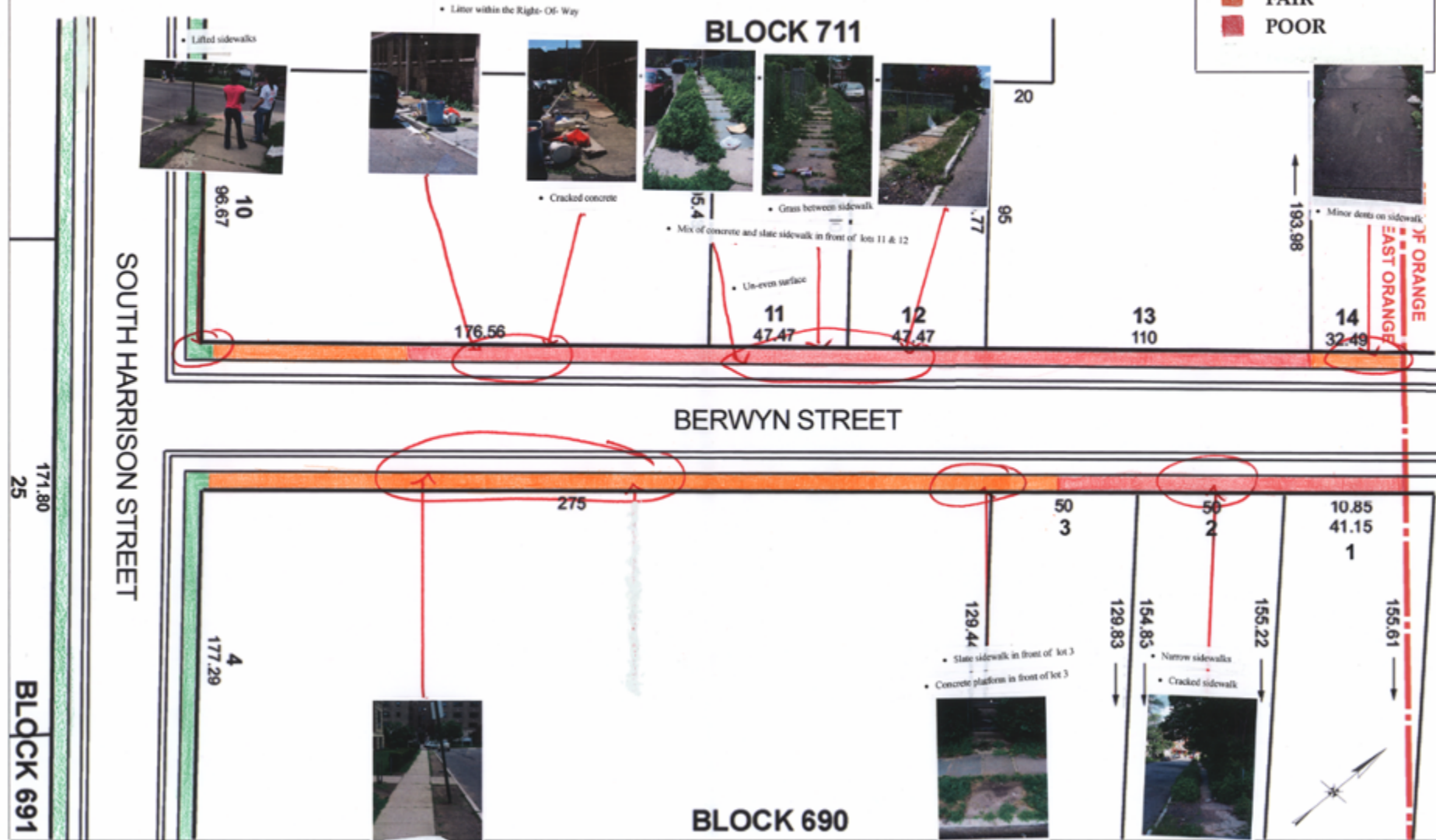
- △ BUS STOP
- = CROSSWALK
- ▨ CURB CUT
- ⊕ FIRE HYDRANT
- MAILBOX
- ⊙ MAN-HOLE
- ⤴ RAMP
- ▩ SEWAGE DRAIN
- * SIDEWALK LAMP
- ⊕ SIGNAGE
- * STREET LAMP
- TRAVEL LANE
- WATER MAIN



QUANTITATIVE RESEARCH: EXISTING SIDEWALK CONDITION

LEGEND

- GOOD
- FAIR
- POOR



STEP 5 :

RESEARCH & DESIGN

QUALITATIVE RESEARCH (CASE STUDIES)

RESIDENTIAL



"First fix the streets, then the people and business will follow."



Source: www.wikipedia.org

www.holophare.com

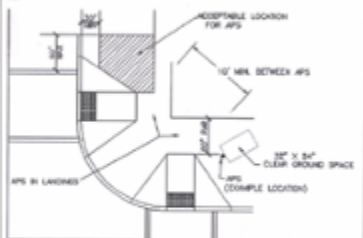
www.photour.minneapolis.mn.us

www.ejw.com

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ROADWAY



Curb ramps at an intersection with Accessible Pedestrian Signal (APS) zones indicated in plan.



Looking west on Second Street from S Street showing curved street, bulb-outs, streetlights, trees, brick crosswalks, and bollards.



Figure 6: On-Street Parking Space in Intersection
Source: Caltrans (2005)

Traffic calming

From Wikipedia, for the encyclopedia

Traffic calming is a set of strategies used by urban planners and traffic engineers which aim to slow down or reduce traffic, thereby improving safety for pedestrians and bicyclists as well as improving the environment for residents. Calming measures are common in Europe, especially Northern Europe, less so in North America.

Traffic calming was traditionally justified on the grounds of pedestrian safety and reduction of noise and local air pollution which are side effects of the traffic. However, streets tend to delay social and recreational functions which are severely impaired by car traffic. The Livable Streets study found the residents of streets with high traffic had, on average, three more friends and were as many acquaintances as the people on streets with heavy traffic which were otherwise similar in dimensions, location, etc. The result of the Livable Streets study, which was designed by engineers who was charged only with ensuring traffic flow and not with halting the other functions of streets. The basis for traffic calming is transforming traffic engineering to include designing for these functions.

There are 7 "R"s that traffic engineers refer to when discussing traffic-calming engineering, (consciously) adaptation, and public involvement. Because neighborhood traffic management studies have shown that often it is the residents themselves who are contributing to the generalized speeding problem within the neighborhood, it is assumed that the most effective traffic-calming plans will entail all these components, and that engineering measures alone will not produce satisfactory results.

Contents

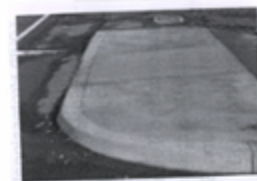
- 1 Types of traffic-calming engineering measures
- 2 Living streets
- 3 New ideas
- 4 External links

Types of traffic-calming engineering measures

Traffic-calming can include the following engineering measures:

- Narrower traffic lanes - streets can be narrowed by extending the curbside, adding bollards or planters, or adding a wide lane to parking. Narrowing traffic lanes differs from other road measures by making street widths more uneven (rather than lanes and loss of an artificial separation, as opposed to most other treatments) and that physically forces slower speeds or restricts vehicle choice.
- Speed bumps, sometimes gull or offset in the middle to help emergency vehicles reduce delay
- Traffic circles, which are generally small roundabouts
- "Crests", which create a horizontal deflection causing vehicles to slow as they would for a curve
- Raised pedestrian crossings and raised intersections
- Curb extensions (also called bulb-outs) which narrow the width of the roadway at pedestrian crossings
- Pedestrian refuges or small islands in the middle of the street
- Median dividers to prevent left turns or through movements into residential areas
- Changing the surface material or texture (for example, the extensive use of brick or cobblestones)
- Additional stop or give way points/signs
- Creating one-way streets into two-way streets
- Chokers, which are curb extensions that narrow the roadway to a single lane or more.

CURB

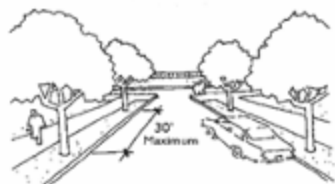


Curb extensions provide significant increased sidewalk space. *Source: M. K. Chouk*



QUALITATIVE RESEARCH (CASE STUDIES)

PARKWAY



7: Street Trees should be placed no farther than 30 feet apart in Planter Strips in Tree Wells. Source: Calthorpe (1993).

Pedestrian-friendly

From Wikipedia, the free encyclopedia

Roads can be made more pedestrian-friendly by measures such as:

- an active traffic element, such as painted cars from entering from the street, also called pedestrianized street
- low speed limit for other traffic, possibly combined with priority for pedestrians over other traffic (living street)
- wide sidewalks (paved)
- narrow crossings
- frequent pedestrian crossings, especially with priority for pedestrians
- maintenance and advertising material during shopping hours
- a cycle or full road to protect from pedestrians
- roller skating and skateboarding not allowed
- pavement with fine and coarse enough texture for walking
- pedestrian-oriented retail facilities (such as the edge of the sidewalk)
- transparent windows in buildings or street level
- absence of parking between the sidewalk and buildings

—being disrupted at the sides of the roadway to provide a buffer between pedestrians and automobiles

Source: www.degranddesign.com, www.beyondoc.com, www.ci.torrance.ca.us, www.holophane.com

AMENITIES



SIDEWALK



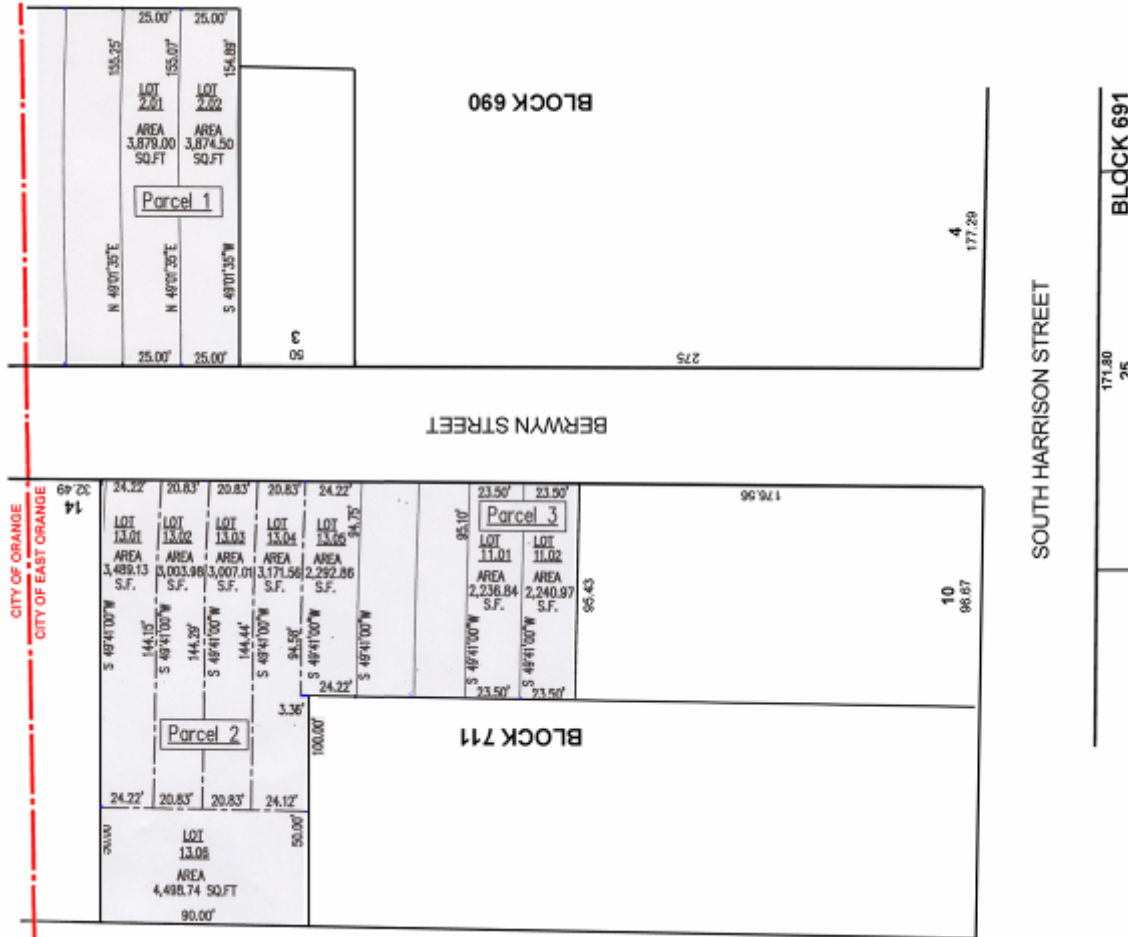
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STREETSCAPE DESIGN FOR FOCUS AREA

EXCLUSIVE NEIGHBORHOOD



DESIGN CONCEPT

“ A place that is relaxing, shows pride, is safe, and identifies your neighborhood.”

Source:

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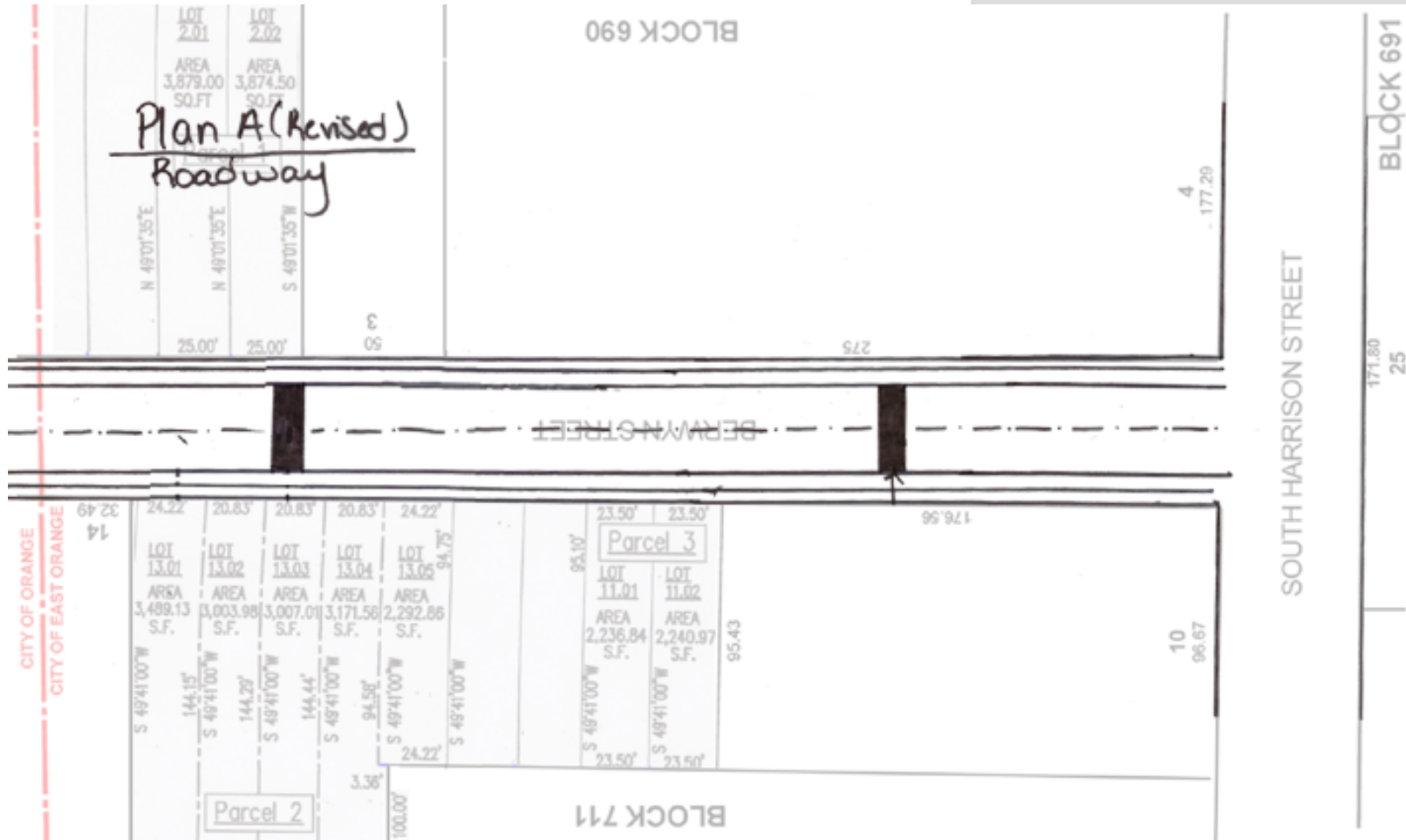


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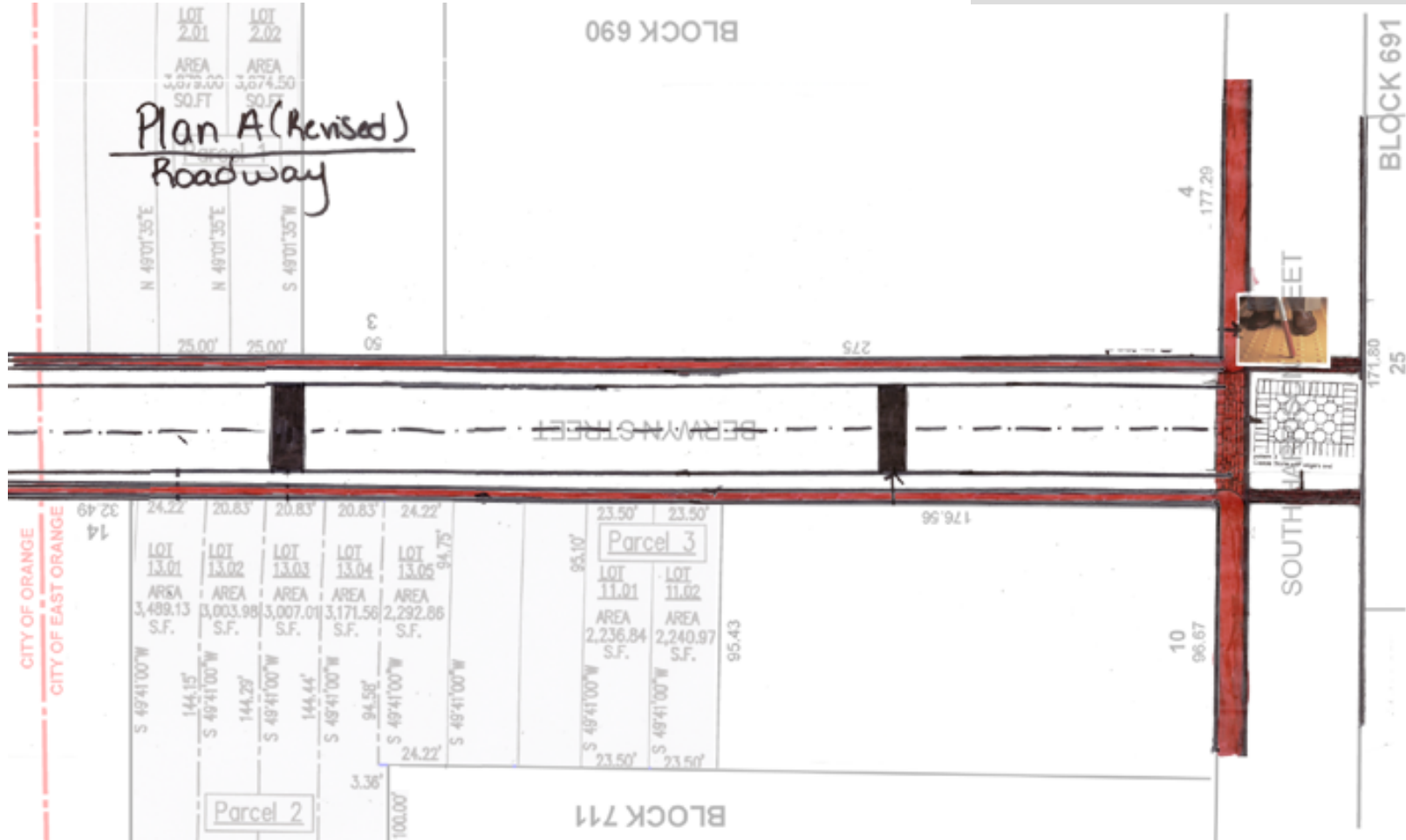


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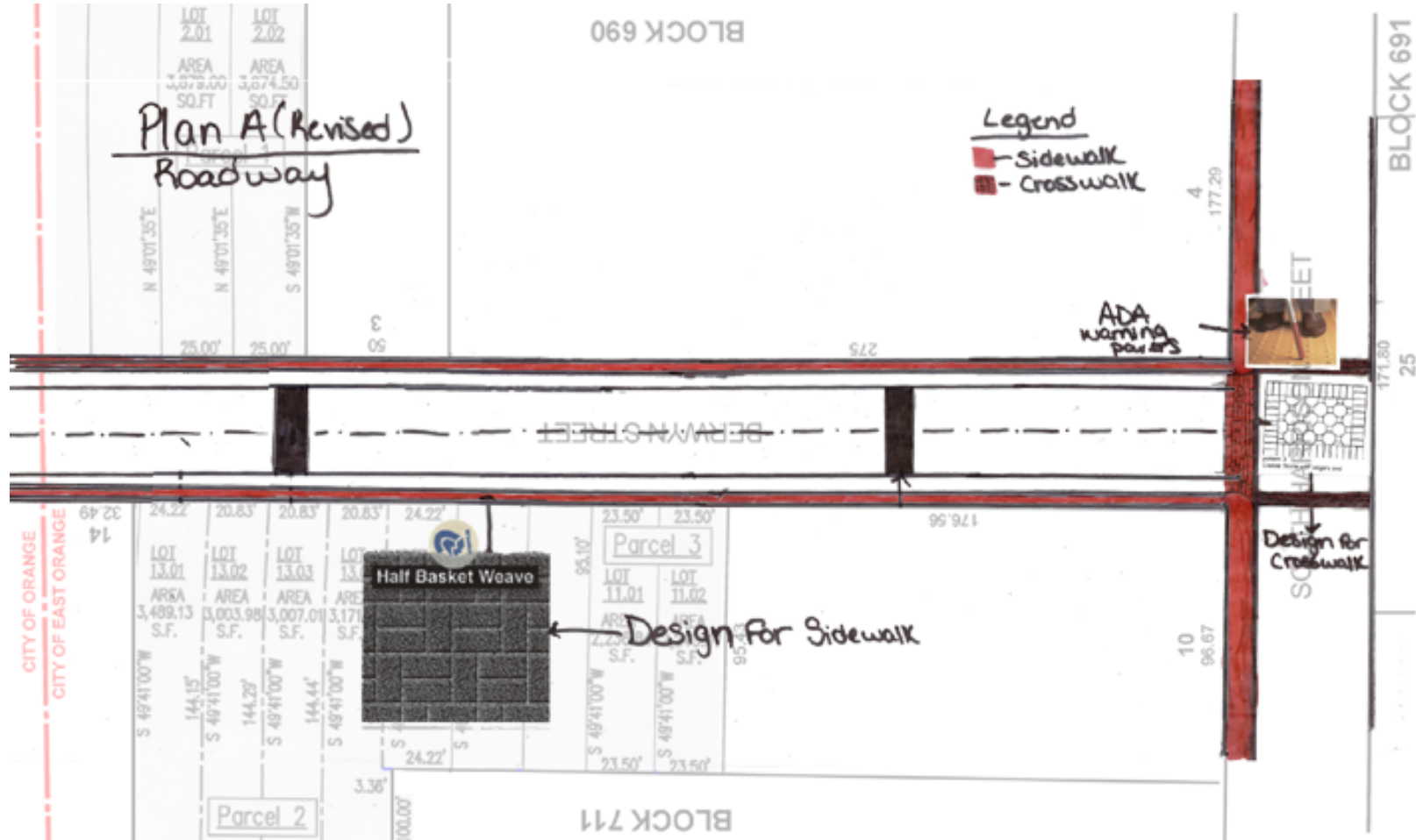


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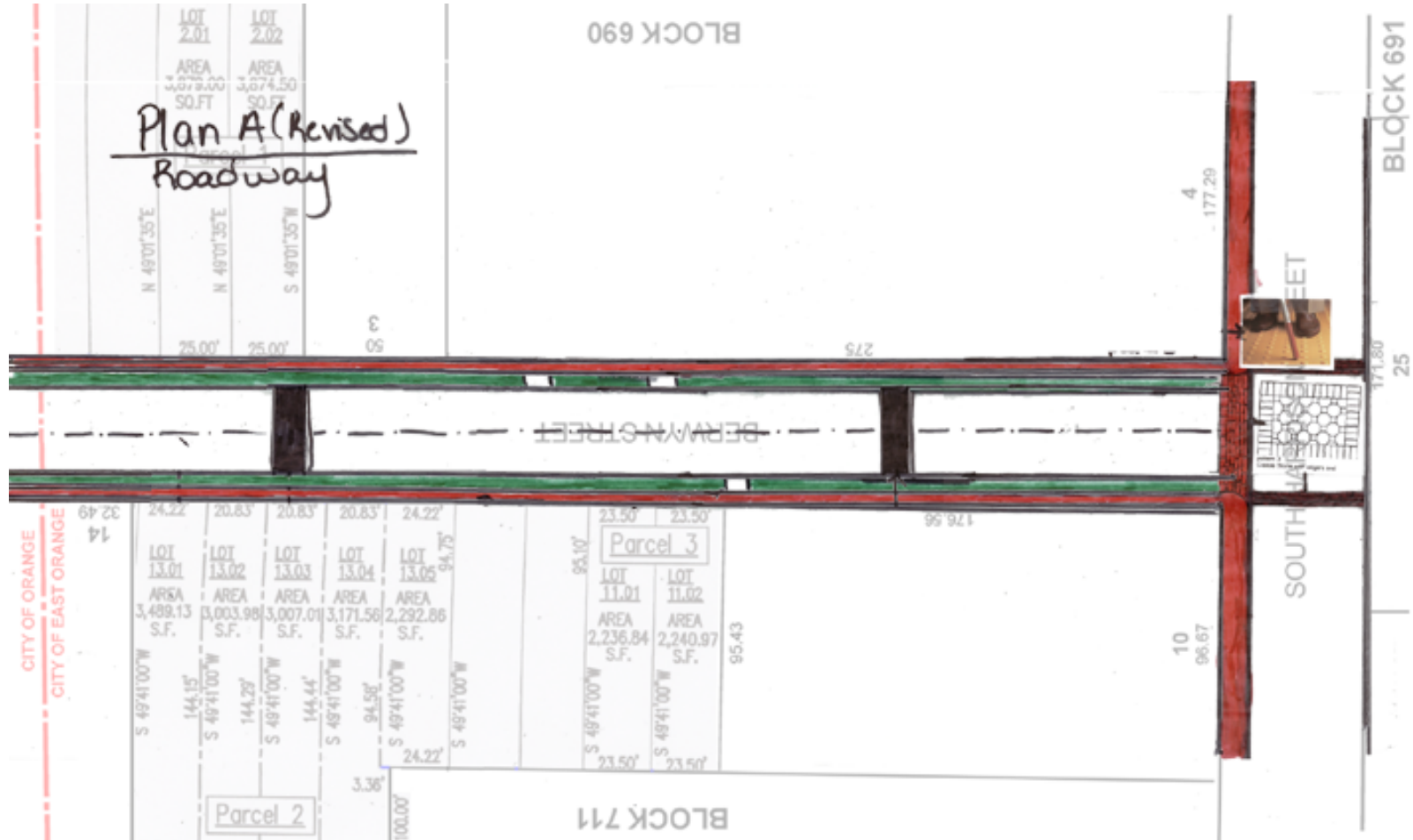


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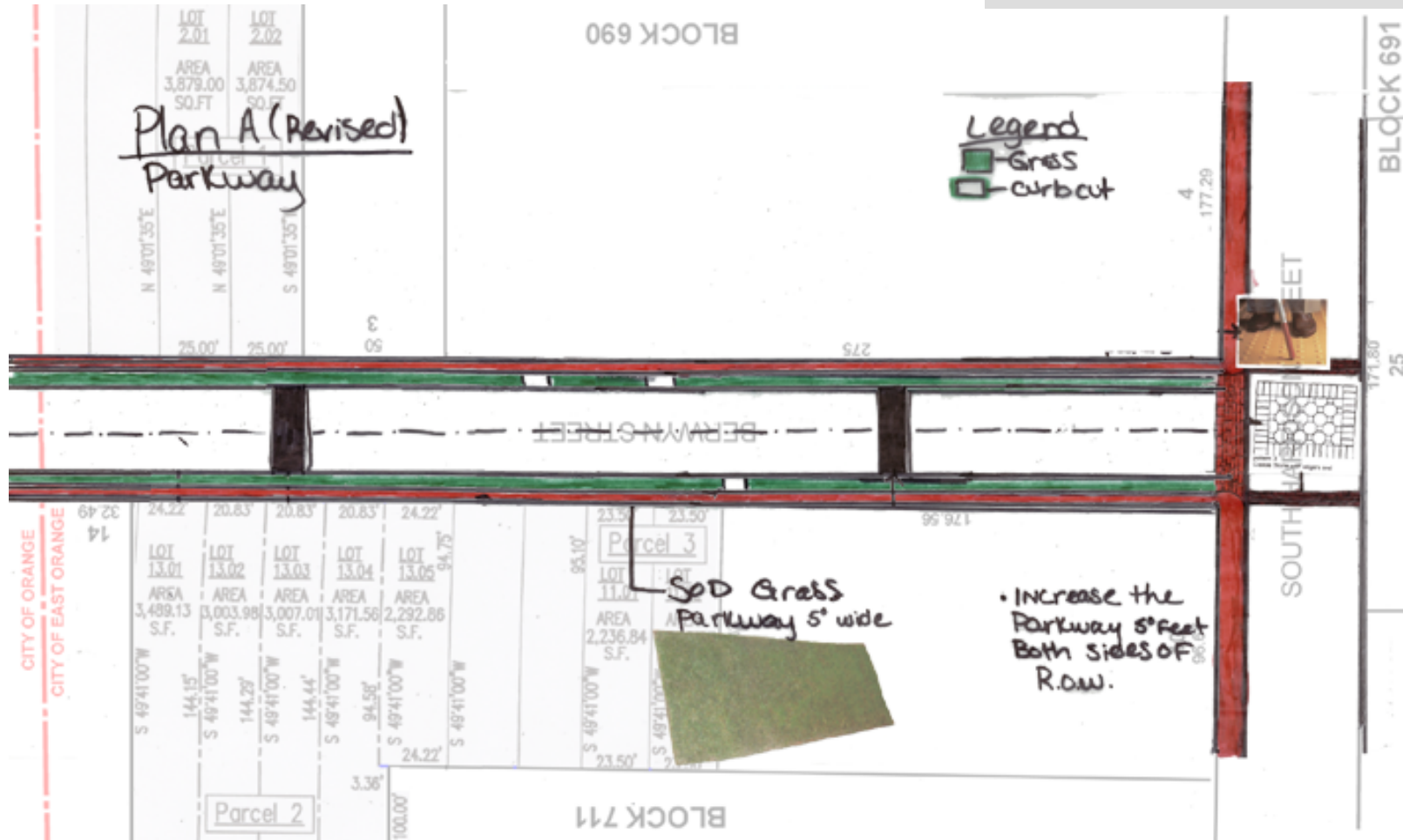


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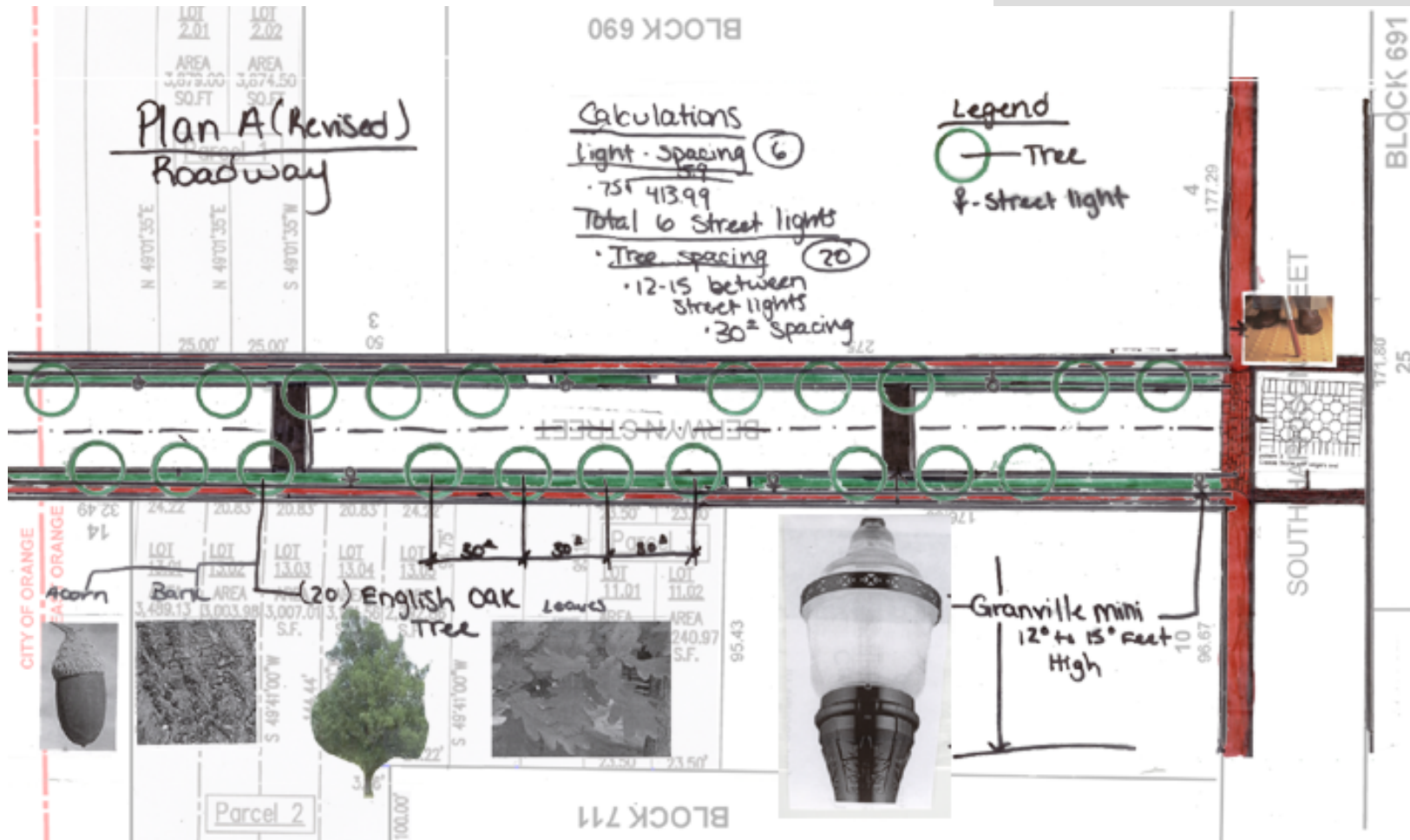


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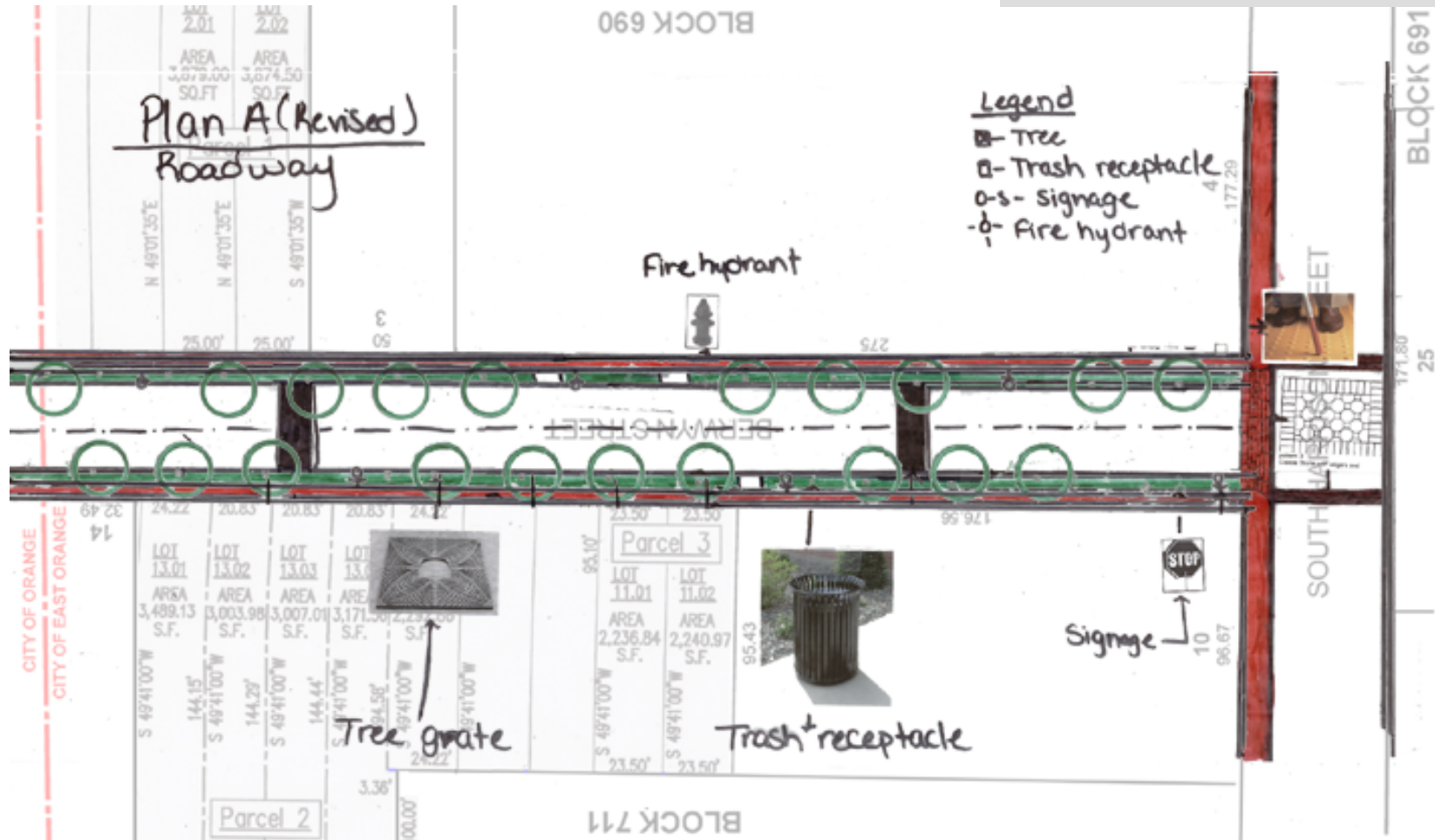


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MATERIALS & PATTERNS

ROADWAY

SPEED HUMPS

Speed humps are 3 to 4 inches high and 12 feet wide. They are generally considered local street tools, since they may impede emergency vehicles and increase response times on collector streets. They are used to slow traffic. May increase noise (acceleration/deceleration at humps; honking due to driver frustration).

Estimated Cost: \$1,500 - \$2,000



Choker A narrowing of the street, often in mid-block, sometimes at an intersection. May be done with curb extensions, landscaping, or islands set in the street.

PARKWAY



QUEEN'S ROSE DROUGHT TOLERANT

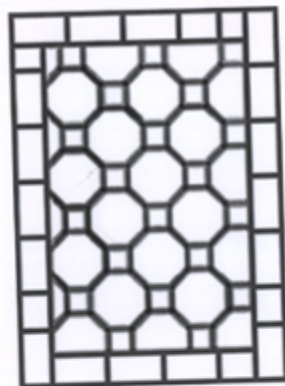


DESCRIPTION: 30-70' in height. Foliage is dark green to olive green with waxy texture that will drop green in the Fall or turn brown and persist through the winter.

CARE INSTRUCTIONS: Water twice a week for the first three (3) weeks following installation. Prune as needed. Provide 20 gallons per week for the next three weeks following initial installation to ensure acclimation to new location.



SIDEWALK



Source: www.coopext.colostate.edu

www.helophane.com

www.urbanaccessories.com

www.atlanticplanners.org

www.walkinginfo.org

www.scdsolutions.com

www.shelbyed.k12.al.us

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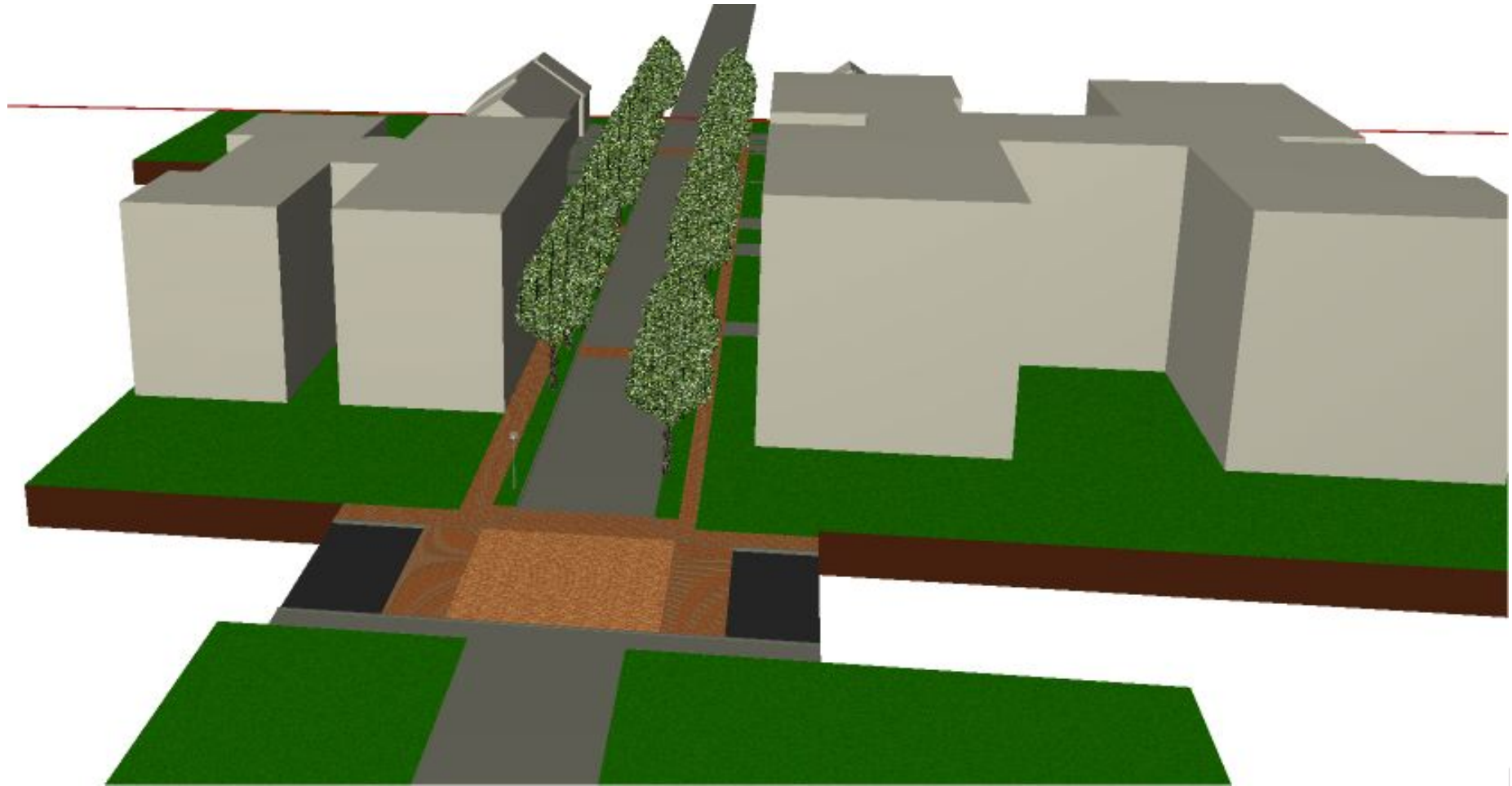
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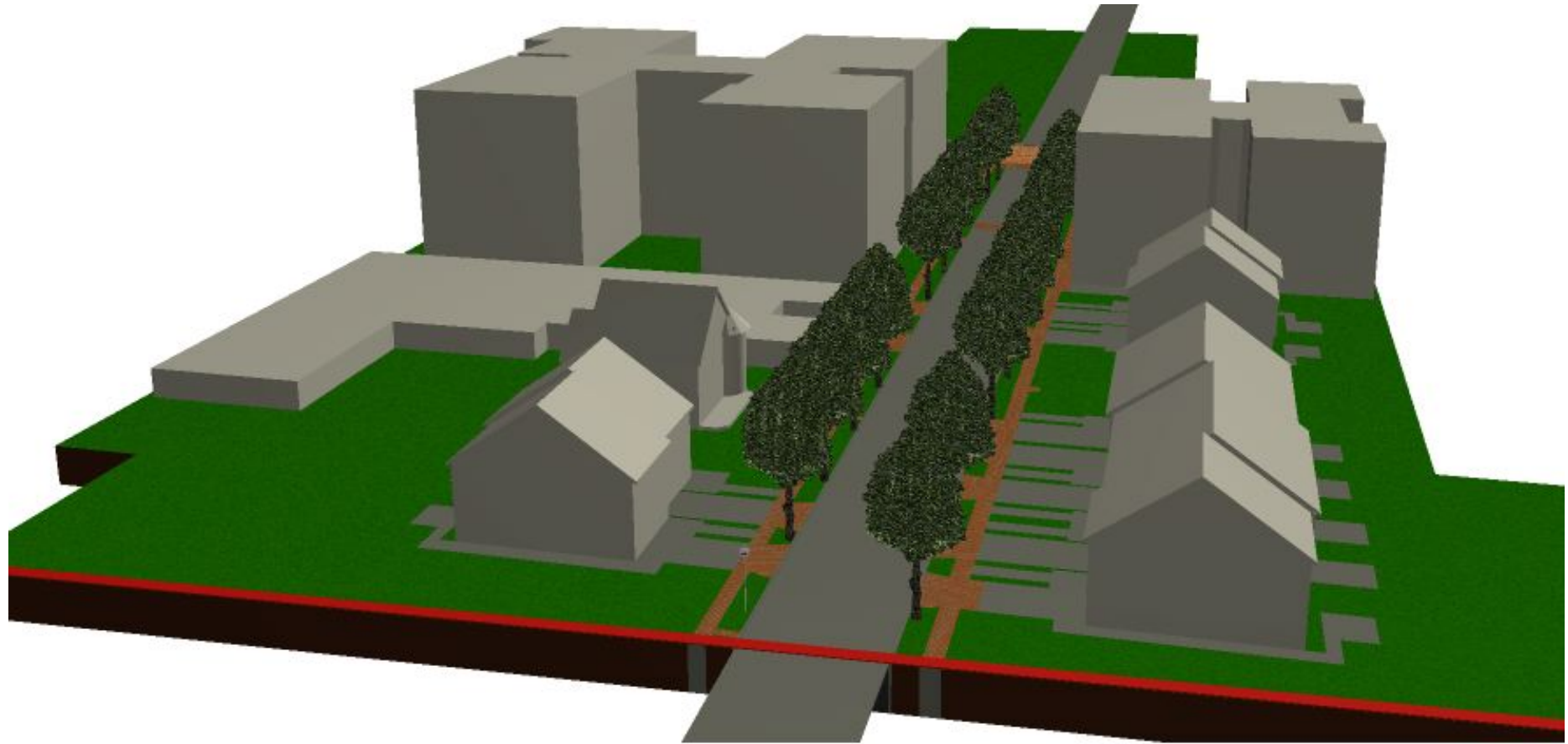
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