

**DOWNTOWN REVITALIZATION PLAN
DOWNTOWN BUSINESS MEETING
COMMENTS**

North Attleboro Streetscape Improvements

Downtown stakeholders presentation - 2/7/23

Project goals:

Make the Downtown a Destination for Pedestrians and Businesses
Strengthen downtown's role as an attractive, walkable destination for visitors and businesses
Create a visually and experientially cohesive environment
Reinforce a sense of place that reflects what makes North Attleboro unique
Create gateways to downtown
Emphasize pedestrian safety and accessibility
Improve access and safety for people biking
Maintain current traffic capacity

Survey questions:

How well do the presented designs meet the project goals?

It meets the goals well if all the goals are met, loss of parking is only worth it if downtown does become the destination.

What are the designs' key strengths from your perspective?

downtown would be much more pedestrian friendly

What about the designs do you feel could be improved?

What is your primary relationship to downtown North Attleboro (circle all that apply)?

- Property owner
- Business owner
- Local employee
- Local resident
- Visitor
- Other (please specify)

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Survey questions:

How well do the presented designs meet the project goals?

I Love this project
It will do wonders
TO this beautiful town

What are the designs' key strengths from your perspective?

Adding bigger side walks

What about the designs do you feel could be improved?

I think is perfect.

What is your primary relationship to downtown North Attleboro (circle all that apply)?

- Property owner
- Business owner
- Local employee
- Local resident
- Visitor
- Other (please specify)

Church to High

Full View

I Like

We can get
more outdoor
seating for
our quest!

Love this
is very
strategic

**DOWNTOWN REVITALIZATION PLAN
PUBLIC MEETING COMMENTS**

North Attleboro Streetscape Improvements

Project goals:

✓	Make the Downtown a Destination for Pedestrians and Businesses
✓	Strengthen downtown's role as an attractive, walkable destination for visitors and businesses
✓	Create a visually and experientially cohesive environment
✓	Reinforce a sense of place that reflects what makes North Attleboro unique
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✓	Emphasize pedestrian safety and accessibility
✓	Improve access and safety for people biking
✓	Maintain current traffic capacity

Survey questions:

How well do the presented designs meet the project goals?

I'm not that knowledgeable about the project goals but the presented designs seem to fit well.

What are the designs' key strengths from your perspective?

Walkability, bicycling, safety, beautification. I'm recently a new resident of N.A. and my 1st impression of downtown is how "ugly" it is. Benches, awnings, trees and plantings are great ideas. Also - shop owners need to maintain their shop - ^{so many are dirty} - filthy windows, trash, etc.

What about the designs do you feel could be improved?

I have concerns about parking availability if some parking is taken away.

What is your primary relationship to downtown North Attleboro (circle all that apply)?

- Downtown property owner
- Downtown business owner
- Downtown employee
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- Visitor
- Other (please specify)



** Painting trees, washing windows, keeping dumpsters out of view, encourage businesses to attract shoppers - definitely a coffee shop, Mc Cream place, gift shops, Vegan restaurant, →*

Or so Street

Health food store.

Encourage local artists to sell their goods locally.

Shop owners should have planters w/ beautiful flowers - maybe have a "flower competition".

Downtown has so much potential - but it needs to be beautiful!

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Assess current traffic capacity

Questions:

How well do the presented designs meet the project goals?

9/10 - Would like to see a 3D mockup of the changes
we like the more signage w/ NA branding

What are the designs' key strengths from your perspective?

Wide sidewalks, creating more space for walking
dining downtown, I like the permant structures for
restaurants

What about the designs do you feel could be improved?

worry less about bike lanes / solving for bike lanes

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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JOE SPINELLI

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Survey questions:

How well do the presented designs meet the project goals?

- SOME GOOD OVERALL CONCEPTS - THE ELEVATION VIEWS ARE BETTER SELLERS THAN OVERHEAD ONES.
- CONCERNS OF TRAVEL LANE WIDTH - CLEARLY MARK ON MAP AND KEEP CONSISTENT THROUGH DOWNTOWN
- RUN DESIGNS BY ACTUAL PLOW, BOX, AND TRACTOR-TRAILER DRIVERS
- WIDER SIDEWALKS WOULD ENABLE SOME BUSINESSES TO EXPAND BUSINESS FOR 8 MONTH OF YEAR
- LARGE, TOWN-WIDE EVENTS COULD BE BETTER EXPERIENCE

What about the designs do you feel could be improved?

- CONSIDER "DEPTH" OF DOWNTOWN, TO INCLUDE AREA OF ELM STREET TO EAST STREET; RAZE SOME BUILDINGS TO OPEN UP AND CREATE PLAZA.
* EAST STREET AREA COULD BE ROOM FOR "DEPTH"

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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- SAFETY: INCLUDE REMOVABLE, IN-GROUND BOLLARD SYSTEM FOR SIDEWALK SAFETY/EVENTS
- CONSIDER RECKLESS DRIVER, ANTI-TERROR CURBS/BARRIERS

SIDENOTES:

- DURING PRESENTATION, PLEASE REMOVE "BIO SWALES" FROM CONCEPT. TERRIBLE IN PRACTICE, NO NEED WITH EXISTING CATCH BASIN / STORM SEWER INFRASTRUCTURE
- ORNE STREET IS ONE WAY → TOWARDS EAST ST. CURB BUMP OUT ADJACENT TO IT SHOULD BE ADJUSTED ON NORTH SIDE OF INTERSECTION; RIGHT TURN OFF OF WASHINGTON STREET WOULD BE MADE EASIER; IMPROVED LINE-OF-SIGHT.
- WHAT "PREVENTS" RECKLESS DRIVER?
 - CURBS / OUT CROPS ~ BUMP OUTS NEED TO PROVIDE BARRIERS TO PREVENT VEHICLES HOPPING CURB
- IS THERE GRANT MONEY OR PUBLIC-PRIVATE PARTNERSHIPS THAT CAN IMPROVE EXISTING AESTHETICS.
- CONSIDER LOCAL PARTNERSHIPS / PROGRAMS (VOC SCHOOLS) TO BUILD OUT SMALL, "ESPRIT DE CORPS" ITEMS ^{ie. BENCHES w/} CUSTOM FLAIR

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Survey questions:

How well do the presented designs meet the project goals?

Great job creating a visually cohesive environment, making the downtown safe and accessible, and improving walkability.

Unsure how it will affect traffic or reflect NA's unique culture.

What are the designs' key strengths from your perspective?

Taking business owner's opinions into account first.

Focussing on business front sidewalks, odd shaped intersections, and 3 "zones" of the downtown.

What about the designs do you feel could be improved?

I'd like to know more about the pros and

cons of the full build vs. partial build.

Will it be All one or All the other? Will we pick and choose aspects block by block?

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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Survey questions:

How well do the presented designs meet the project goals?

The goals appear to be addressed

Not sure of the "reinforcement of what makes North Unique"

What are the designs' key strengths from your perspective?

- Bump outs near crosswalks
- public spaces
- Gateway ~~and~~ signage - think it should be further north near church

What about the designs do you feel could be improved?

- How can we update w/ the future in mind? Phone charging stations, wifi, etc?
- What percentage of parking spaces does 16 spaces make up? Are there handicapped spaces available to the sections described

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Loss of parking spots in commercial area is a concern. Parking at the school is quite a distance for mobility challenged folks, as well as in and out shoppers

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Survey questions:

How well do the presented designs meet the project goals?

What are the designs' key strengths from your perspective?

What about the designs do you feel could be improved?

more Handicap Parking = downtown
(on street)

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Survey questions:

How well do the presented designs meet the project goals?

The designs seem on point

What are the designs' key strengths from your perspective?

providing more sidewalk space, with places for trash bins & benches. - spaces for outdoor dining.

What about the designs do you feel could be improved?

The turn onto park st. from the north could create congestion. The turn in front of St. Mary is fine. maybe the north Park st. change is not needed.

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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★ ✓ Create gateways to downtown
★ ✓ Emphasize pedestrian safety and accessibility
Improve access and safety for people biking
Maintain current traffic capacity

Survey questions:

How well do the presented designs meet the project goals?

looks very promising!
downtown needs a boost!

What are the designs' key strengths from your perspective?

- ✓ wider sidewalks
- ✓ benches
- ✓ garbage cans

What about the designs do you feel could be improved?

leave North Park turn as is

What is your primary relationship to downtown North Attleboro (circle all that apply)?

- Downtown property owner
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Ralph & Kali Dimarco

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Survey questions:

How well do the presented designs meet the project goals?

It will look beautiful and I think that it meets many of the goals. The gap is how to make it a destination while also removing parking. People will want to drive here then walk around.

What are the designs' key strengths from your perspective?

*The safety measures are great. Love the bumpouts at crosswalks
I like the idea of diverting the bike lane to East St.*

What about the designs do you feel could be improved?

Parking is already a problem. Taking any ~~away~~ away makes it worse.

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Survey questions:

How well do the presented designs meet the project goals?

So far so good. Looking forward to designs of planters, benches etc. proposed for our downtown.

What are the designs' key strengths from your perspective?

I love that a key element is to slow traffic down.

What about the designs do you feel could be improved?

We need an exact replacement for lost parking spaces. & possible additional spaces as new businesses open.

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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South Washington
Area

John Kraslow

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Survey questions:

How well do the presented designs meet the project goals?

Very Clear, Prefer full plan for safety + better atmosphere

What are the designs' key strengths from your perspective?

Cicadas Create safety and better looking place.

What about the designs do you feel could be improved?

put parking lot on East St

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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live on Church St

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Survey questions:

How well do the presented designs meet the project goals?

The design appears to meet the goals. Like the concept of the chicade, but the town feels too small to accommodate that design. The loss of parking is a concern.

What are the designs' key strengths from your perspective?

Open space, walking space attractive to potential new businesses.

What about the designs do you feel could be improved?

Parking is a concern. People won't pay to park. Need to return on-street parking.

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Survey questions:

How well do the presented designs meet the project goals?

Your presentation was impressive and I'm excited about the proposed improvements. I think you addressed all of the above goals.

What are the designs' key strengths from your perspective?

I think the designs take into account safety, aesthetics, accessibility, etc. very well.

What about the designs do you feel could be improved?

I think that access to all of the downtown businesses (parking) may be a concern.

What is your primary relationship to downtown North Attleboro (circle all that apply)?

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Survey questions:

How well do the presented designs meet the project goals?

What are the designs' key strengths from your perspective?

Wider sidewalks, safer traffic. Designating downtown as a unique space to enter.

What about the designs do you feel could be improved?

Unsure. But I think bring back our red crosswalks could be good!

What is your primary relationship to downtown North Attleboro (circle all that apply)?

- Downtown property owner
- Downtown business owner
- Downtown employee
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COMMENTS AND RESOURCES
FROM MARYANN RODRIGUES

This project is so exciting! It provides us with many meaningful opportunities. I'd like to share some ideas that will make us more than just another pretty New England downtown. I hope you'll consider these ideas. I think they speak to our yankee frugality to make the most of what we have; while also speaking to the benefits of a purposeful design that promotes a healthy community. Thanks for all the work you've done so far. Please let me know if I can help.

Maryann Rodrigues
170 Oakridge Ave.
North Attleboro, MA 02760
508 414-2496

- 1) Trees and native plants- Their benefits cannot be underestimated for so many reasons. Please consider planting native trees and plants that will provide shade, places to gather, cooling effects, habitat for birds and wildlife, traffic safety, improved drainage, and much more. These are a few websites that may be helpful. Grants are sometimes part of their offerings.

<https://www.bluezones.com/community/#section-1>

<https://www.arborday.org/programs/treecityusa/>

<https://treeboston.org/tree-equity/benefits-of-urban-trees/#:~:text=Urban%20trees%20are%20a%20critical,shade%20and%20releasing%20water%20vapor.>

https://www.canr.msu.edu/nativeplants/getting_started/communities

<https://www.nativeplanttrust.org/>

<https://wildseedproject.net/>

- 2) Walkable/bikeable Cities-Imagine every walkway providing interest along the way. A person winds around a corner and is greeted by a water feature, a sound sculpture, or a special pollinator garden. Benches appear with some set into their own little niche to encourage a quiet moment or a game of checkers. Paths can come from areas outside of downtown such as the senior center, the high school, the WW2 park, the new dog park, the community garden. These paths lead to and from downtown. Downtown becomes the hub for all areas of town. Cafes and shops either appear or, if already existing, such as the bike shop, have increased business. Walkable cities provide health benefits to kids, seniors, and everyone in between. These paths will bring people together, bring people outdoors, and enliven businesses.

<https://www.aarp.org/livable-communities/act/walkable-livable-communities/info-12-2012/walkable-livable-communities.html>

<https://livablemap.aarp.org/#/view=map>

<https://drawdown.org/solutions/walkable-cities>

<https://www.bluezones.com/2023/01/walking-leads-to-longer-life-better-outcomes/#:~:text=Blue%20Zones%20believes%20that%20our,overall%20health%20of%20the%20community.>

3) Infrastructure- This guide is very helpful for bringing back Main Street.

<https://www.h-gac.com/bringing-back-main-street>

Also, everything in town and along pathways should promote health and responsibility. Fast charging stations for EV cars that can produce revenue and provide a service should be available in several locations. Travelers often look for places to charge while exploring the areas.

<https://www.electrifyamerica.com/>

<https://www.chargepoint.com/>

Multi Stream recycling bins should list reduction and recycling information to promote as little actual trash as possible.

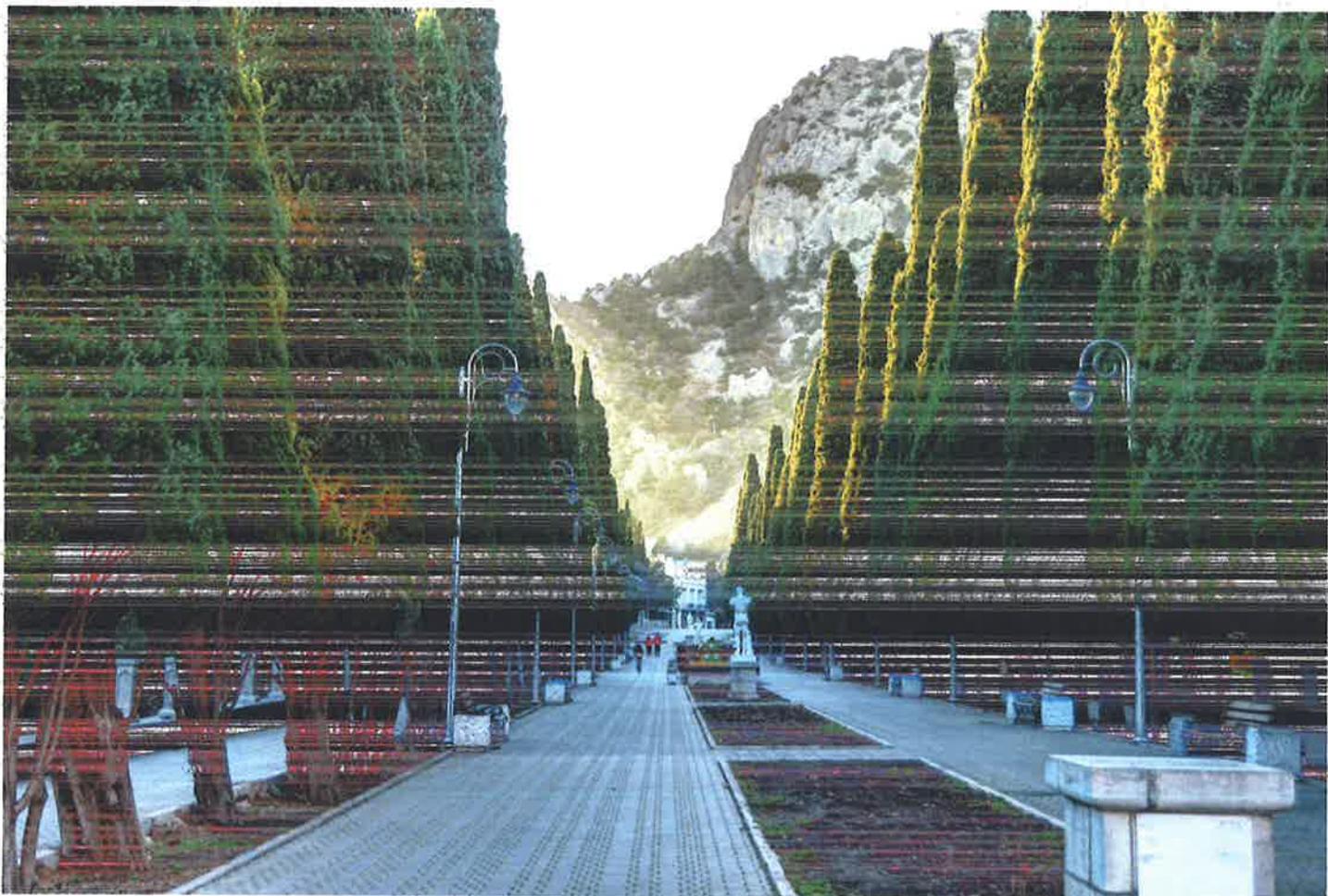
Water stations should be in several locations to discourage single use plastic and encourage refillable bottles and hydration for walking.

Accessible features should be in place throughout the city to encourage full participation from all citizens.

<https://www.theguardian.com/cities/2018/feb/14/what-disability-accessible-city-look-like>

4) Third Places-These are places to meet other than home or work. The Unlikely Story does a great job with this. Also, The Preservation Framer does a great job with this through their gallery and activities. This could also be an outdoor space that's used for music, such as the summer concerts, or a space for tai chi or yoga. The outdoor dining experience, as you know, is one of the positive outcomes from the Pandemic. Those spaces could be very thoughtful. Although these are larger cities, some of the same ideas may apply.

<https://www.nytimes.com/interactive/2022/10/26/us/us-cities-downtown-chicago-seattle.html>



22 Reasons Trees in Cities Keep Us Healthy and Save Us Money

PROGRAM HISTORY

Started in 1976, Tree City USA is one of the Arbor Day Foundation's oldest programs. Our founders had a vision for a greener, healthier America, and hoped this initiative would inspire change on a nationwide level.

The first Tree City USA cohort was comprised of 42 communities in 16 states. Today, the program includes more than 3,600 communities from all 50 states, Washington D.C., and Puerto Rico.

We've seen a lot of change over the years — but our participants' passion for trees has remained the same.

Our story isn't over. We hope to continue growing our network, city by city, until every American can live in a Tree City USA community.



ABOUT TREE CITY USA

Cooler temperatures. Cleaner air. Higher property values. Healthier residents.

The benefits trees bring to urban environments are endless — and by earning Tree City USA recognition, your community can experience them firsthand.

The Tree City USA program provides communities with a [four-step framework](#) to maintain and grow their tree cover. It also gives them an avenue to celebrate their work, showing residents, visitors, and the entire country that they're committed to the mission of environmental change.

IS YOUR CITY READY TO APPLY?

TAKE THE QUIZ TO FIND OUT

IN 2021



3,652

RECOGNIZED CITIES



\$1,399,019,027

INVESTED IN URBAN
FORESTRY



941,725

TREES PLANTED

DONATE

LOGIN TO THE TREE CITY CENTER



TREE CITY USA

Recognizing green communities across America since 1976.

APPLY NOW

Parks and green spaces

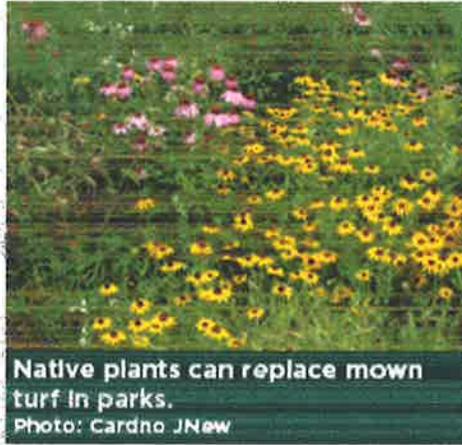
In urban and suburban landscapes, there are many areas that could include native plants.

“Naturalizing” portions of parks by replacing mown turf with native

plants can reduce

maintenance costs and increase wildlife habitat.

Linking such areas together via a system of green spaces or wildlife corridors can further increase their benefits.



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of plant sizes, flower colors and bloom periods and, once established, may need less watering and care than many non-native species. Adding native ground covers or expanding perennial flower borders can also reduce the proportion of your property that is turf and thereby reduce fuel use and CO₂ emissions.

Visit the [National Wildlife Federation's](#) website to create a certified wildlife habitat.

- [Landscaping for birds](#)
- [Smart Gardening:](#)

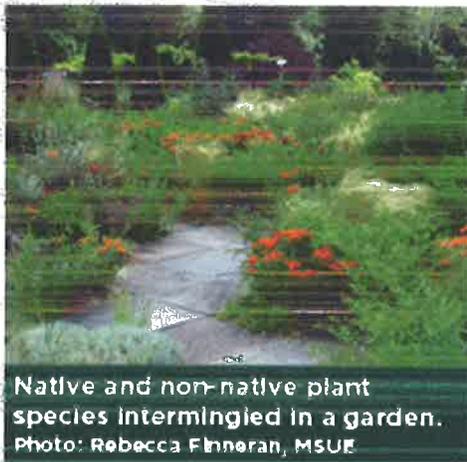
[MSU \(Michigan](#)

[State University\)](#) Extension's tips for using native plants along with a greener approach to lawns and soil.

In a garden setting consisting primarily of non-native plants, the transition to native plantings can be made gradually by replacing aging, diseased, or overgrown plants each season. This approach requires less commitment of both time and money initially, gives gardeners time to learn about native plant species options, and keeps mature plants in the garden. The resulting non-native and native species mixed together in garden settings can be just as attractive as the original non-native cultivated plants.



An urban community garden that integrates native and non-native flowering plants.
Photo: Kelsey Greathouse



Native and non-native plant species intermingled in a garden.
Photo: Rebecca Finneran, MSUE

successfully been incorporated into city street plans as water retention basins associated with large, paved surfaces.

Green roofs

Green roofs contain plantings that decrease storm water runoff by soaking up the moisture that falls on the roof. Green roofs also insulate the roof, decreasing heating and cooling costs for the building and decreasing urban heat island effects.

Depending on which plants are selected, green roofs can provide habitat for birds and support additional ecosystem services such as pollination.



Killdeer nest on a green roof at Chicago's O'Hare Airport.
Photo: Carly Eakin

- [Chicago City Hall green roof plants](#)
- [MSU \(Michigan State University\) Green Roof program](#)

Community gardens

Shared, public gardening spaces are growing in popularity in urban areas, where they may replace empty lots. Native species could be incorporated around these community gardens to support beneficial insects to pollinate and control pests in gardens, as well as add beauty.

Suburban

Gardens

Home landscaping and flower gardens can be designed with native perennial, shrub and tree species. Native plants offer a large potential variety

Tips for communities

You can create and manage native plantings to provide ecosystem services in urban and suburban communities. These habitats include rain gardens, green roofs, community gardens, landscaping near homes, and less intensively used outdoor areas.

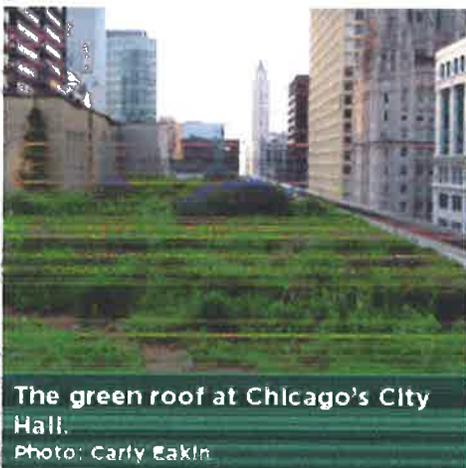


A retention basin.
Photo: CardnoJFNew

Urban

Rain gardens and retention basins

In cities, large areas of impermeable surfaces such as roads, sidewalks and rooftops, cover the permeable soil. As a result, when it rains much of that water runs straight into waterways instead of soaking into the ground. Rain gardens are especially suitable where roofs collect large amounts of rain water. In these areas many native wetland plants can thrive. Native plants have also



The green roof at Chicago's City Hall.
Photo: Carly Eakin

Director of Innovation and Inspiration, and the nation's most recognized authority on walkability, bicycle & pedestrian programs, street corridor & intersection design, traffic flow and calming, and road diets.

[Editor's note: This was first published on [walkable.org](https://www.walkable.org/) (<https://www.walkable.org/>) in August 2006 and has been slightly adapted and shortened.]

Street trees are of great value to people living, working, shopping, sharing, walking, and motoring in and through urban places. For a planting cost of \$250-\$600 (including first three years of maintenance), a single street tree returns over \$90,000 of direct benefits (not including aesthetic, social, and natural) in the lifetime of the tree. Street trees provide so many benefits to those streets they occupy, that they should always be considered as a default urban area street making feature.

Why Urban Trees are Smart Investments in Public Health

1. Urban trees reduce traffic speeds and reduce crashes.

Urban street trees create vertical walls framing streets, providing a defined edge and helping motorists guide their movement and assess their speed (leading to overall speed reductions). Street safety comparisons show reductions of run-off-the-road crashes and overall crash severity when street tree sections are compared with equivalent treeless streets (Texas A and M conducted simulation research which

found people slow down while driving through a treescape). These observations are also seen in the real world when following motorists along first a treed portion of a street, and then a non-treed portion. Speed differentials of 3 mph to 15 mph are noted.

2. Trees help create safer visual walls for motorists.

By forming and framing visual walls, trees provide distinct edges to sidewalks so that motorists better distinguish between their environment and one shared with people. If a motorist were to significantly err in



their urban driving task, street trees help deflect or fully stop the motorist from taking a human life.

3. Street trees increase safety with medians.

Trees call for placemaking planting strips and medians (<https://trrijournalonline.trb.org/doi/abs/10.3141/1828-07>), which further separate motorists from one another, pedestrians, buildings, and other urban fabric. This green area adds

significantly to aesthetics and placemaking. Urban area medians with trees are safer than those without trees (R. Ewing, Caltrans Study, circa 2003).

Medians reduce crashes by 50 percent or more.

4. Trees create increased security with more pleasant walking environments.

Trees create more pleasant walking environments, bringing about increased walking talking pride care of place, association and therefore actual ownership and surveillance of homes,



blocks, neighborhoods plazas, businesses and, other civic spaces.

5. Treescaped streets improve business.

Businesses on treescaped streets show 12 percent higher income streams (https://www.fs.fed.us/pnw/pubs/journals/pnw_2005_wolf001.pdf), which is often the essential competitive edge needed for main street store success, versus competition from plaza discount store prices.



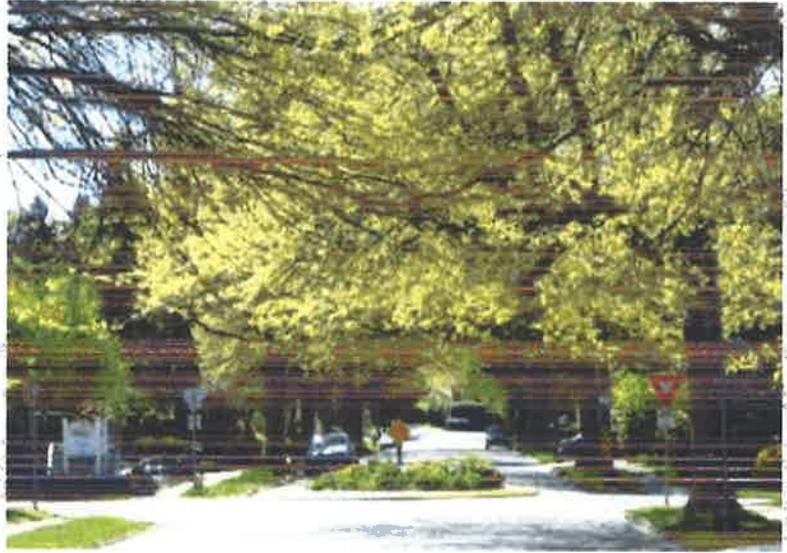
6. Trees improve drainage infrastructure.

Trees absorb the first 30 percent of most precipitation through their leaf system, allowing evaporation back into the atmosphere. This moisture never hits the ground. Another percentage (up to 30 percent) of precipitation is absorbed back into the ground and taken in and held onto by the root structure, then absorbed and then transpired back to

the air. Some of this water also naturally percolates into the ground water and aquifer. Storm water runoff and flooding potential to urban properties is therefore reduced.

7. Trees provide rain, sun, heat, and skin protection.

For light or moderate rains, pedestrians find less need for rain protection. In cities with good tree coverage, there is less need for



chemical sun blocking agents. Temperature differentials of 5-15+

degrees (<https://www.epa.gov/heat-islands/using-trees-and-vegetation-reduce-heat-islands>) are felt when walking under tree-canopied streets.

8. Cities with trees reduce harm from tailpipe emissions.

Automobile and truck exhaust is a major public health concern and contains significant pollutants, including carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and particulate

matter (PM). Tailpipe emissions are adding to asthma, ozone, and other health impacts. Impacts are reduced significantly from proximity to trees.

9. Urban trees absorb harmful pollution.

Trees in street proximity absorb nine times more pollutants than more distant trees, converting harmful gasses back into oxygen and other useful and natural gasses.

10. Trees lower urban air temperatures.

Asphalt and concrete streets and parking lots are known to increase urban temperatures by 3-7 degrees. These temperature increases significantly impact energy costs to homeowners and consumers.

A properly shaded neighborhood, mostly from urban street trees, can reduce energy bills for a household from 15-35 percent.

11. Streets with trees help lower ozone levels.

Increases in urban street temperatures that hover directly above asphalt where tailpipe emissions occur dramatically increase creation of harmful ozone and other gasses into more noxious substances impacting health of people, animals, and surrounding agricultural lands.

12. Trees convert streets, parking and walls into more aesthetically pleasing environments.



There are few street-making elements that do as much to soften wide, grey visual wastelands created by wide streets, parking lots, and massive, but sometimes necessary, blank walls than trees.

13. Urban trees soften and screen necessary street features such as utility poles, light poles, and other needed street furniture.

Trees are highly effective at screening these other vertical features to roadways that are needed for many safety and functional reasons.

14. Trees help reduce blood pressure and improve overall emotional and psychological health.

People are impacted by ugly or attractive environments where they spend time. Kathlene Wolf, PhD, of the University of Washington, gave a presentation that said “the risk of treed streets was questionable compared to other types of accidents along with the increased benefit of trees on human behavior, health, pavement longevity, etc.” She noted that trees have a calming and healing effect on ADHD adults and teens.

15. Tree lined streets improve time in travel perception.



Other research and observations confirm that motorists perceive the time it takes to get through treed versus non-treed environments has a significant differential. A treeless environment trip is perceived to be longer than one that is treed (Walter Kulash, P.E., speech circa 1994, Glatting Jackson).

16. Trees help reduce road rage.

Although this may at first seem a stretch, there is strong, compelling research (<http://journals.sagepub.com/doi/abs/10.1177/0013916503256267>) that motorist road rage is less in green urban versus stark suburban areas. Trees and aesthetics, which are known to reduce blood pressure, may handle some of this calming effect.

17. Street trees can improve visibility of vital traffic signs.

When properly positioned and maintained, the backdrop of street trees allow those features that should be dominant to be better seen, such as vital traffic regulatory signs. The absence of a well-developed greenscape allows the sickly grey mass of strip to dominate the visual world. At the same time, poorly placed signs, signals, or poorly maintained trees reduces this positive gain, and thus proper placement and maintenance must be rigidly adhered to.

18. Trees add value to adjacent homes, businesses and tax base.

Realtor-based estimates of street tree vs non-street tree comparable streets relate a \$15,000-\$25,000 increase in home or business value. This often adds to the tax base and operations budgets



of a city allowing for added street maintenance. Future economic analysis may determine that this is a break-even for city maintenance budgets.

19. Trees make a natural barrier for safety and fun.

Road verges, or tree lawns, provide added green space for a splash and spray zone, storage of snow, driveway elevation transition and more.

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Tree lawns are an essential part of the operational side of a street.

20. Trees act as a filtering and screening agent.



Trees soften and screen utility poles, light poles, on-street and off-street parking and other features creating visual pollution to the street.

21. Trees lengthen pavement life.

Studies conducted in a variety of California environments show that the shade of urban street trees can add from 40-60 percent more life to costly asphalt. This factor is based on reduced daily heating and cooling

(expansion/contraction) of asphalt. As peak oil pricing increases roadway overlays, this will become a significant cost reduction to maintaining a more affordable roadway system.

22. Trees create a connection to nature and the human senses.



Urban street trees provide a canopy, root structure, and setting for important insect and bacterial life below the surface; at-grade for pets and romantic people to pause for what pets and romantic people pause for; they act as essential lofty environments for song birds, seeds, nuts, squirrels, and other urban life. Indeed, street trees so well establish

natural and comfortable urban life it is unlikely we will ever see any advertisement for any marketed urban product, including cars, to be featured without street trees making the ultimate dominant, bold visual statement about place.



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Dessa is a rapper, writer, speaker, and a proud member of the



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Bird-Friendly Communities

Why Native Plants Matter

Restoring native plant habitat is vital to preserving biodiversity. By creating a native plant garden, each patch of habitat becomes part of a collective effort to nurture and sustain the living landscape for birds and other animals.

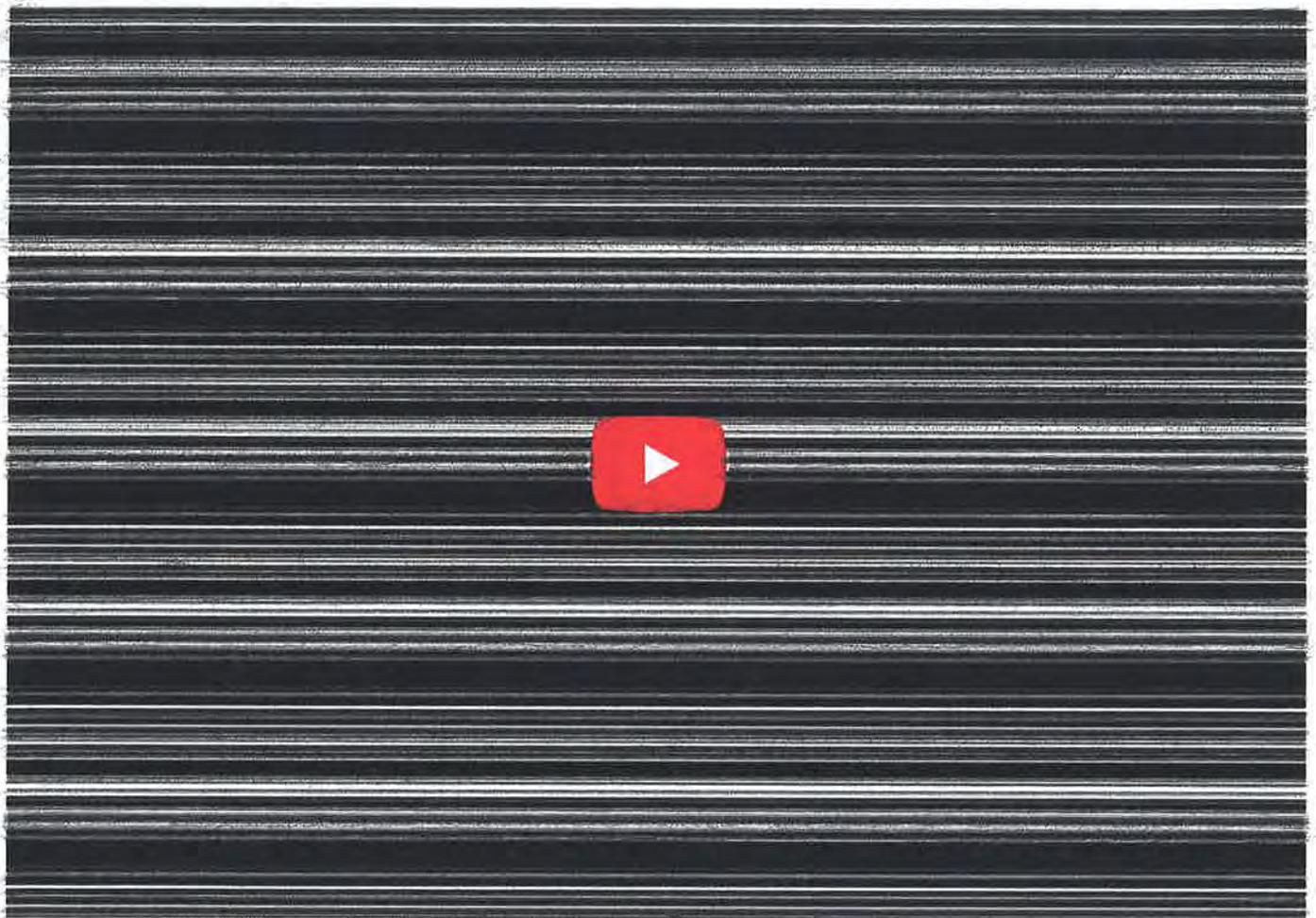
Over the past century, urbanization has taken intact, ecologically productive land and fragmented and transformed it with lawns and exotic ornamental plants. The continental U.S. lost a staggering 150 million acres of habitat and farmland to urban sprawl, and that trend isn't slowing. The modern obsession with highly manicured "perfect" lawns alone has created a green, monoculture carpet across the country that covers over 40 million acres. The human-dominated landscape no longer supports functioning ecosystems, and the remaining isolated natural areas are not large enough to support wildlife.

Native plants are those that occur naturally in a region in which they evolved. They are the ecological basis upon which life depends, including birds and people. Without them and the insects that co-evolved with them, local birds cannot survive. For example, research by the entomologist Doug Tallamy has shown that native oak trees support over 500 species of caterpillars whereas ginkgos, a commonly planted landscape tree from Asia, host only 5 species of caterpillars. When it takes over 6,000 caterpillars to raise one brood of chickadees, that is a significant difference.

Unfortunately, most of the landscaping plants available in nurseries are alien species from other countries. These exotic plants not only sever the food web, but many have become invasive pests, outcompeting native species and degrading habitat in remaining natural areas.

Landscaping choices have meaningful effects on the populations of birds and the insects they need to survive. The bottom line is this—homeowners, landscapers, and local policy makers can benefit birds and other wildlife by simply selecting native plants when making their landscaping decisions. To do your part, you can use Audubon's [handy database](#) to discover native plants in your area and which types of birds they'll attract. Just enter your zipcode, and it's as easy as that.

For more information on why native plants are so important to helping birds and other wildlife, see the below video and benefits.



Video clip: Doug Tallamy

Benefits of Native Plants:

Low maintenance:

Once established, native plants generally require little maintenance.

Beauty:

Many native plants offer beautiful showy flowers, produce abundant colorful fruits and seeds, and brilliant seasonal changes in colors from the pale, thin greens of early spring, to the vibrant yellows and reds of autumn.

Healthy Places for People:

Lawns and the ubiquitous bark-mulched landscapes are notorious for requiring profuse amounts of artificial fertilizers and synthetic chemical pesticides and herbicides. The traditional suburban lawn, on average, has 10x more chemical pesticides per acre than farmland. By choosing native plants for your landscaping, you are not only helping wildlife, but you are creating a healthier place for yourself, your family, and your community.

Helping the Climate:

Landscaping with native plants can combat climate change. In addition to the reduced noise and carbon pollution from lawn mower exhaust, many native plants, especially long-living trees like oaks and maples, are effective at storing the greenhouse gas carbon dioxide.

Conserving Water:

Because native plants are adapted to local environmental conditions, they require far less water, saving time, money, and perhaps the most valuable natural resource, water.

Wildlife

In addition to providing vital habitat for birds, many other species of wildlife benefits as well. The colorful array of butterflies and moths, including the iconic monarch, the swallowtails, tortoiseshells, and beautiful blues, are all dependent on very specific native plant species. Native plants provide nectar for pollinators including hummingbirds, native bees, butterflies, moths, and bats. They provide protective shelter for many mammals. The native nuts, seeds, and fruits produced by these plants offer essential foods for all forms of wildlife.

Help Audubon grow 1 million **bird-friendly native plants**! Just plug your zipcode into our **handy database** to discover which native plants in your area will attract certain types of birds. It's fast, easy, and a great way to draw more birds to your yard while **providing vital natural habitat**.

Find Your Bird-Friendly Plants

Native plants provide birds with the food they need. Use our database to discover the best plants for birds in your area.

Search the Database

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These birds need your help

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**DOWNTOWN CONCEPT PLAN
PUBLIC MEETING
BOARD COMMENTS**

NEIGHBORHOOD CHARACTER AREA: Partial Build

What do you think? Place a sticker and/or write your thoughts below:

 I like this because

I like fixing the intersection of Washington and Park

fixing the Park St. intersection

I like the new turn at Park St

Increases Safety AT PARKST + N. WASH

 My concerns with this design are

Fast St is too crowded for bikes

* Reduces turns onto Park Traveling south
Adds congestion



CIVIC CHARACTER AREA

These potential design configurations are intended to make the downtown a destination. Design goals include:

- Strengthen downtown's role as an attractive, walkable destination for visitors and businesses
- Create a visually and experientially cohesive environment
- Reinforce a sense of place that reflects what makes North Attleboro unique
- Create gateways to downtown
- Emphasize pedestrian safety and accessibility

- Improve access and safety for people biking
- Maintain current traffic capacity
- Promote public transit

- Support a vibrant local business environment
- Accommodate public events and festivals

Partial Build

Full-Build



What do you think? Place a sticker and/or write your thoughts below:

What do you think? Place a sticker and/or write your thoughts below:

I like this because

My concerns with this design are

I like this because

Worried about less parking, but I like the idea of shared parking w/banks, apt. etc

My concerns with this design are

Keeping the lanes a uniform width and reclaiming sidewalk space

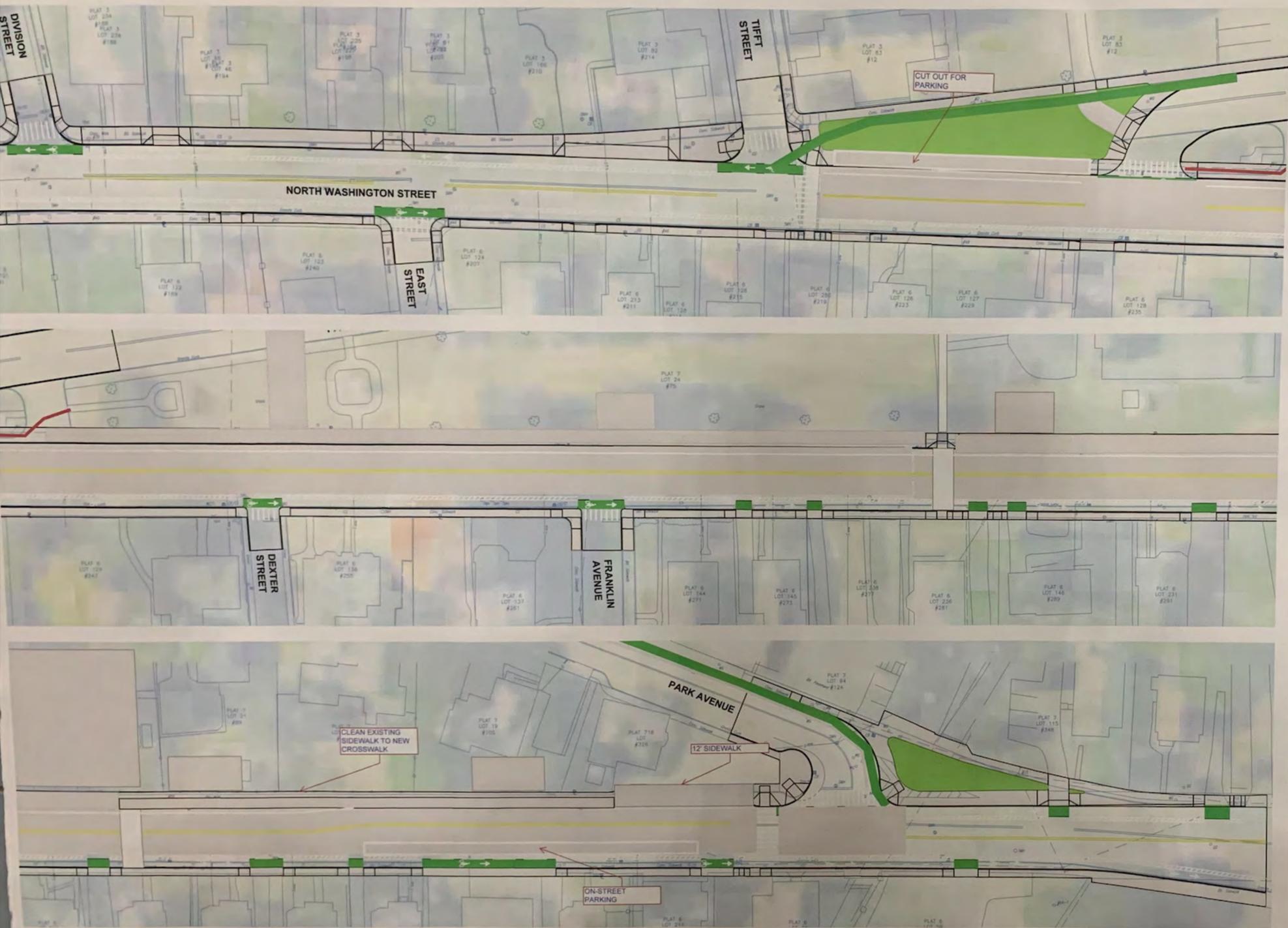
The quick parking spots in front of the post office are needed

This section has nice sidewalks

Pool, Farmers market shops + restaurants use parking here



NEIGHBORHOOD CHARACTER AREA: Full Build



What do you think? Place a sticker and/or write your thoughts below:



I like this because

cleaning existing sidewalk utilizes existing infrastructure

Agree with removing the bike lane



I like bike lane off of main road



My concerns with this design are



CHURCH ST TO HIGH ST

These potential design configurations are intended to make the downtown a destination. Design goals include:

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- Promote public transit
- Support a vibrant local business environment
- Accommodate public events and festivals

Partial Build



What do you think? Place a sticker and/or write your thoughts below:



I like this because



My concerns with this design are

Full-Build



What do you think? Place a sticker and/or write your thoughts below:



I like this because



My concerns with this design are

Shorter, safer crosswalks

REMOVABLE IN-GROUND BOLTED SYSTEM FOR SIDEWALK ROAD SAFETY & EVENTS

Full plant safety lot John Kraskol

Safety Need Circum John Kraskol

WIDER SIDEWALK WOULD BE GREAT FOR BUSINESS & MARCH OF YEAR BE BOLD WITH IT!

Loss of handicap parking spots

ADJUST SWAP OUT TO NEARBY SIDE OF STREET. RIGHT TURN AND ONE WAY PLUS VISUAL IMPROVED (NO SIGN AND SIGNATURE)

Don't further restrict Too Cottages @ Elm St + S WAS 4

How many parking spots currently exist in downtown area & how many of these will be affected?

What will the towns annual cost of planting/maintenance

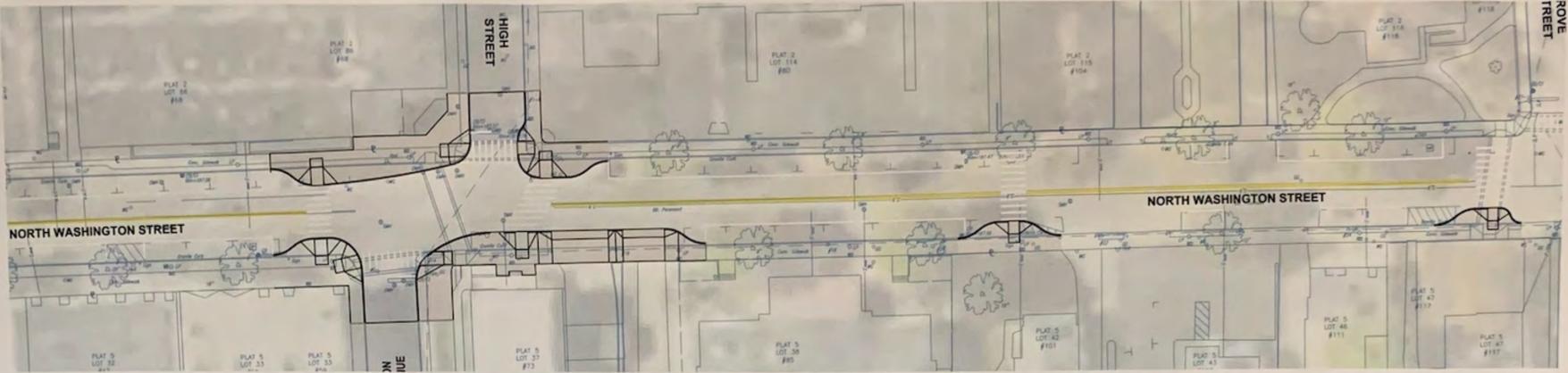


--- HIGH ST TO GROVE ST ---

These potential design configurations are intended to make the downtown a destination. Design goals include:

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- Improve access and safety for people biking
- Maintain current traffic capacity
- Promote public transit
- Support a vibrant local business environment
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Partial Build



What do you think? Place a sticker and/or write your thoughts below:

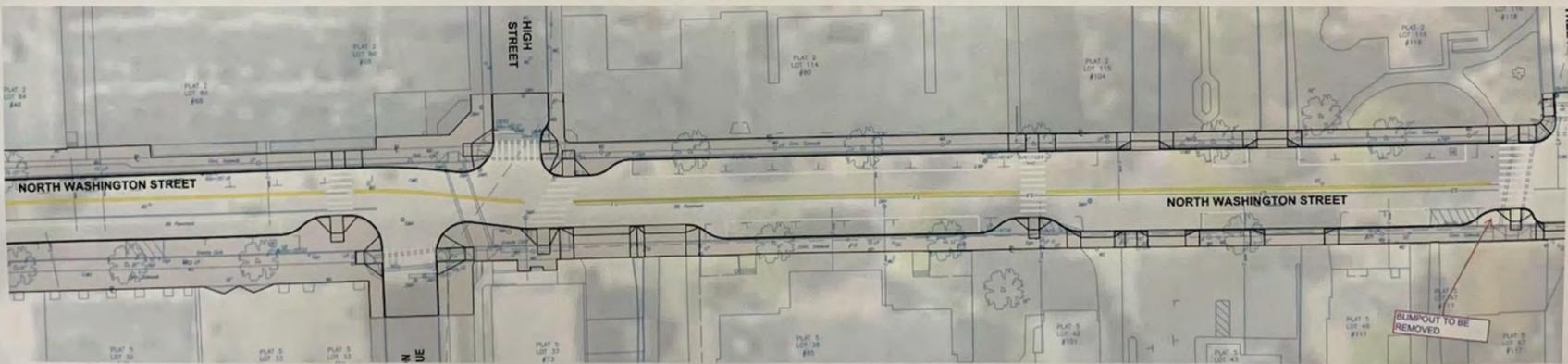


I like this because



My concerns with this design are

Full-Build



What do you think? Place a sticker and/or write your thoughts below:



I like this because



My concerns with this design are



GROVE ST TO DIVISION ST

These potential design configurations are intended to make the downtown a destination. Design goals include:

- Strengthen downtown's role as an attractive, walkable destination for visitors and businesses
- Create a visually and experientially cohesive environment
- Reinforce a sense of place that reflects what makes North Attleboro unique
- Create gateways to downtown
- Emphasize pedestrian safety and accessibility
- Improve access and safety for people biking
- Maintain current traffic capacity
- Promote public transit
- Support a vibrant local business environment
- Accommodate public events and festivals

Partial Build



What do you think? Place a sticker and/or write your thoughts below:

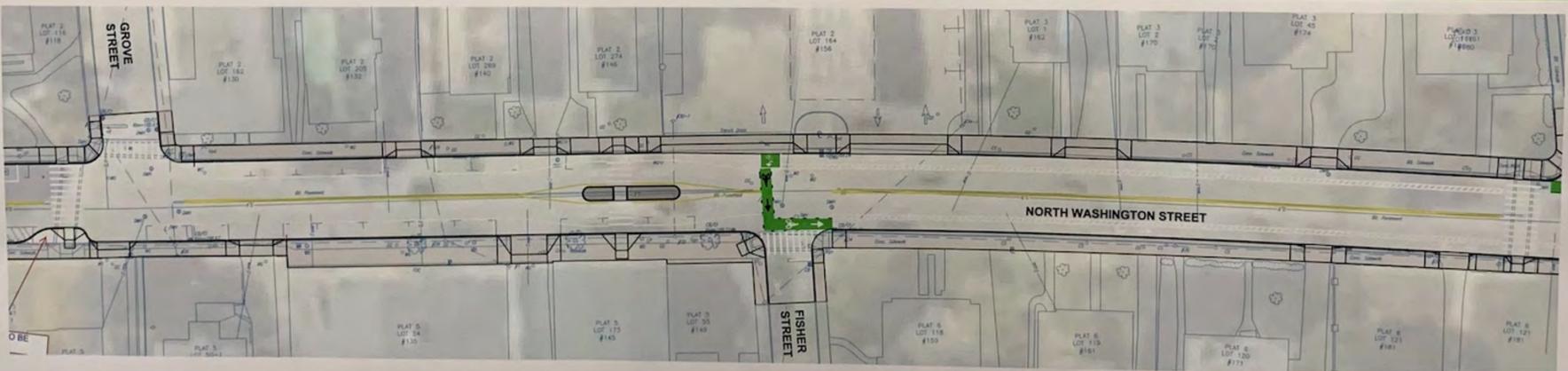


I like this because



My concerns with this design are

Full-Build



What do you think? Place a sticker and/or write your thoughts below:



I like this because

Wider sidewalks



My concerns with this design are

Fisher St intersections feels unsafe will this help?

