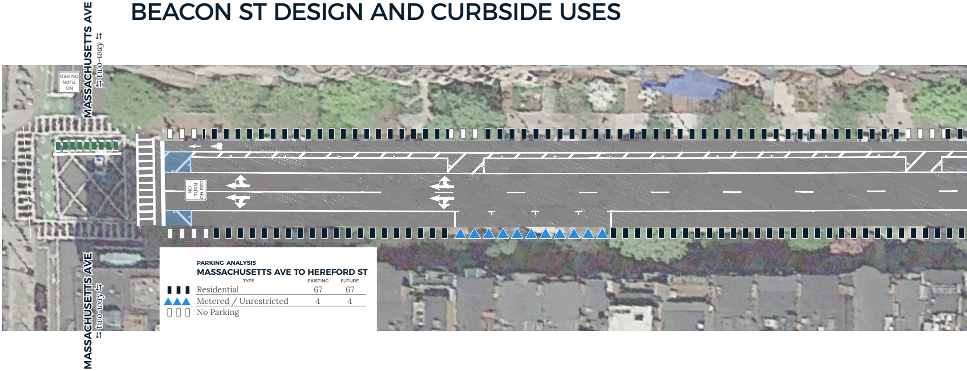
BEACON ST DESIGN AND CURBSIDE USES

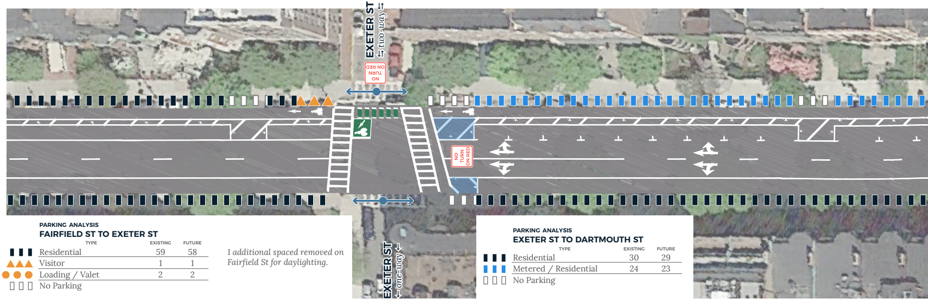

MASSACHUSETTS AVE
⇆ two-way
NO TURN ON RED
NO TURN ON RED
MASSACHUSETTS AVE
⇆ two-way

PARKING ANALYSIS

MASSACHUSETTS AVE TO HEREFORD ST

	TYPE	EXISTING	FUTURE
▮▮▮	Residential	67	67
▲▲▲	Metered / Unrestricted	4	4
▯▯▯	No Parking		

Part 2
continued from part 1


EXETER ST
⇆ two-way
NO TURN ON RED
NO TURN ON RED
EXETER ST
↓ one-way ↓

PARKING ANALYSIS

FAIRFIELD ST TO EXETER ST

	TYPE	EXISTING	FUTURE
▮▮▮	Residential	59	58
▲▲▲	Visitor	1	1
●●●	Loading / Valet	2	2
▯▯▯	No Parking		

1 additional spaced removed on Fairfield St for daylighting.

PARKING ANALYSIS

EXETER ST TO DARTMOUTH ST

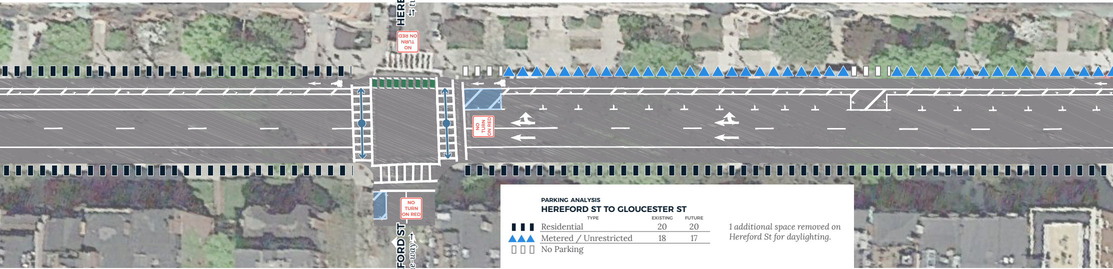
	TYPE	EXISTING	FUTURE
▮▮▮	Residential	30	29
🟦🟦🟦	Metered / Residential	24	23
▯▯▯	No Parking		

BEACON ST DESIGN AND CURBSIDE USES

INTERSECTION IMPROVEMENTS

The number of existing and future parking spaces is listed below each block.

- ▨ Daylighting
- ⌐ Hydrant restriction
- 🟥 New No Turn on Red
- ▭ Existing No Turn on Red
- ↕ Potential Pedestrian Head Start
- ▥ Bike crossing
- 🟩 Left-turn queue box

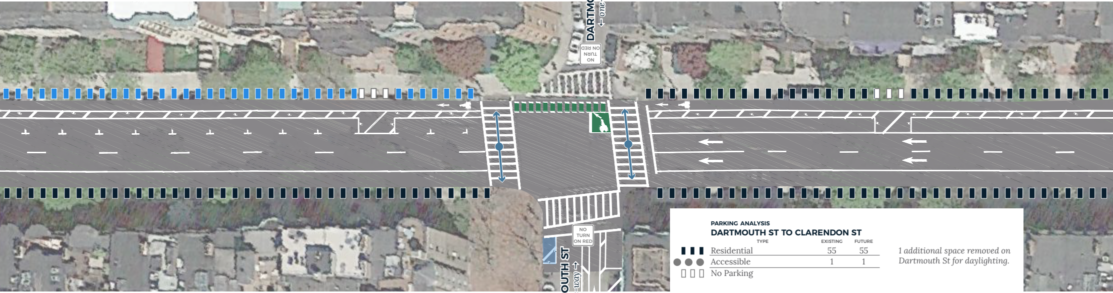

HEREFORD ST
⇆ two-way ⇆
NO TURN ON RED
NO TURN ON RED
NO TURN ON RED
HEREFORD ST
↑ one-way ↑

PARKING ANALYSIS

HEREFORD ST TO GLOUCESTER ST

	TYPE	EXISTING	FUTURE
▮▮▮	Residential	20	20
▲▲▲	Metered / Unrestricted	18	17
▯▯▯	No Parking		

1 additional space removed on Hereford St for daylighting.


DARTMOUTH ST
↓ one-way ↓
NO TURN ON RED
NO TURN ON RED
DARTMOUTH ST
↑ one-way ↑

PARKING ANALYSIS

DARTMOUTH ST TO CLARENDON ST

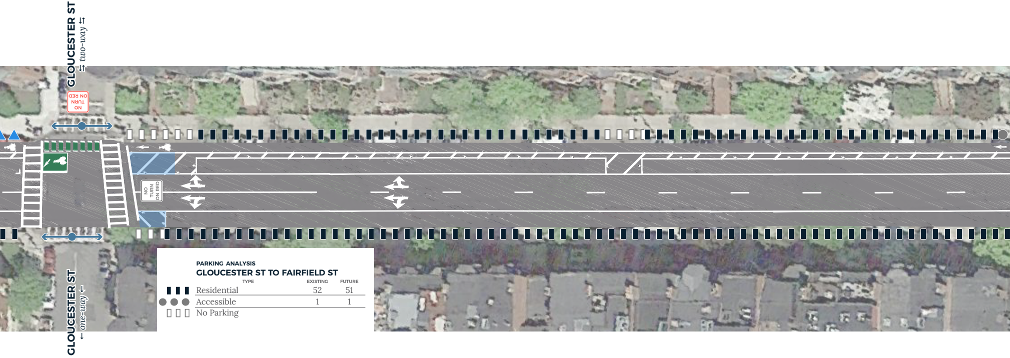
	TYPE	EXISTING	FUTURE
▮▮▮	Residential	55	55
●●●	Accessible	1	1
▯▯▯	No Parking		

1 additional space removed on Dartmouth St for daylighting.

INTERSECTION IMPROVEMENTS

The number of existing and future parking spaces is listed below each block.

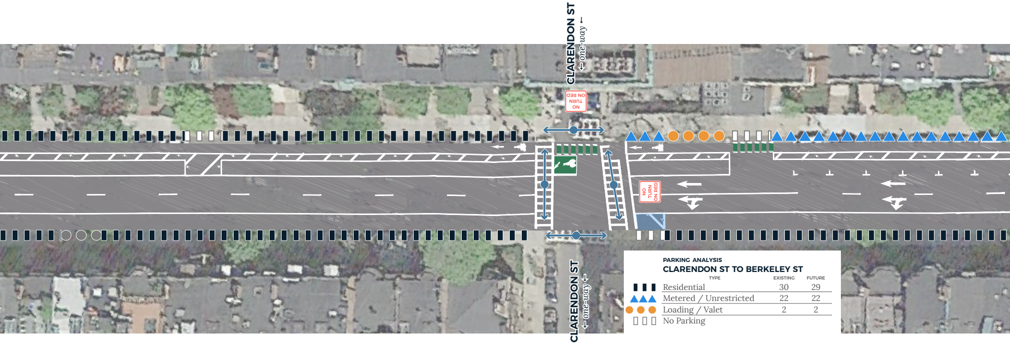
- ▨ Daylighting
- ⌐ Hydrant restri
- ↕ Potential Pedestrian Head Start


GLOUCESTER ST
⇆ two-way ⇆
NO TURN ON RED
NO TURN ON RED
GLOUCESTER ST
← one-way ←

PARKING ANALYSIS

GLOUCESTER ST TO FAIRFIELD ST

	TYPE	EXISTING	FUTURE
▮▮▮	Residential	52	51
●●●	Accessible	1	1
▯▯▯	No Parking		


CLARENDON ST
← one-way ←
NO TURN ON RED
NO TURN ON RED
CLARENDON ST
← one-way ←

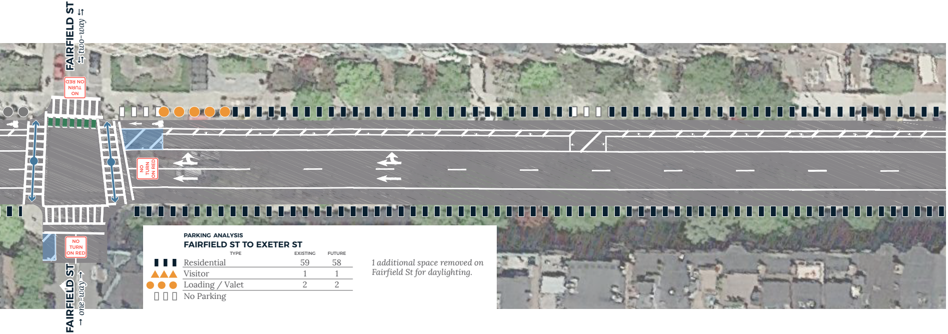
PARKING ANALYSIS

CLARENDON ST TO BERKELEY ST

	TYPE	EXISTING	FUTURE
▮▮▮	Residential	30	29
▲▲▲	Metered / Unrestricted	22	22
●●●	Loading / Valet	2	2
▯▯▯	No Parking		

ction · New No Turn on Red · Existing No Turn on Red

Bike crossing · Left-turn queue box


FAIRFIELD ST
⇆ two-way ⇆
NO TURN ON RED
NO TURN ON RED
NO TURN ON RED
FAIRFIELD ST
→ one-way →

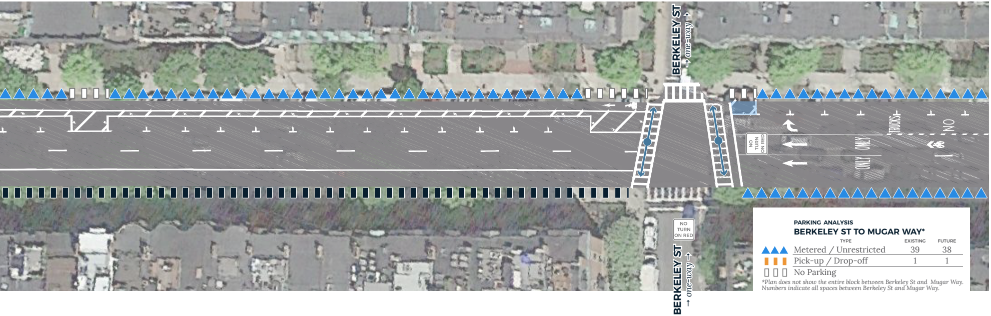
PARKING ANALYSIS

FAIRFIELD ST TO EXETER ST

	TYPE	EXISTING	FUTURE
▮ ▮ ▮	Residential	59	58
▲▲▲	Visitor	1	1
● ● ●	Loading / Valet	2	2
▯ ▯ ▯	No Parking		

1 additional space removed on Fairfield St for daylighting.

Part 1
continues on part 2


BERKELEY ST
→ one-way →
NO TURN ON RED
ONLY
ONLY
TRUCKS
NO
NO TURN ON RED
BERKELEY ST
→ one-way →

PARKING ANALYSIS

BERKELEY ST TO MUGAR WAY*

	TYPE	EXISTING	FUTURE
▲▲▲	Metered / Unrestricted	39	38
▮ ▮ ▮	Pick-up / Drop-off	1	1
▯ ▯ ▯	No Parking		

**Plan does not show the entire block between Berkeley St and Mugar Way. Numbers indicate all spaces between Berkeley St and Mugar Way.*

“No trucks” and “right only” markings continue to Mugar Way.