

# Newton Village Study

## Waban Survey Report

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NEWTON COLLECTION

THE NEWTON VILLAGE STUDY

WABAN SURVEY REPORT

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## WABAN SUMMARY REPORT

### 2.2.0

#### INTRODUCTION

The Newton Village Study is a two year effort to examine and prepare a comprehensive plan for the future of the City's fifteen village centers. The study was begun in response to the growing community awareness and concern of the land development pressures that are being experienced throughout the City, particularly in the village commercial centers.

The study was designed to have four phases, each phase building on the next so that effective input of all citizens of Newton can be obtained.

- I. A kickoff phase, in which the study was announced and its design publically presented in meetings before the Board of Aldermen, the Economic Development Commission, and a land use forum conducted by the Newton Conservators and the League of Women Voters. In cooperation with the Economic Development Commission, a full scale citizen participation process was also designed in this phase.
- II. A survey phase, to examine and discuss the development issues and problems from a city-wide as well as village perspective. The problems of traffic, parking, urban design, zoning and the economy are examined and presented in survey reports for each village center.
- III. An alternative plans phase, to examine and discuss a number of alternatives for the future of the village centers, and the impacts of the alternative futures on the City's quality of life.
- IV. A final plan phase, to prepare consensus plans and the necessary zoning amendments and other public actions necessary to achieve it.

#### SUMMARY OF FINDINGS

- Waban is one of Newton's smaller commercial centers. It has retained an intimate village atmosphere with handsome institutional and commercial buildings.
- Waban's attractive appearance is marred somewhat by discordant signage.
- The center contains less than 100,000 square feet of non-residential floor area and the density of these uses is

typical of an older village center.

- "Peak hour" traffic in Waban is somewhat different from most other centers: the peaks appear associated with travelers other than commuters, such as retired people and people with school age children.
- Fairly low traffic volumes result in a fairly good level of service for the main intersection.
- The Waban study area has a small overall parking surplus of 20 spaces, but the commercial blocks on Beacon Street have a deficit of 23 spaces.
- Parking turnover is good and characteristic of a convenience center.
- There appears to be little intrusion of business parking in abutting residential streets.
- The amount of new commercial floor area allowed by present zoning is significantly higher than what it appears could be economically justified and built in the short term.
- At the same time, present zoning will limit growth until land values and market pressures are sufficient to economically justify redevelopment of Waban's main commercial blocks.
- In the long term, zoning as presently constituted in Waban Center would allow considerable new development.

## WABAN SURVEY REPORT

### 2.2.1 MARKET ORIENTATION

Most of Newton's retail business and service economy is located in the City's 15 village centers. While there are substantial activities elsewhere (e.g. Needham Street), these centers function in varying degrees as the centers of the City's economy. Newton's commercial pattern is unusual for a city of its size. Most medium size cities are characterized by a substantial "downtown" where retail and business services and governmental activities tend to be concentrated, and perhaps a number of smaller neighborhood convenience centers or strips. In Newton, there is no one center that can be called the City's "downtown", although Newton Centre comes closest.

An important aspect of the village study is to determine the present role of each village center in the City's economy and to forge a consensus on what roles each should play in the future.

Therefore, the "market orientation" of the retail businesses in each center was examined and categorized into three orientations: neighborhood, community/city-wide, and city-wide/regional. These characterizations were made on the basis of the type of business and what is considered by market researchers to be its normal market area. For example, a small variety store or delicatessen normally serves a convenience business. An automobile dealer, large plumbing supply outlet or discount store normally serves a wider community or city-wide market. Large shopping malls or office complexes and employment centers tend to attract shoppers and business from throughout the metropolitan area. Although the Chestnut Hill Mall and shopping center may contain small shops, the area as a whole is a regional attraction.

There is a mix of businesses in all village centers, but some have a much wider range of goods and services than others. Most village centers also contain businesses whose market orientations vary, so that with the exception of Waban and Oak Hill, there are no centers which can be considered purely neighborhood, community-wide or regional in nature. However, it is possible and appropriate to estimate the amount of business floor area in each village center oriented in each of these ways.

## FINDINGS

Waban is exclusively a neighborhood center with regard to its retail businesses. Most of the shops are small and all appear primarily oriented to serve the Waban neighborhood. The office uses in the center also appear to be primarily local professional and trade services.

Because of the MBTA station and parking lot, Waban stores do attract some business from commuters, but this is limited.

TABLE 1.1

### MARKET ORIENTATION OF BUSINESS ACTIVITY IN WABAN BY BLOCK AND FLOOR AREA

	<u>Block</u>	<u>Floor Area</u>	
1. Neighborhood	53026	17518	
Convenience Shops	53029	67680	
and Services		Sub Total	85198
		Total	85198

## WABAN SURVEY REPORT

### 2.2.2 URBAN DESIGN AND ENVIRONMENT

#### INTRODUCTION

In the visual survey we have endeavored to discuss the general environment of the Village Center with special emphasis devoted to those areas which are "perceived" as the "central core", (usually the central commercial block.) Within this discussion, emphasis is further placed on the quality and clarity of entry (gateways), "spatial definition" (the quality and continuity of the commercial edge and the space formed by the building massing scheme) and the effect of these elements on the perception of the viewer. Other positive and negative aspects specific to the center are also discussed. Considerations such as areas of negative residential/commercial interface, the role and extent of vehicular/pedestrian participation in the space, as well as facade/signage problems, are examined to provide insight into the many seemingly unrelated elements within the center which contribute to our perceptions of it as an environmental whole.

#### FINDINGS

Figure 2.1 presents the findings of the visual survey.

Waban village center immediately evokes a positive response upon entering from either north or south on Beacon Street. Before crossing the MBTA bridge (from the south), entry is implied by the handsome stone churches on either side of the road. From the north, the library and the lower commercial area on the left and the attractive brick stores straight ahead on the right, constitute a positive visual experience and provide a distinct "sense of entry".

Waban is composed of two small commercial blocks on different grade levels whose attractive appearance is reduced only by discordant signage. This area appears to function as an access area to the MBTA and as a convenient shopping area to local residents. While there is considerable traffic in and out of this area, automobiles do not dominate the scene.

## WABAN SURVEY REPORT

### 2.2.3 LAND USE

#### INTRODUCTION

Information on existing land uses in the village centers was obtained from the Newton Assessors. The information was aggregated into the categories shown in Table 3.1 and Figure 3.1. The table shows for each the amount of land area in acres for each use, the amount of commercial, office and industrial floor area in square feet, the number of dwelling units located within the village study boundaries, and the Floor Area Ratio (FAR) of the non-residential buildings. (The concept of FAR is illustrated in Section 2.2.8.)

#### FINDINGS

Waban Center is small and compact, contains no industrial uses and less than 100,000 square feet of commercial and office uses. The average density of the retail uses (.806 FAR) is higher than the city-wide average (.659), but this is characteristic of a traditional village rather than suburban atmosphere. That is, Waban Center is not a "parking lot" center. At the same time, its few office uses exist at a density (.287 FAR) considerably lower than the city-wide average (.92), which is also expected of an intimate village center that does not contain large office buildings.

Residential uses within the study boundary of Waban Center are primarily apartments or condominiums providing a close-in market.

TABLE 3.1 EXISTING LAND USE CHARACTERISTICS

<u>CATEGORY</u>	<u>LAND AREA IN ACRES</u>	<u>FLOOR AREA IN SQ. FT.</u>	<u>FAR%</u>	<u>DWELLING UNITS</u>
Residential:				
Single Family	2.23	--	--	8
2 and 3 Family	0.41	--	--	2
Apartments/Condos	1.71	42,802	.568	44
Commercial	1.44	50,074	.806	--
Office	0.21	2,627	.287	--
Industrial/Manufacturing	00	--	--	--
Mixed Use - mostly Commercial	0.52	24,416	1.073	--
Mixed Use - mostly Residential	0.23	15,654	1.700	--
Transportation/Parking	NA	--	--	--
Institutional	NA	--	--	--
Open Space/Recreation	NA	--	--	--
Vacant Land	0.99	--	--	--

## WABAN SURVEY REPORT

### 2.2.4 TRAFFIC CONDITIONS

This report conveys the results of the manual and automatic traffic counting program initiated in October 1985, by the Consultant and the City, together with pre-existing traffic count data, from previous City counts and consultant studies, made available to us by the Newton Planning and Public Works Departments.

The objective of assembling available information on traffic volumes, intersection geometrics, and existing traffic control was to create a "Base Case" traffic scenario against which alternative future scenarios can be compared in later phases of the study. Since the principal traffic impact of additional development in any center will be the generation of added volumes, it was important to have reasonable estimates of existing volumes on key streets.

In conducting the traffic surveys, we noted existing intersection geometry and traffic control, pointing out where these create or accommodate present-day bottlenecks. We also tried to identify parallel routes most likely to be used as bottleneck bypasses by drivers familiar with existing traffic conditions.

We used the Level of Service methodologies for analyzing signallized and unsignallized intersections to characterize existing operations, with one important caveat related to signallized intersections: signal phasing and timing patterns assumed at such intersections were not those in current operation. We deemed it more useful to analyze an optimal allocation of signal green time based on existing traffic volumes, in order to be able to compare operations given potential capacity and existing volumes, with future operations when these volumes can be assumed to increase with different development scenarios. This approach corresponds to the "planning" approach to traffic operations analysis, compared with the more fine-tuned "engineering" approach which is appropriate when one is actually involved in intersection design. Thus, the reported Levels of Service may not correspond with current daily experience at existing signallized intersections operating with less-than-ideal phasing and timing.

## WABAN

### Traffic Conditions

The Waban business district included a few small retail stores serving mainly a local clientele and a number of institutional uses including a branch library, elementary school and churches, the Post Office and MBTA station. The area is primarily residential, but is traversed by Beacon Street and Woodward Street, both of which connect Waban with other centers.

A peak hour turning movement count was conducted at the intersection of Beacon Street with Woodward, Pine Ridge, Kinmonth, Windsor Streets in October 1985. Only the key moves in the center of this awkward intersection were counted; entering volumes on each of the legs were estimated from the resulting volumes. The volumes obtained were adjusted to represent average annual existing peak hour traffic volumes, depicted in Figure 4.2.

Peak hours observed from this count were 8:00-9:00 A.M. and 4:15-5:15 P.M. The morning count period ended at 9 A.M. but volumes were still building at that point; consequently, in fact, the morning peak hour may extend beyond 9 A.M. These peak hours are somewhat different from those observed in other Newton village centers. They suggest that the peaks in Waban may be associated with non-commuter behavior, characteristic of areas which have a large percentage of retired persons or non-working spouses with school age children making shopping, school, or recreational trips.

Existing operations at the central Waban intersection were analyzed using Level of Service analysis procedures for unsignallized intersections. The results of this analysis are illustrated on Figure 4.3. As can be seen, fairly low traffic volumes during both morning and evening peak hours in the area result in good levels of service for all movements at this location. Left turns onto Beacon Street in either direction may experience delays while waiting for a gap in the traffic stream; but left turn delays of the magnitude (Level of Service C) are quite acceptable at unsignallized intersections. Only the awkward geometry of the Beacon Street MBTA Bridge and the Wyman Street approach, coupled with the need for traffic on the Windsor/Kinmonth and Woodward/Pine Ridge legs, makes the operation of this intersection slightly more complicated than that of a standard 4 way unsignallized intersection.



## WABAN SURVEY REPORT

### 2.2.5 PARKING

#### INTRODUCTION

This report presents the results of the following parking studies and analyses performed for the Waban study area.

- A parking inventory (figure 5.1)
- A parking supply/demand analysis (figure 5.2)
- A parking use survey

The parking inventory was prepared from field survey and from information provided by the Newton Departments of Public Works and Planning and Development. The inventory identifies all available public and private, on-and-off-street, posted and metered, parking spaces in the study area.

The parking supply/demand was performed using computerized land use data provided by the Newton Assessors, and the above parking data. This analysis provides a measure of the difference between an assumed business parking demand and actual supply.

A parking use survey was conducted on Friday, November 8, 1985, between the hours of 8 a.m. and 2 p.m.. The streets surveyed included all posted parking areas and the Wyman Street parking lot and Windsor and Kinmonth Roads, Beacon Street (including the first block south of the MBTA tracks), Wyman Street and the beginning portions of Pine Ridge and Woodward Streets.

The purpose of the survey was to measure the actual level of use (as a percent of capacity) and the turnover rate, or parking duration, of all metered spaces and, in many cases, posted spaces. Friday was chosen as the day of survey, since it is traditionally the busiest day, combining end-of-week convenience shopping and local employee and commuter parking.

#### SUMMARY OF FINDINGS

##### a. Supply vs Demand

1. Waban has a small overall parking surplus of 20 spaces, but the commercial blocks on Beacon Street have a deficit of 23 spaces.
2. There is a good balance of 193 parking spaces serving the needs of the center; 42% are public and 58% are private.

##### b. Parking Use Survey

1. The area does exceed the 85% "perceived capacity" level of

use during the mid day hours. However, for most of the day it appears that parking spaces are available in Waban Center.

2. The average parking duration is 37 minutes which is consistent with a convenience oriented commercial center.
3. The Wyman Street Lot is used for all day parking, mostly by commuters. It is at capacity by 9:30 a.m. thus not available to supplement shopper oriented parking demand.
4. Business oriented parking was not found on surrounding residential streets.

#### SUPPLY VS DEMAND

Table 5.1 indicates that Waban has a small parking surplus of 21 spaces. This finding is consistent with the parking use survey which shows that, while a busy area, Waban has parking spaces available throughout the business day.

Similar to other village centers, the distribution of parking supply and demand is uneven. The commercial areas fronting on Beacon Street (SEC/BL #53026) have a deficit. However, due to the proximity of other commercial blocks that have a surplus, there is little overall negative impact on the core commercial area. Our survey indicated that in terms of parking, Waban is operating reasonably well. The supply and demand analysis confirms this finding.

#### PARKING USE CHARACTERISTICS -- ON STREET

The 98 on-street posted spaces in Waban Center allow one hour parking. The average level of use for the period of 8 a.m. to 2 p.m. was 70%. The peak use period occurred between 11:30 a.m. and 12:30 p.m., and attained 85%, giving the appearance of being full. In the early afternoon, 12:30 to 2 p.m., normally a peak period in most commercial centers, parking demand declined as people left the village center for lunch.

Average parking duration for the study area was 37 minutes, significantly below the one hour posted limit. There were no areas where on-street parking was used for long term parking, although there were a few instances of long term on-street parking scattered throughout the study area.

#### PARKING USE CHARACTERISTICS -- OFF STREET

The Wyman Street Lot has 54 spaces for long term parking. There is a one dollar fee collected by a parking attendant. The lot was not full by 8:30 a.m., unusual for "commuter lots". The lot was, however, full by 9:30, indicating usage by late commuters, shoppers going to Boston, or employees.

While we did not ascertain the nature of the 8:30 to 9:30 a.m. use, the fact remains that parking spaces were available

in the lot after the normal commuter demand period.

#### PARKING IN RESIDENTIAL AREAS

No spillover commercial parking on adjacent residential streets was observed. Given the current availability of parking spaces in Waban Center, none is anticipated.

#### PARKING MANAGEMENT

There are no parking meters in Waban Village Center. All parking management is accomplished by the one-hour parking signs posted at various intervals. Given the low parking duration, parking management is essentially self-enforced by the nature of the majority of the shopping trips (short-term convenience oriented).

TABLE 5.1 WABAN

#### PARKING SUPPLY AND DEMAND BY BLOCK

SEC/BL	DEMAND	PRIV	OFFST	ONST	PUBL	SPPLY	SURPLUS
53026	60	23	0	14	14	37	-23
53027	0	0	0	30	30	30	30
53029	113	90	0	22	22	112	-1
53032	0	0	0	9	9	9	9
53028	0*	0	0	5	5	5	5*
TOTAL	173	113	0	80	80	193	21

PRIV: Private off-street spaces

OFFST: Public off-street spaces

ONST: On-street metered and posted spaces

PUBL: Total off- and on-street metered and posted spaces

SPPLY: Total public and private spaces

\* Demand related to institutional uses was not estimated at this time, nor was the present supply of institutional spaces included in the analysis. Institutional parking demand will be included in the analysis of impacts during the alternatives phase of the study.

## WABAN SURVEY REPORT

### 2.2.8 ZONING/THE DEVELOPMENT ENVELOPE

#### INTRODUCTION

This report presents the results of the analysis of existing zoning in Waban. The purpose of the analysis is to provide an understanding of the present and future development environment of the study area, or to answer several basic questions:

- 1) How much growth is allowed by present zoning?
- 2) How much of this growth could most likely occur in this village center?
- 3) What will this development most likely consist of and look like?

A fourth, and equally important question, (what will be the impact of this growth?) will be examined in the next phase of the study.

In order to answer these questions, the following analyses or estimations were performed:

The Zoning Envelope: This estimates the total amount of residential, commercial and office development that is presently allowed by the zoning ordinance on each parcel of land and for the study area as a whole. This represents the "as-of-right" capacity of zoning as if every parcel of land were developed to the fullest extent allowed by present zoning.

The Development Envelope: This is an estimate of the amount of development that could and is more likely to occur when existing and recent development is considered along with present zoning. This development envelope, or umbrella, combines the concept of zoning "right" and the realities of the marketplace to produce a more reasonable estimate of long term development that could occur "as-of-right" or without special permit.

A Development Model: This is a simple representation of the kind of development that exists, has been recently built, or proposed in the area, and is most likely to be built in the foreseeable future.

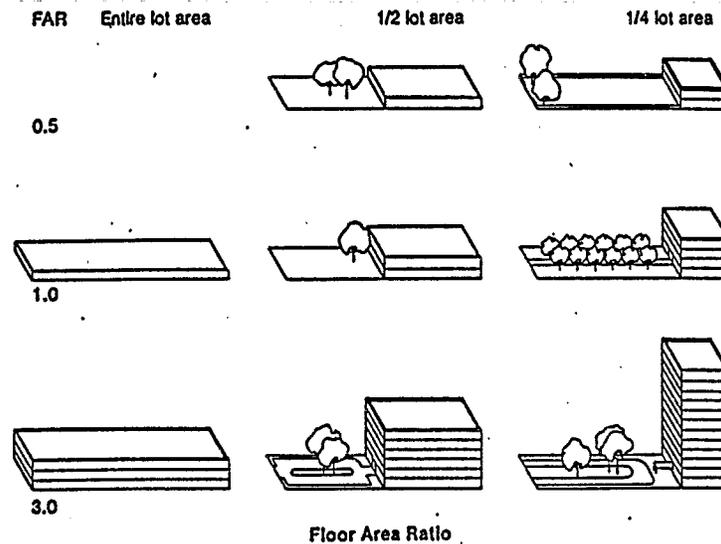
SUMMARY OF FINDINGS

1. Given present market forces, it is estimated that a total of only 6300 square feet of new commercial/office floor area could be expected to be built in Waban in the near future.
2. That is, while present zoning allows considerably more development (up to 171,000 square feet of floor area), it is assumed that near-term market forces will not justify the total redevelopment required to reach the full zoning capacity.
3. Instead, any new development will occur at densities similar to that existing, but at three stories with surface parking lots.
4. Only three new dwelling units could be built within the study area, so that new housing construction as-of-right is not now part of the study area's future.

WHAT IS FAR?

The Floor Area Ratio (FAR) is a simple measure of development intensity. It expresses the ratio of a building's total floor area to the size of its site. A one-story building covering its entire site or parcel has an FAR of 1.0. A three story building of 100% coverage has an FAR of 3.0. The same building covering 50% of a site has an FAR of  $3 \times .50$ , or 1.50.

FLOOR AREA RATIOS ILLUSTRATED



## WHAT IS THE ZONING ENVELOPE?

The zoning envelope is a measure of the amount of development allowed by the provisions of the existing zoning ordinance. This allowable development is expressed as total non-residential floor area and number of dwelling units that can be developed on each parcel of land and for an area as a whole. The floor area is determined by translating the provisions of the zoning ordinance into effective maximum allowable FAR's, or number of dwelling units for typical development that might occur in each zoning district. The estimated FAR's are shown in Table B.1.

TABLE B.1

### EFFECTIVE MAXIMUM AS-OF-RIGHT FLOOR AREA RATIOS ALLOWED BY THE EXISTING ZONING ORDINANCE

Typical Development	Zoning Districts/FARs				
	BAA	BA	BB	LM	M
1. Retail-surface prkg					
. 1 story	0.25	0.40	0.40	0.25	0.40
. 2 stories	0.50	0.62	0.62	0.44	0.62
. 3 stories	0.62	0.70	0.70	0.60	----
. 4 stories	----	----	----	0.70	0.81
2. Office-surface prkg.					
. 1 story	0.25	0.40	0.40	0.25	0.40
. 2 stories	0.50	0.59	0.59	0.41	0.59
. 3 stories	0.58	0.69	0.69	----	----
. 4 stories	0.61	----	----	0.60	----
3. Retail Ground floor, offices above-surface prkg.					
. 2 stories	----	0.59	0.59	0.44	0.59
. 3 stories	0.58	0.69	0.69	----	----
. 4 stories	0.60	----	----	0.58	----
4. Office-Ground floor prkg. or 1 prkg. level under building					
. 2 stories	0.50	0.98	0.98	0.50	0.98
. 3 stories	0.75	0.98	0.98	0.50	0.98
5. Retail Ground Floor office above - all prkg underground					
. 3 stories	0.75	2.70	2.70	0.75	2.70
. 4 stories	1.00	----	----	1.00	----

6. Retail Ground Floor above - surface parking garage					
. 3 stories	0.75	1.41	1.41	.75	1.41
7. Retail Ground Floor, offices above - 90% prkg. underground, 10% in surface garage					
. 3 stories	0.75	2.34	2.34	.75	2.34
. 4 stories	1.00	-----	-----	1.00	-----
8. Storage Warehouse					
. 1 story	-----	-----	0.42	0.25	0.89
. 2 stories	-----	-----	1.67	0.50	1.61
9. Wholesale, manufacture, R&D labs - surface prkg.					
. 1 story	-----	-----	0.80	0.25	0.76
. 2 stories	-----	-----	1.27	0.50	1.25
. 3 stories	-----	-----	2.32	0.75	2.32
. 4 stories	-----	-----	-----	1.00	-----

Based upon analysis of the existing zoning ordinance and most recent non-residential development in Newton, the following FAR's were used to determine the total floor area of commercial/office development that can be built as-of-right in each zoning district. (The Zoning Envelope)

<u>ZONING DISTRICT</u>		<u>FAR ALLOWED</u>
Business	(BAA)	1.00
Limited Manu-		
facturing	(LM)	1.00
Business A	(BA)	2.70
Business B	(BB)	2.70
Manufacturing	(M)	2.70

Estimation of an allowable dwelling unit envelope for parcels in residential zoning districts is relatively straight-forward. The residential zoning districts control density either through lot size or lot square feet per unit controls. Maximum allowable dwelling units for each zoning district are

as follows:

<u>ZONE</u>		<u>DWELLING UNITS PER ACRE</u>
Residence A	(RA)	1.74
Residence B	(RB)	2.40
Residence C	(RC)	4.36
Private		
Residential	(PR)	8.72
Residence D	(RD)	8.72
Residence E	(RE)	27.20

The allowable floor area ratios and unit densities are now applied to the actual zoning in the study area as shown on Figure 8.1. The results, the zoning envelope are as follows:

#### The Zoning Envelope in Waban's Village Center

. TOTAL NEW COMMERCIAL FLOOR AREA ALLOWED	57,017 S.F.
. TOTAL NEW OFFICE FLOOR AREA ALLOWED	114,035
TOTAL NEW DWELLING UNITS ALLOWED	3

#### PRESENT AND RECENT DEVELOPMENT

The above estimates assume that all properties will be redeveloped to the maximum allowable. Therefore, as estimates of actual possible development, the figures are very high and do not represent a realistic picture of the amount and type of development that could actually occur. Market forces and resulting rent levels, economic constraints, construction costs and site constraints must also be considered. These factors greatly temper the amount and density of development that does and will most likely occur in many of the village centers.

Therefore, allowable FAR's must be compared with those obtained from recent development, or development that has been proposed or is under construction.

Table 8.2 shows the FAR's of commercial projects most recently proposed or under construction that have been or may be permitted as-of-right under present zoning. Many of these projects include surface parking structures so that the resulting FAR's, or actual office building floor areas, are less than allowable. That is, despite the intensity of the 5 story office development under construction at 29 Crafts Street, Newtonville, (FAR 2.23) it would have been built to an even greater intensity had all parking been planned to be underground. Based on Newton's strong office and retail market and the resulting high land values, it is expected that development of underground parking will become the rule rather than the exception in areas such as Newton Corner,

Chestnut Hill and Newton Centre.

In other village centers, recent development has occurred at considerably less density. Surface parking lots are more the rule than the exception in these centers. Land values and marketable rents result in an economic environment in which the "suburban style" development is feasible and economically desirable.

It should also be noted that a number of these developments have had the benefit of the parking credit, so that the actual floor area ratio obtained was higher for the particular type of development that actually took place than would have been possible if the full parking requirements had been met. On the other hand, the popularity of areas such as Newton Centre and Newton Corner for office development may have justified the provision of the additional parking underground.

TABLE 8.2

FLOOR AREA RATIOS (FAR) FOR DEVELOPMENT PROPOSED OR UNDER CONSTRUCTION

<u>DEVELOPMENT</u>	<u>ADDRESS</u>	<u>FAR</u>	<u>ZONE</u>
<b>AUBURNDALE</b>			
1. 3 story offices, surface parking	11 Bennett St.	0.56	BB
2. 2 story offices, surface parking	73 Lexington St.	0.48	BB
<b>CHESTNUT HILL</b>			
1. 3 story offices, parking garage	300 Boylston St.	2.38	BA
<b>NEWTON CENTRE</b>			
1. 4 story offices, parking garage	1320 Centre St.	2.59	BB
<b>NEWTON CORNER</b>			
1. 4 story offices, parking garage	1 Newton Pl.	2.12	BA
2. 3 story offices, parking garage	2 Newton Pl.	2.45	BA
3. 4 story offices, parking garage	31 Washington	2.67	BA



This type of development is now matched with the requirement of the present zoning ordinance to obtain its allowable floor area ratio:

<u>DEVELOPMENT TYPE</u>	<u>ZONES/ALLOWABLE FLOOR AREA RATIO</u>				
	BA	BB	M	BAA	LM
• 3 story Office/Retail	.69	.69	.69	----	----
• 4 story Office/Retail	----	----	----	.60	.58

#### THE DEVELOPMENT ENVELOPE

The estimate of total development allowable under present zoning (the Zoning Envelope) is now tempered with a more realistic view of the economic environment of the study area, and results in an estimated development envelope shown in Table 8.3 and Figure 8.3.

The estimated residential development envelope is the same as the residential zoning envelope, the number of units allowed being very small.

TABLE 8.3

#### THE PRESENT DEVELOPMENT ENVELOPE:

##### GROWTH THAT COULD OCCUR IN WABAN

• New Commercial/Retail Floor Area that could be added	1579
• Existing Commercial/Retail Floor Area	74,490
• Percent Added	2%
• New Office Floor Area that could be added	4737
• Existing Office Floor Area	2627
• Percent Added	180%
• New Dwelling Units that could be added	3
• Existing Dwelling Units	54
• Percent Added	5.6
• Total Non-Residential Floor Area that could be added	6,316
• Percent Added	8.1%

## THE PATTERN OF POSSIBLE NEW DEVELOPMENT/REDEVELOPMENT

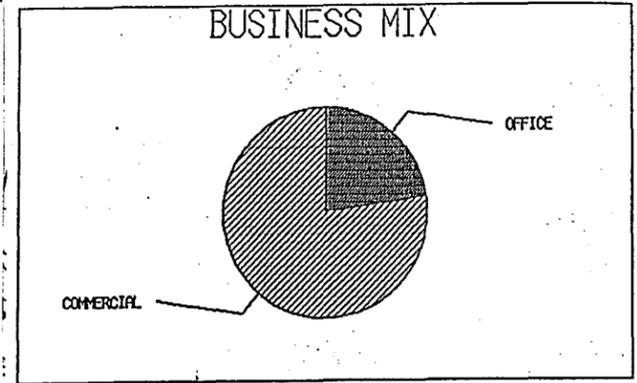
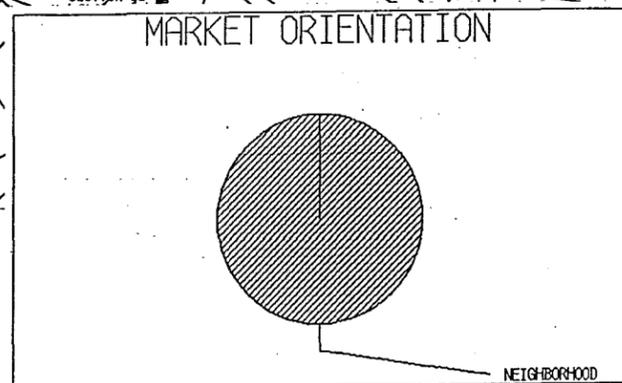
Figures 8.2 and 8.3 show the amount and probable pattern of possible new development or redevelopment.

Figure 8.2 indicates the present intensity of use in the study areas, those parcels that are presently vacant, and those that are presently underused. The underused parcels are those whose present density is less than that allowed by existing zoning. While this map does not and cannot show which parcels will be developed to greater density, it provides a good indication of where new development activity might occur.

Figure 8.2 indicates that the density of the present commercial areas is less than 50% of that allowed by zoning. However, it is assumed that market forces (possible rents, economic feasibility, etc.) will render it difficult to redevelop Waban's main block. However, the present low density of the larger bank building parcel could justify redevelopment of this site in the short term. The density of this parcel is only 10% of that allowed by present zoning while other parcels are between 40% and 50% of that allowed. Thus, Figure 8.3 shows possible short term development only in block 53026.

As market pressures and development forces increase throughout the city, Waban's location on the MBTA Green line could in the future make the principal store block marketable for complete redevelopment to the maximum allowed by present zoning. It is important to note that this maximum is a three story building covering the entire site and served with underground parking. This possibility would of course radically change the character of Waban Center.

However, for the present, it appears that existing zoning in the study area will limit substantial new development until a certain "threshold" of economic feasibility is reached. Market forces alone will determine this unless present zoning is modified.



-  NEIGHBORHOOD CONVENIENCE BUSINESS AND SERVICES
-  COMMUNITY/CITY-WIDE BUSINESS AND OFFICES
-  REGIONAL/CITY-WIDE BUSINESS CENTERS AND OFFICES
-  AUTOMOTIVE SERVICES

FIGURE 1.1 MARKET ORIENTATION OF BUSINESS USES

# NEWTON VILLAGE STUDY

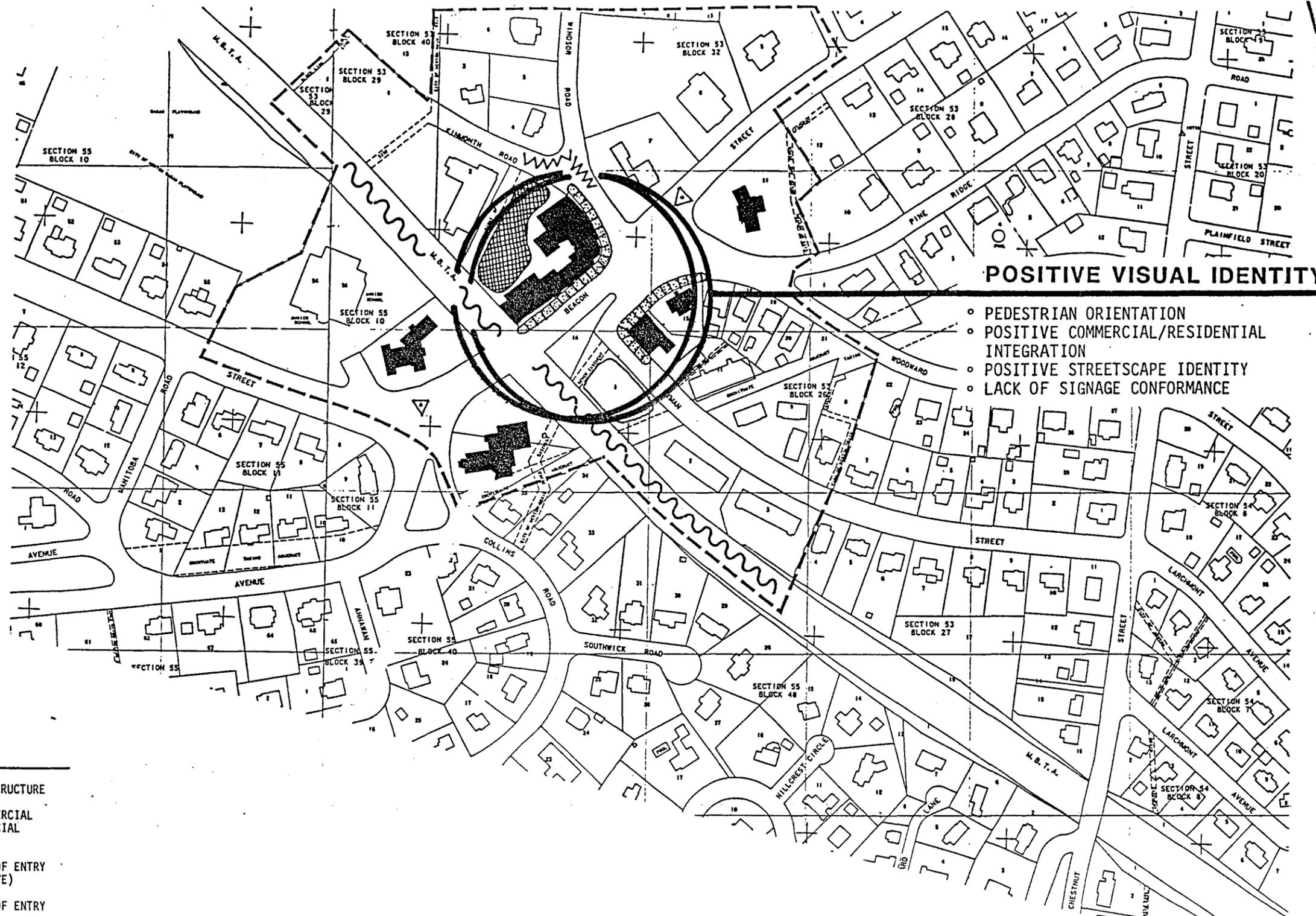
DATE \_\_\_\_\_  
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 THEODORE D. MANN, MAYOR  
 BARRY C. CANNER, DIRECTOR OF PLANNING AND DEVELOPMENT

Connery Associates  
 22 Woodside Ter. Woburn, MA 01896 617-731-1066



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**POSITIVE VISUAL IDENTITY**

- PEDESTRIAN ORIENTATION
- POSITIVE COMMERCIAL/RESIDENTIAL INTEGRATION
- POSITIVE STREETScape IDENTITY
- LACK OF SIGNAGE CONFORMANCE

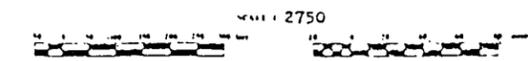
**LEGEND**

- NON-COMMERCIAL STRUCTURE
- BUILDING AT COMMERCIAL CENTER OR COMMERCIAL BUILDING
- PERCEIVED POINT OF ENTRY (VISUALLY POSITIVE)
- PERCEIVED POINT OF ENTRY
- PARKING LOT REQUIRING IMPROVEMENTS
- AREA REQUIRING STREETScape IMPROVEMENTS
- AREA UNDER CONSTRUCTION
- NOISE
- AREA OR STRUCTURE OF HISTORIC VALUE
- NEGATIVE AREA AT RESIDENTIAL/COMMERCIAL INTERFACE

**FIGURE 2.1 URBAN DESIGN SURVEY**

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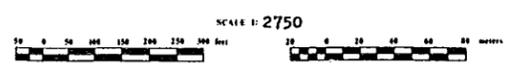
-  RESIDENTIAL-SINGLE FAMILY
-  RESIDENTIAL- 2 and 3 FAMILY
-  RESIDENTIAL-APARTMENTS/CONDOS
-  COMMERCIAL
-  OFFICE
-  INDUSTRIAL/MANUFACTURING
-  TRANSPORTATION/PARKING
-  MIXED USE-MOSTLY RESIDENTIAL
-  MIXED USE-MOSTLY COMMERCIAL
-  INSTITUTIONAL
-  OPEN SPACE/RECREATION
- ★ PROPOSED OR UNDER CONSTRUCTION

FIGURE 3.1 EXISTING LAND USES

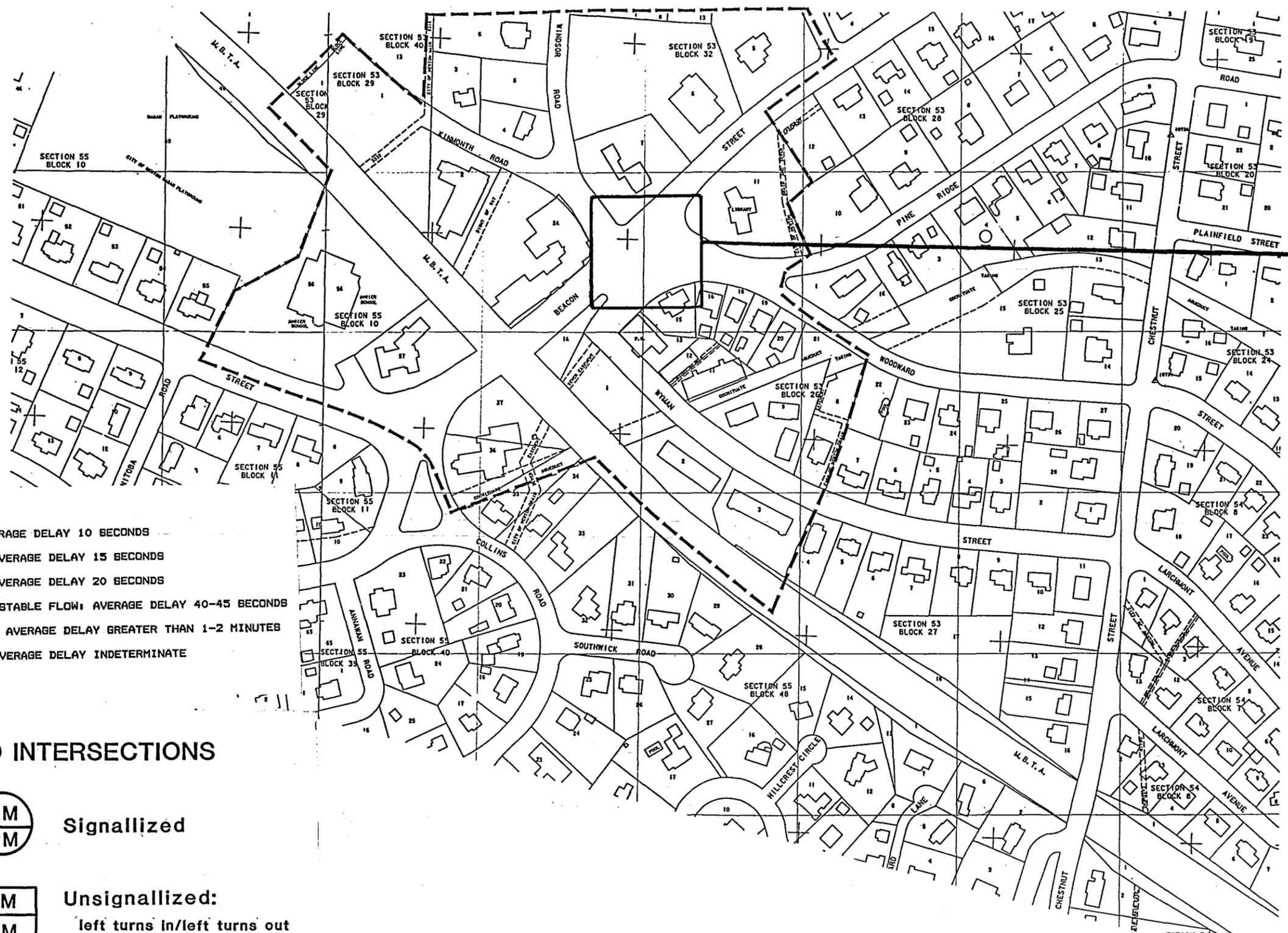
# NEWTON VILLAGE STUDY

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Connery Associates  
 21 Woodland St., Woburn, MA 02490 781/771-1944



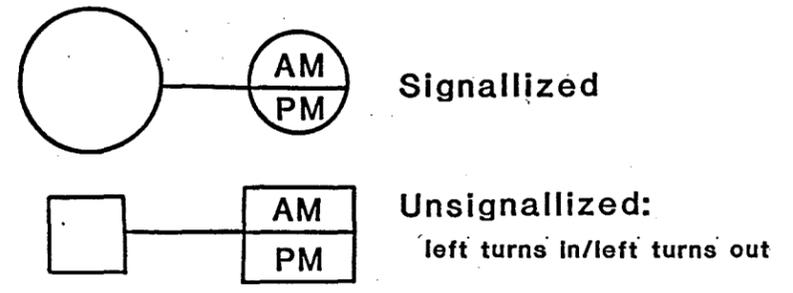
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**LEVELS OF SERVICE**

- A FREE FLOW: AVERAGE DELAY 10 SECONDS
- B STABLE FLOW: AVERAGE DELAY 15 SECONDS
- C STABLE FLOW: AVERAGE DELAY 20 SECONDS
- D APPROACHING UNSTABLE FLOW: AVERAGE DELAY 40-45 SECONDS
- E UNSTABLE FLOW: AVERAGE DELAY GREATER THAN 1-2 MINUTES
- F FORCED FLOW: AVERAGE DELAY INDETERMINATE

**KEY TO INTERSECTIONS**



**FIGURE 4.3 INTERSECTION LEVEL OF SERVICE**

**NEWTON VILLAGE STUDY**

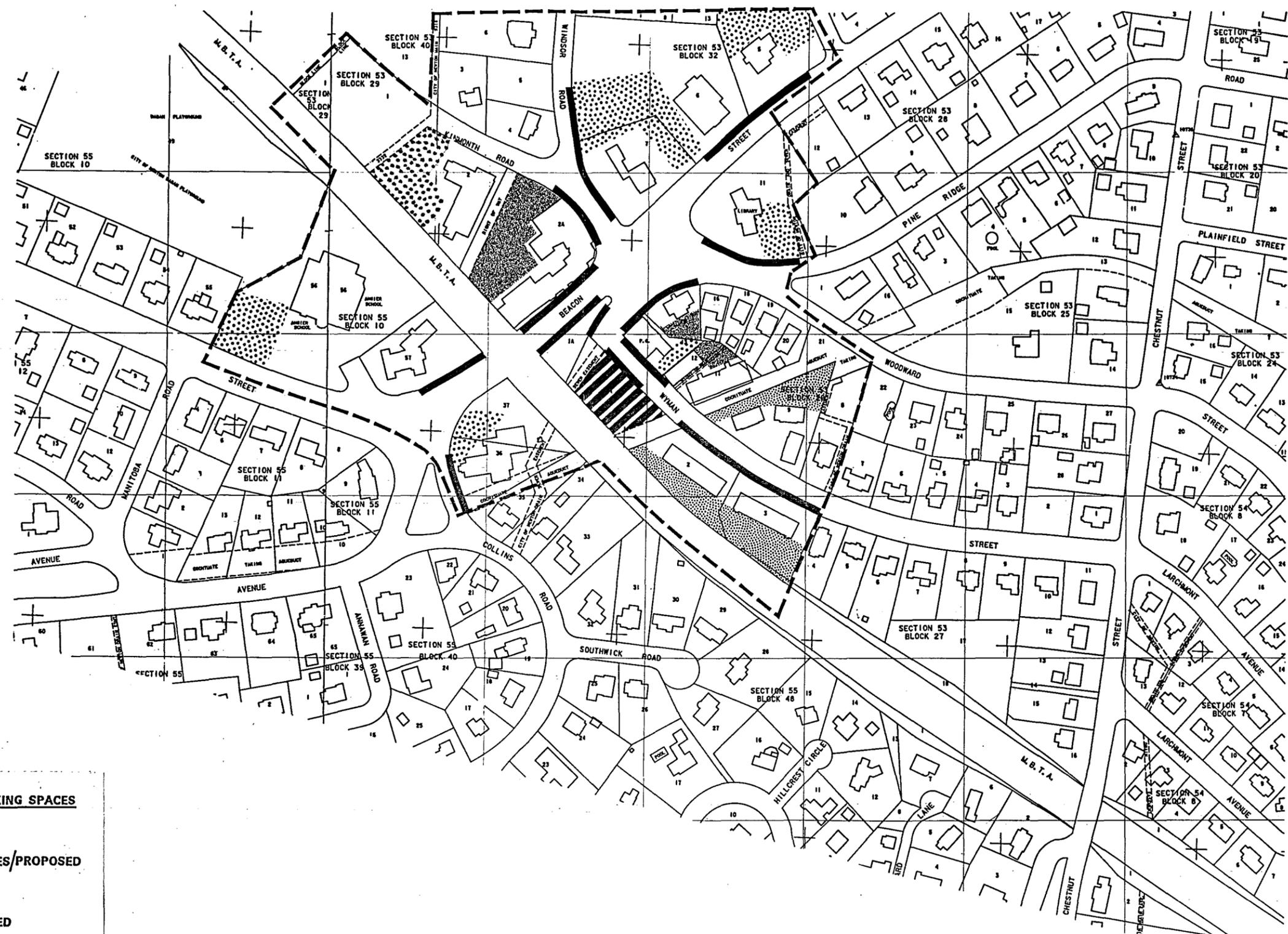
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- PRIVATE BUSINESS PARKING SPACES**
- IN SURFACE LOTS
- IN PARKING GARAGES/PROPOSED
- PUBLIC PARKING SPACES**
- OFF-STREET METERED
- OFF-STREET NON-METERED
- ON-STREET METERED
- ON-STREET POSTED
- SPACES IN RESIDENTIAL LOTS
- SPACES IN INSTITUTIONAL LOTS

FIGURE 5.1 EXISTING PARKING INVENTORY

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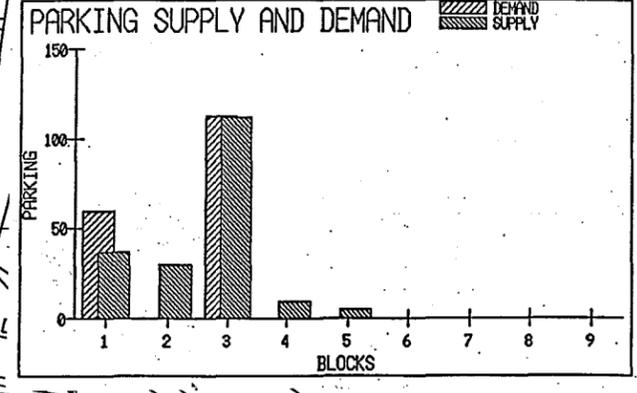
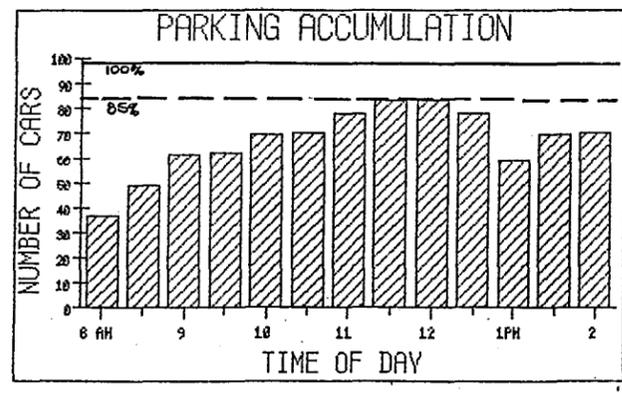
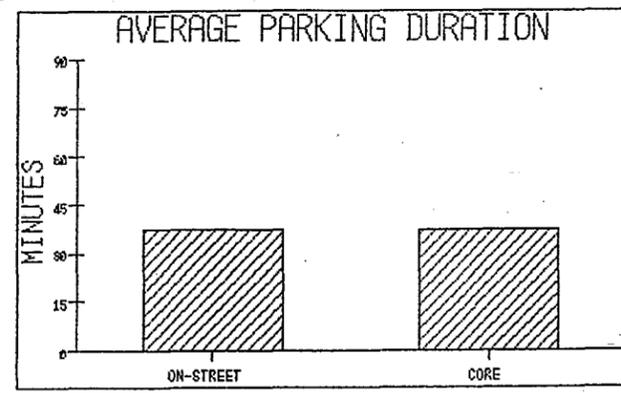
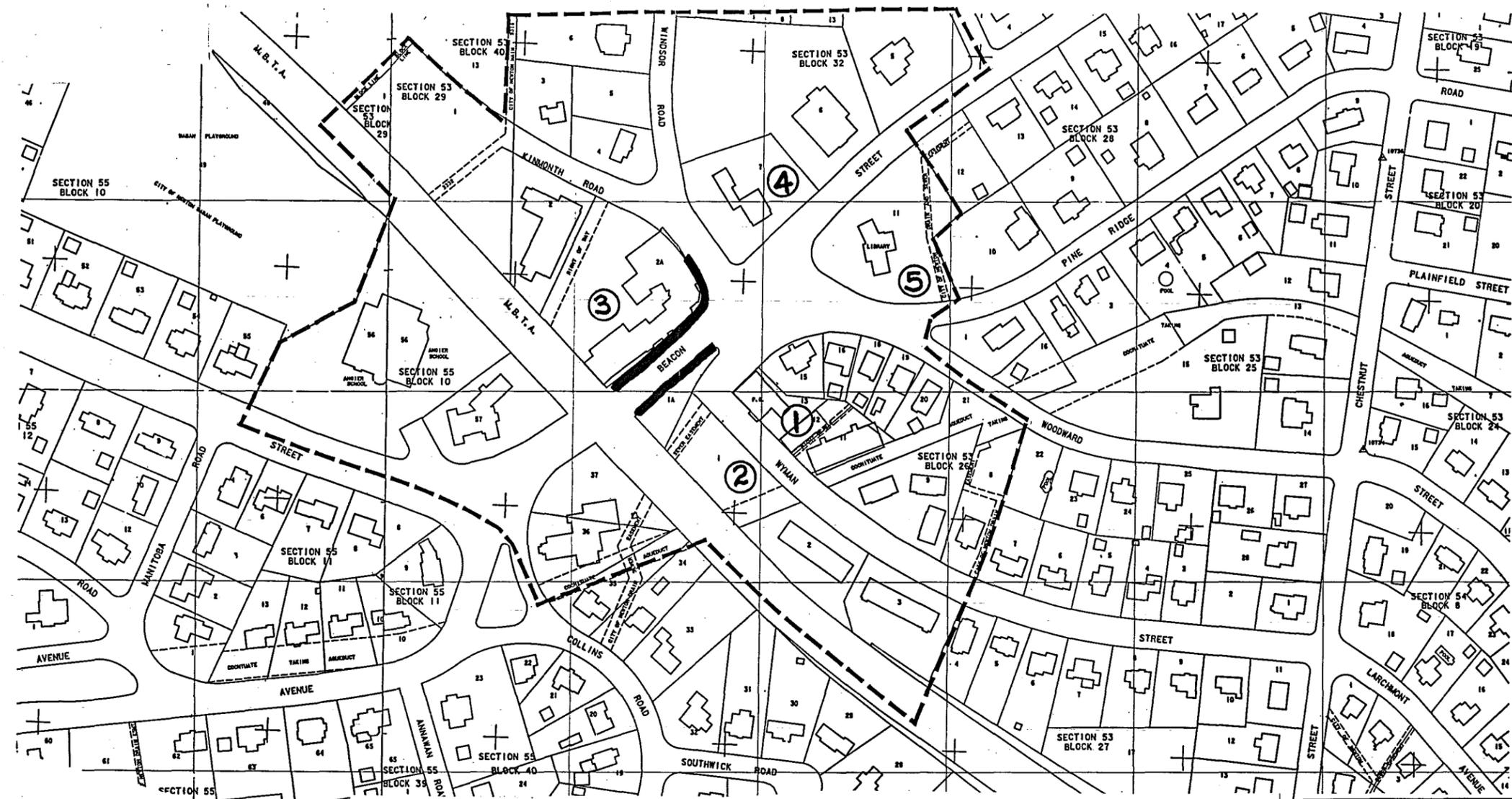


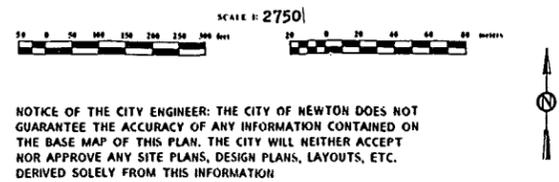
FIGURE 5.2 PARKING CHARACTERISTICS

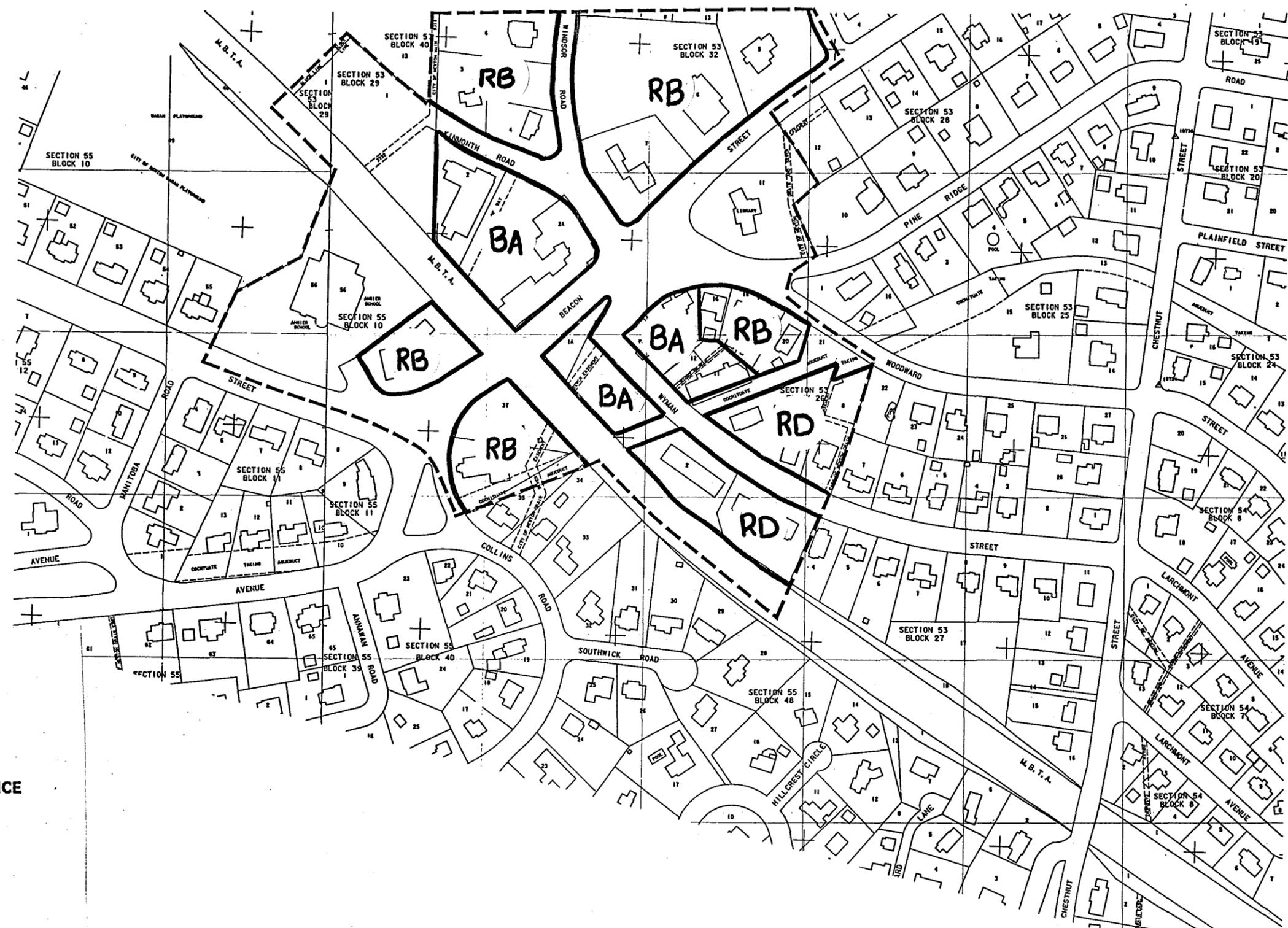
— CORE AREA PARKING

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Connelly Associates  
 24 Washington St., Boston, MA 02108 (617) 552-1000





- RA RESIDENCE A
- RB RESIDENCE B
- RC RESIDENCE C
- PR PRIVATE RESIDENCE
- RD RESIDENCE D
- RE RESIDENCE E
- RF RESIDENCE F
- BAA BUSINESS AA
- BA BUSINESS A
- BB BUSINESS B
- LM LIMITED MANUFACTURING
- M MANUFACTURING

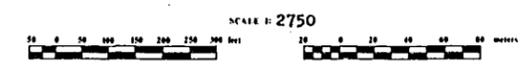
FIGURE 8.1 EXISTING ZONING DISTRICTS

# NEWTON VILLAGE STUDY

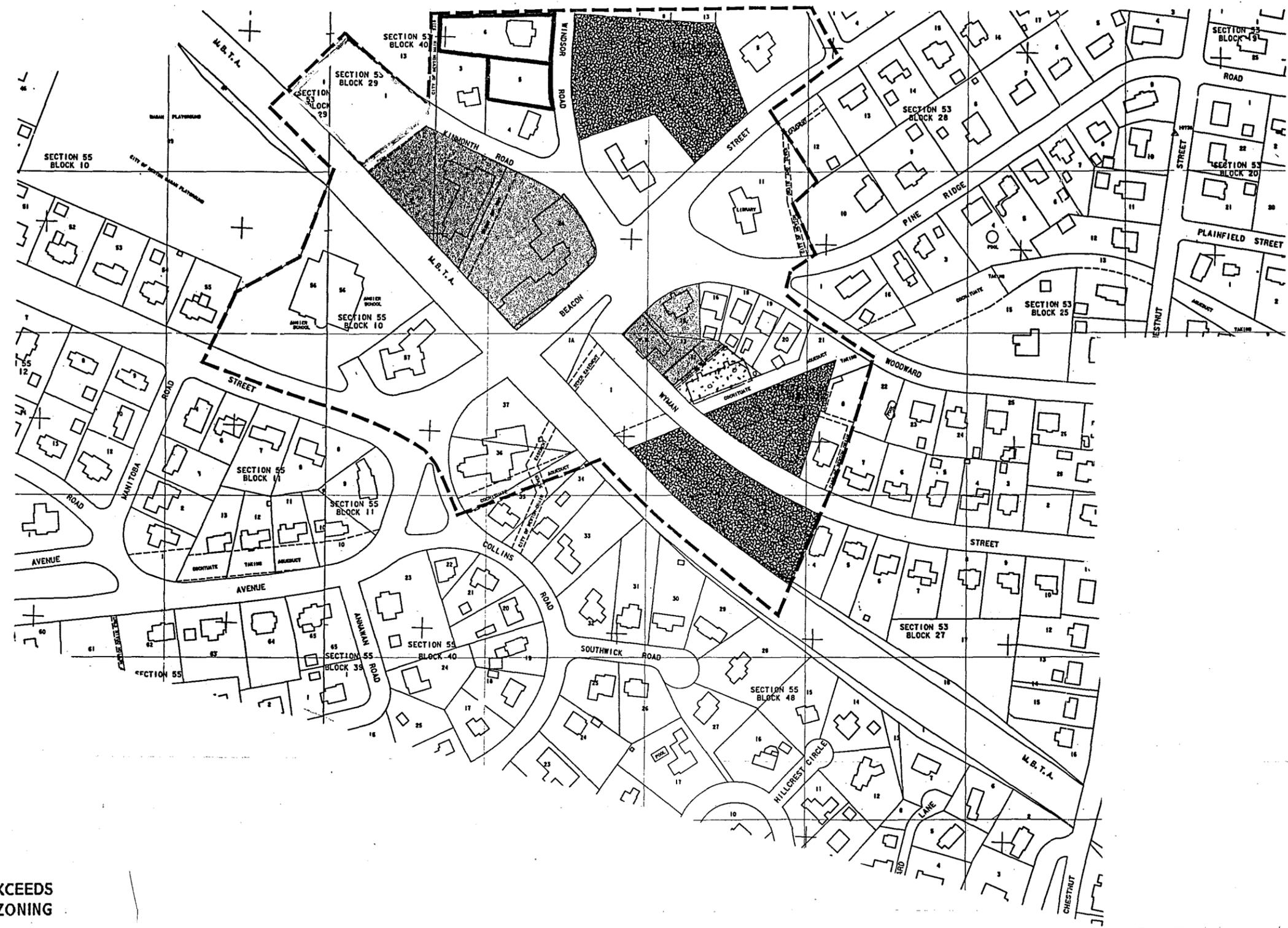
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-  PRESENT DENSITY EXCEEDS THAT ALLOWED BY ZONING
-  PRESENT DENSITY IS 50% TO 90% OF THAT ALLOWED BY ZONING
-  PRESENT DENSITY IS LESS THAN 50% THAT ALLOWED BY ZONING
-  VACANT LAND

FIGURE 8.2 EXISTING INTENSITY OF DEVELOPMENT

# NEWTON VILLAGE STUDY

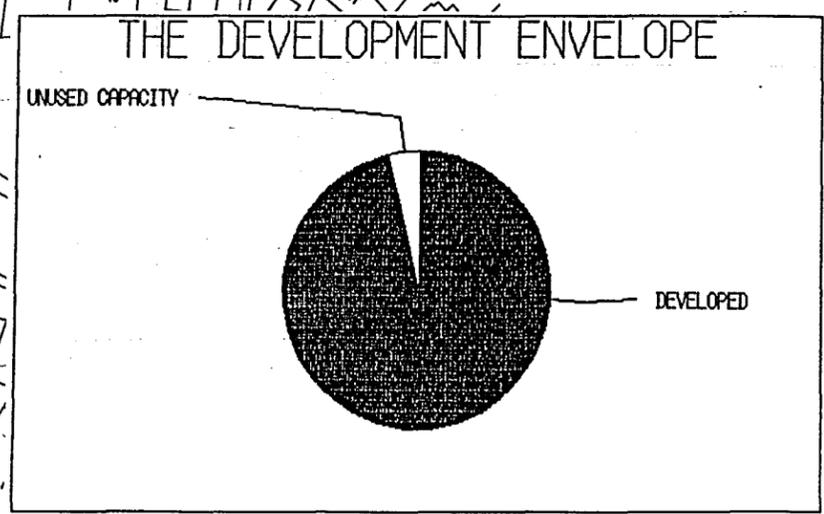
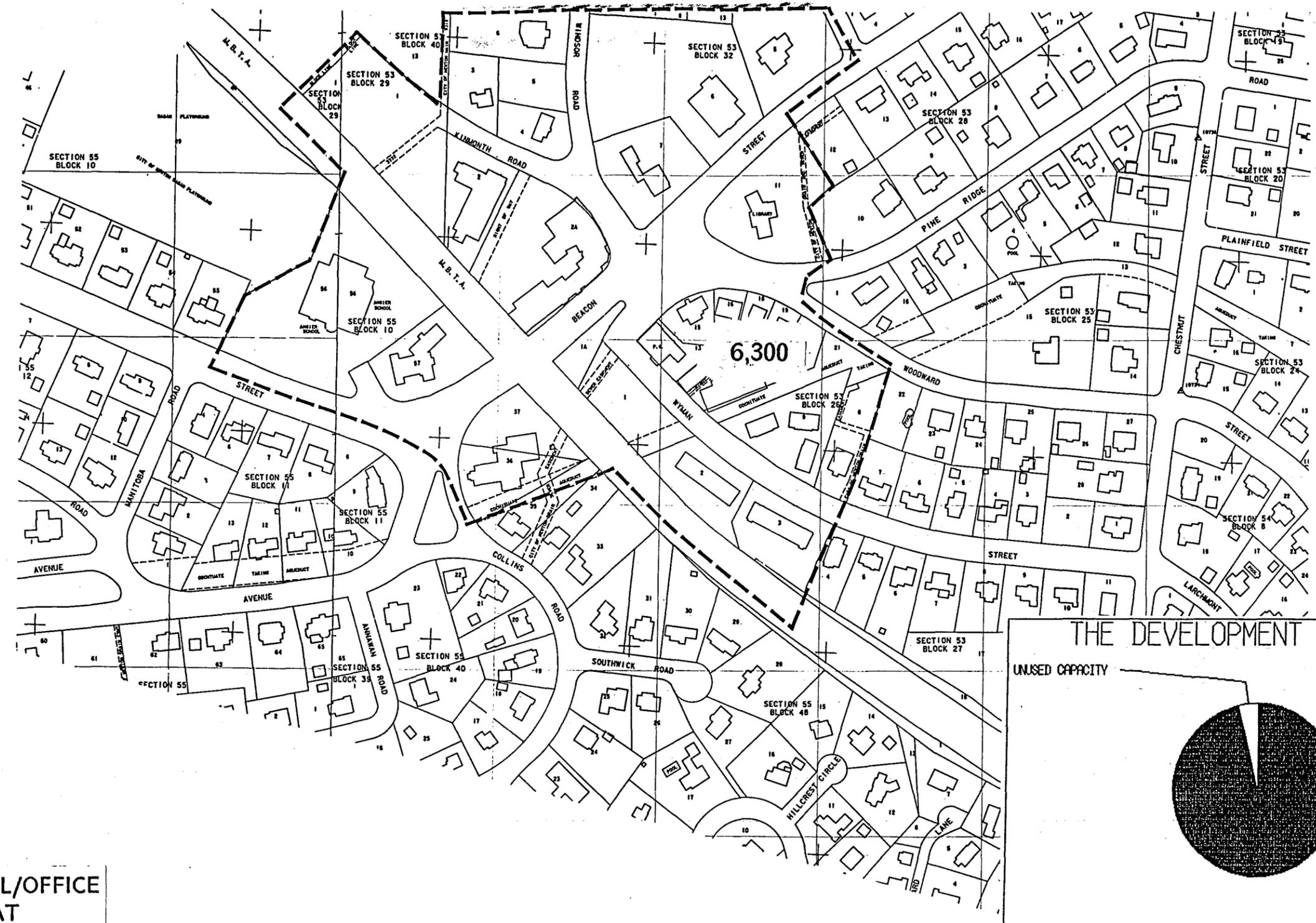
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NEW COMMERCIAL/OFFICE  
FLOOR AREA THAT  
COULD BE BUILT  
(IN SQUARE FEET)

FIGURE 8.3 THE DEVELOPMENT ENVELOPE

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28 Woodbury Street, Newton, MA 02459 (617) 721-0044

SCALE: 1" = 2750'

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