



Future Planning for a Better Newton

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NHNAC & WAC



Planning for the future

Presented by Srdjan S. Nedeljkovic & Chris Pitts

February 29, 2016



Lincoln Street, Nevers Highland, Mass.

212111 (3)



Lincoln St., Newton Highlands, Mass.

HISTORIC
Newton

Newton Highlands Then and Now



Lincoln Street, 2010s



Lincoln Street, 1890s



**What does it take
to make a Village?**



The Village Center, pre-1905

The Big Dig - took place in Newton Highlands around the turn of the 20-th century

The Boston and Albany Railroad was placed below grade at the Lincoln and Walnut Streets intersection

Note image shows view looking from Lincoln, right onto Walnut

Future Planning for a Better Newton

- Landscape Inventory – January 21, 2016
- Commercial Areas – February 29, 2016
- Crystal Lake and Open Space – today!
- Our Residential Neighborhoods
- Planning for the Future

Future Planning

Goals:

- ◆ To identify areas of our Villages that may benefit from improvements
- ◆ To consider transportation related changes that may enhance our village
- ◆ To consider renovations of our existing buildings and whether we could envision new buildings that would improve our neighborhood
- ◆ To consider the design of these improvements so that they will be welcome and add value to our community

Future Planning

Priorities:

- Vitality of the Village
- Historical Preservation
- Proactive Planning and Zoning Reform
- Transportation, Safe Streets and Transit
- Affordable Housing, Aging in Place

Future Planning

Framework:

- Evaluation of open space, institutional uses, commercial zones, and residential neighborhoods
- What are the opportunities for new growth and development consistent with architectural and historic preservation?
- Can favorable zoning policies be implemented using instruments such a “Mixed Use Overlay District”
- Design Guidelines for Mixed Use Development

Future Planning: Newton Highlands

Illustrative examples:

- Walnut Street – north side
- Walnut Street – south side
- Crystal Lake Park and Facility
- Newton Highlands Playground

Walnut Street – north (current conditions)



**Walnut Street near
Lake Ave**

**Parking lot in front
creates unwelcoming
streetscape**

**Low heights lead to
poor sense of place**

**Lack of enclosure and
absence of vitality**

Walnut Street – north (current conditions)

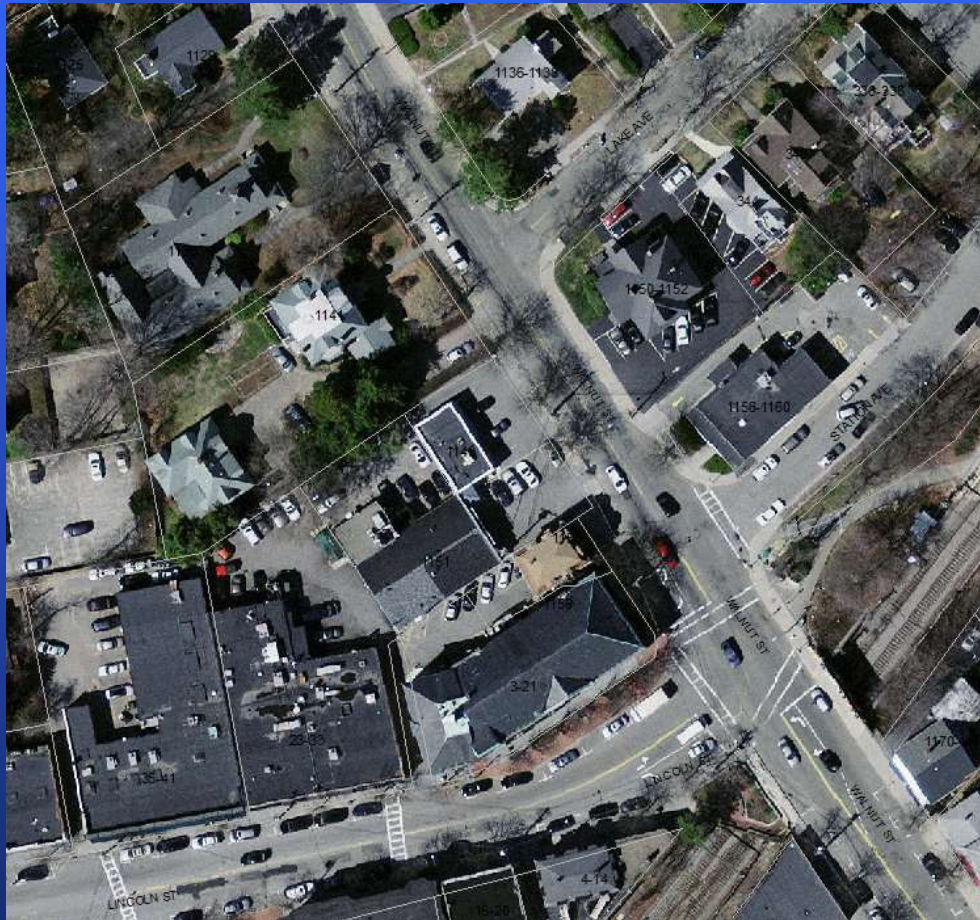


Walnut Street near Lake Ave

Even though this lot
is in the heart of
the village...

It does not draw
pedestrians to the
village

Walnut Street – north (current conditions)



Currently:

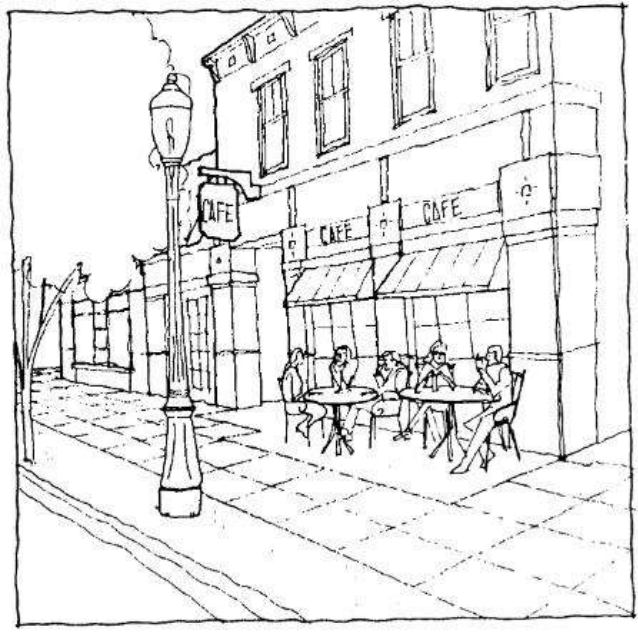
Surface parking in front

Two small buildings: Total
< 5000 sq ft of building area

Parking: 13 spaces in front
and 13 spaces in rear

Poor aesthetics and
little historical significance

Walnut Street – north (future scenario)



Implementing a “main streets” design and supporting modest increases in density can result in a more vibrant streetscape

The curb line in this section would allow for an extra-wide sidewalk, creating opportunities for on-street dining

Walnut Street – north (future scenario)



**Walnut Street near
Lake Ave**

**Buildings conform
to the historical
village patterns**

**Allow for an improved
pedestrian environment**

**New first floor retail
And possible office or
housing above**

Walnut Street – north (future conditions)



Future:

Surface parking in rear

New buildings of historical scale and massing

Approximately 12,000 sq ft of building area

Parking: 26 off street and 1 new on-street space

Unified streetscape with new pocket plaza

Walnut Street – north (future conditions)

Comparison to Stevens Building:

	Steven's Bldg	1149 Walnut	1151 Walnut
Zoning code	325 (Small retail)	325 (Small retail)	325 (Small retail)
Lot area	10,024 square feet	13,050 square feet	
Frontage	150 feet	99 feet	15 feet
Building area	20,479 square feet	4000 square feet	8000 square feet
Parking	6	26 off street and 1 new on street, both buildings	
Assessment	\$2,987,300	\$1,100,000	\$1,700,000

Walnut Street – south (current conditions)



Walnut Street near Floral Street

Parking lot in front creates unwelcoming streetscape

Low heights lead to poor sense of place

Lack of visual definition on entry into village

Walnut Street – south (current conditions)

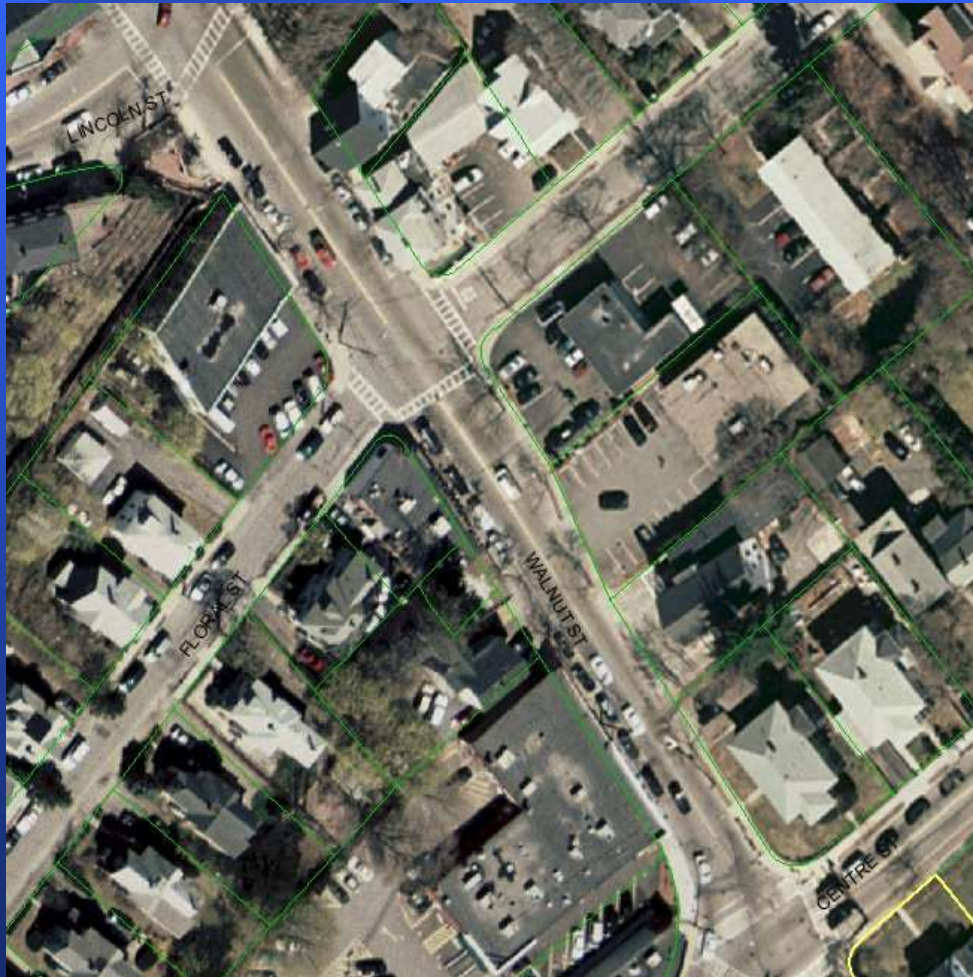


**Walnut Street near
Floral Street**

**Even though this lot
is in the heart of
the village...**

**It does not draw
pedestrians to the
village**

Walnut Street – south (current conditions)



Currently:

Surface parking in front

Two small buildings: Total
< 10,000 sq ft of building area

Parking: 18 spaces for 1186
and 16 spaces for 1194 Walnut

Poor aesthetics and
little historical significance

Walnut Street – south (future scenario)



Walnut Street near Floral Street

Buildings conform to the historical village patterns

Allow for an improved pedestrian environment

New first floor retail and possible office or housing above

Walnut Street – south (future scenario)



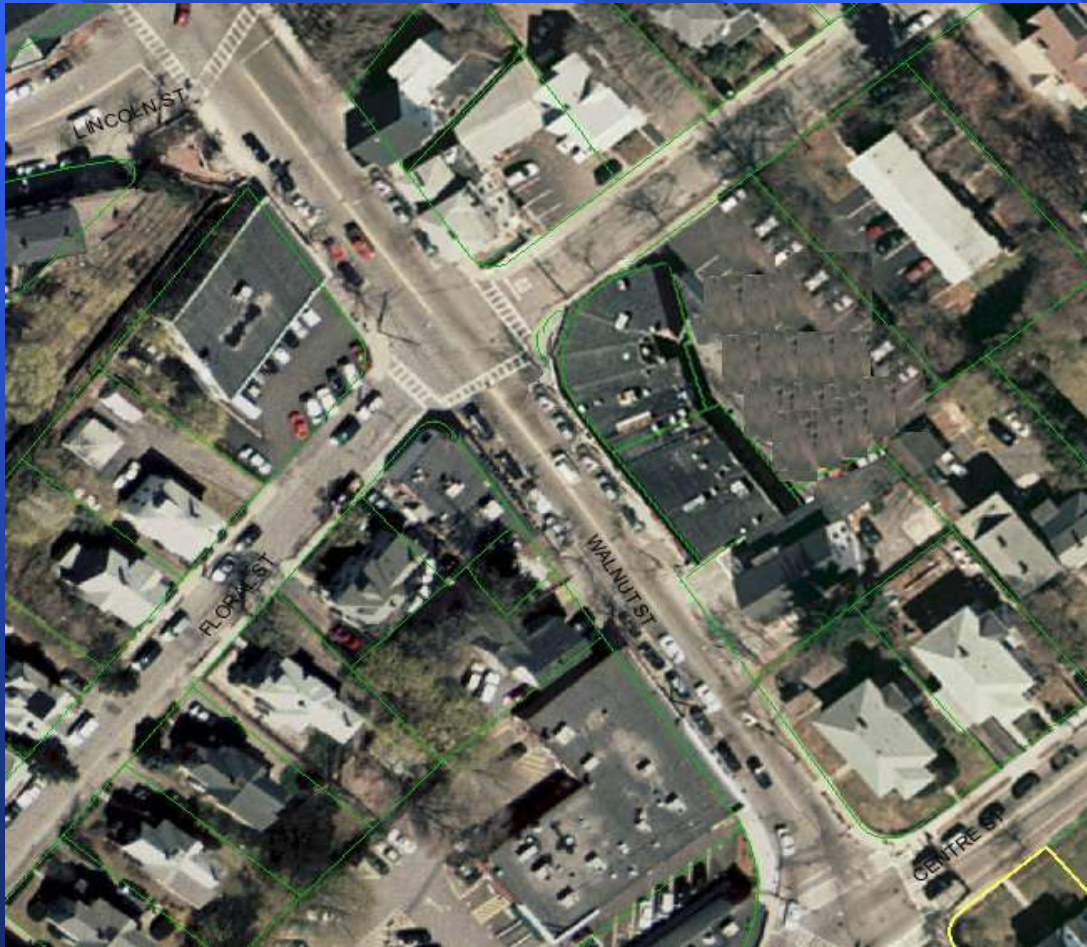
Walnut Street near Floral Street

Creates new visual definition on entry to the village

Increases vitality and value for the community

Consolidate curb cuts and improve safety

Walnut Street – south (future conditions)



Future:

Surface parking in rear

New buildings of historical scale and massing

Approximately 23,000 sq ft of building area

Parking: 30 off street and 5 new on-street space

Wide sidewalks and transparent windows

Walnut Street – south (future conditions)

Comparison to Stevens Building:

	Steven's Bldg	1186 Walnut	1194 Walnut
Zoning code	325 (Small retail)	325 (Small retail)	325 (Small retail)
Lot area	10,024 square feet	10,760 square feet	11,848 square feet
Frontage	150 feet	115 feet	78 feet
Building area	20,479 square feet	7500 square feet	9500 square feet
Parking	6	30 off street and 5 new on street, both buildings	
Assessment	\$2,987,300	\$1,700,000	\$1,350,000



Aerial View of Newton Highlands, 1947

Newton Highlands Commercial Centers



**Diverse set of commercial
and retail centers:**

Village Center

Needham Street corridor

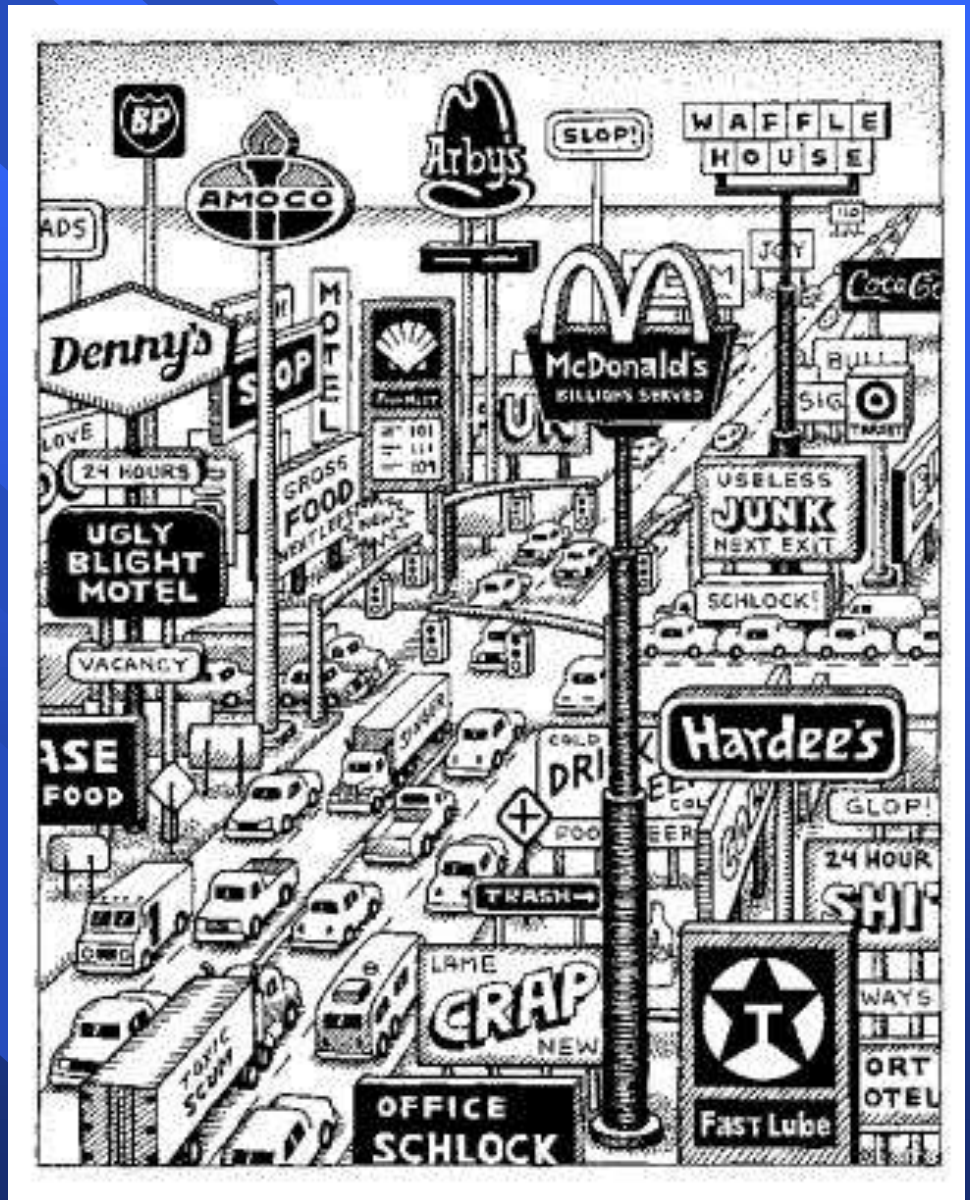
Four Corners

Eliot and Woodward



The Problems of Needham Street:

- Congested and polluted
- Hostile to pedestrians
- Poor access to businesses
- Multiple safety concerns
- Aesthetically repulsive
- Barrier between neighborhoods



The Opportunities of Needham Street

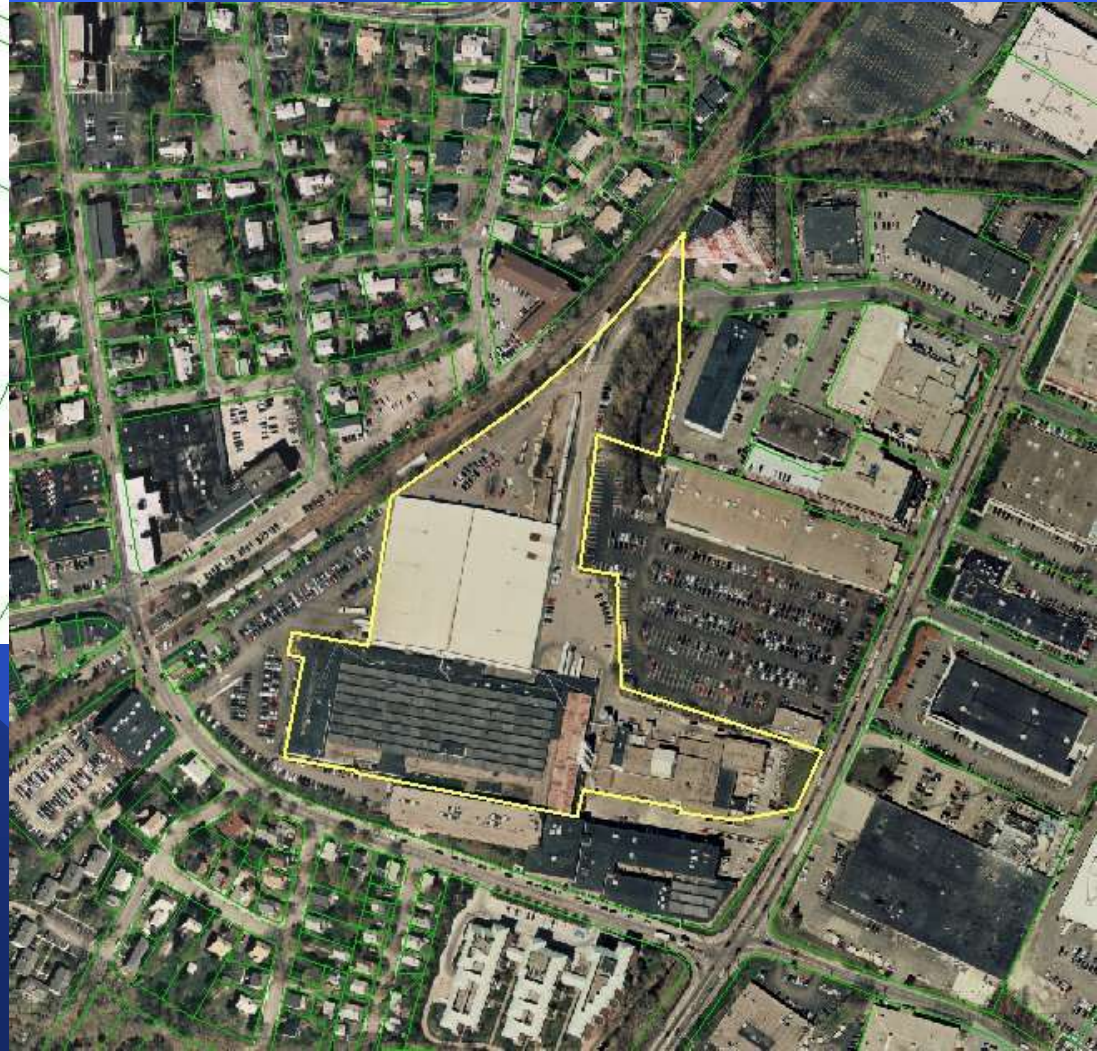
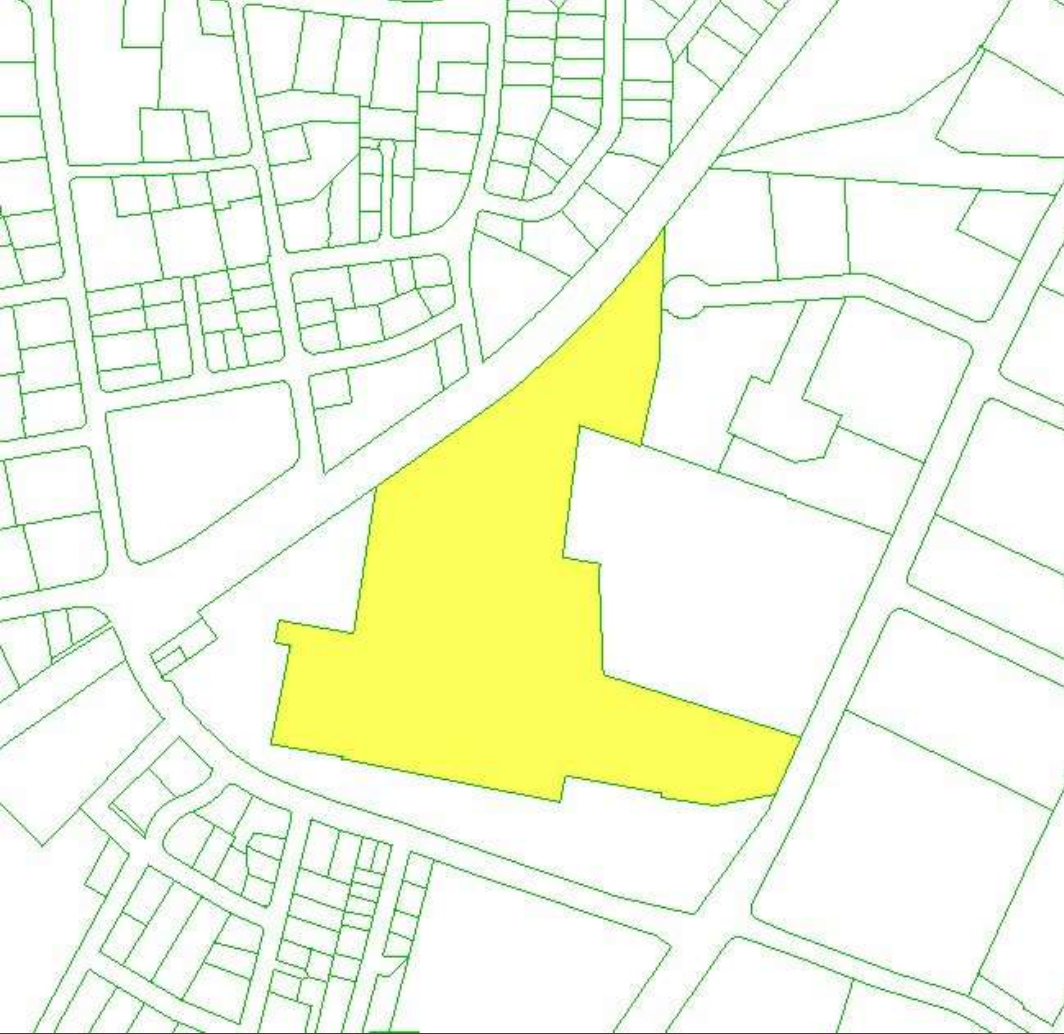


Avalon Bay Apartments:
This is considered as
affordable housing in Newton

The Northland site:
A 22-acre site from
Oak Street to Tower
Road - *Will be developed*



Opportunities on Needham Street



**A new village at
Newton Upper Falls**



Northland “Marshall’s Plaza” site Potential Concepts

A new village at
Newton Upper Falls



Upper Falls Community Value Statement/Schematic Design Based on Community Meeting and Design Charrette for the Upper Falls Village Center and Northland Property interface. Mark Sangiolo, Architect Newton MA. Pro Bono Newton Civitas 2009

Housing next to Transit - ArborPoint at Woodland T station



Could this be the future on Needham Street ?

Needham Street Corridor – A new Village of Newton Highlands

**Build-out Analysis: City of Newton Planning Department
Comprehensive Planning Advisory
Committee**

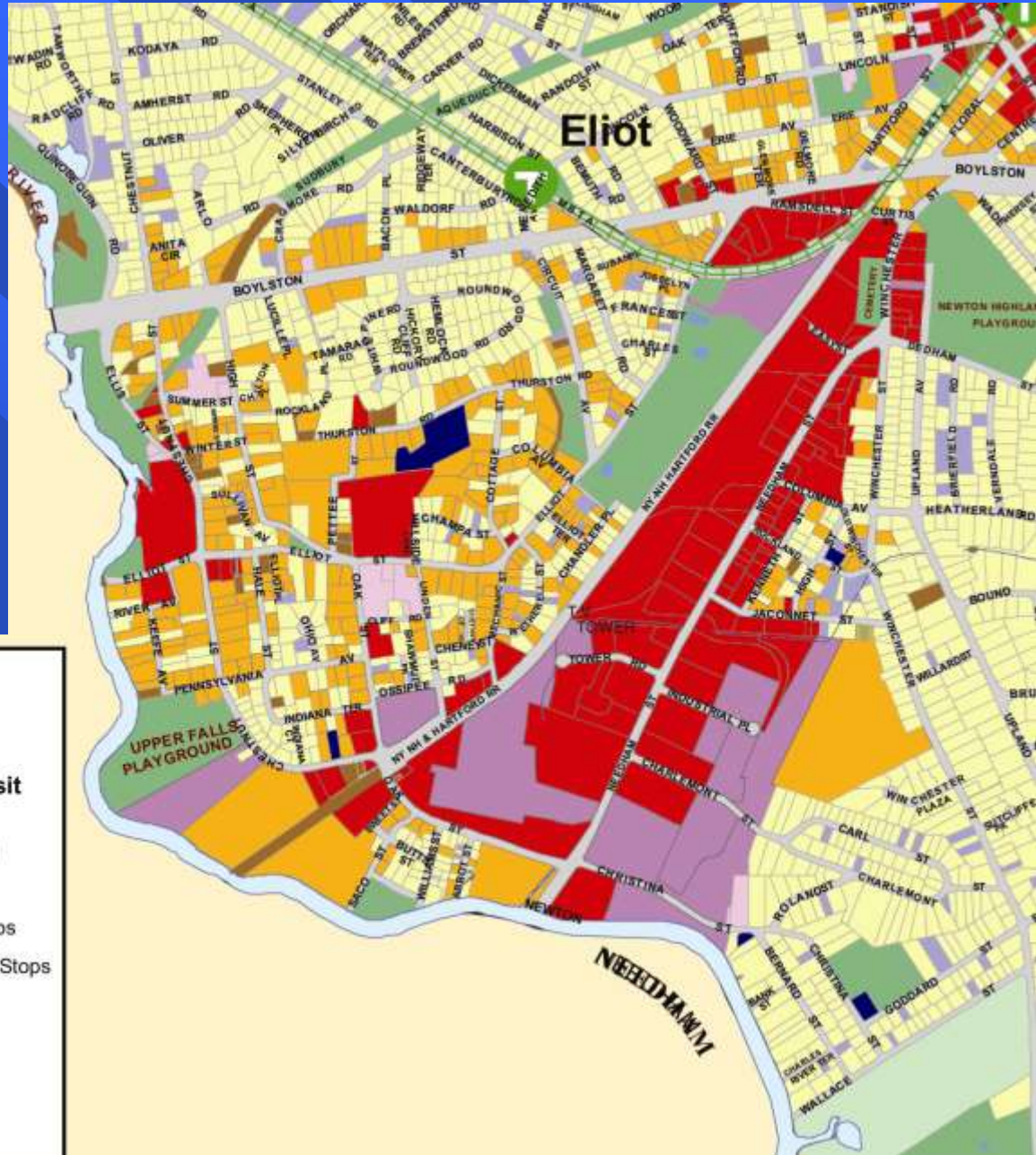
- **A lot-by-lot analysis of the build-out potential provided by Newton's land and zoning**
- **Newton's land resources have the realistic potential to accommodate growth from 31,700 dwelling units to 35,100 units**
- **Commercial floor area can increase from about 10.8 million square feet to about 18.5 million square feet**

Needham Street Corridor Newton

Land Use Map

Land Use Map showing high density housing and mixed use development, along with open space and parks.

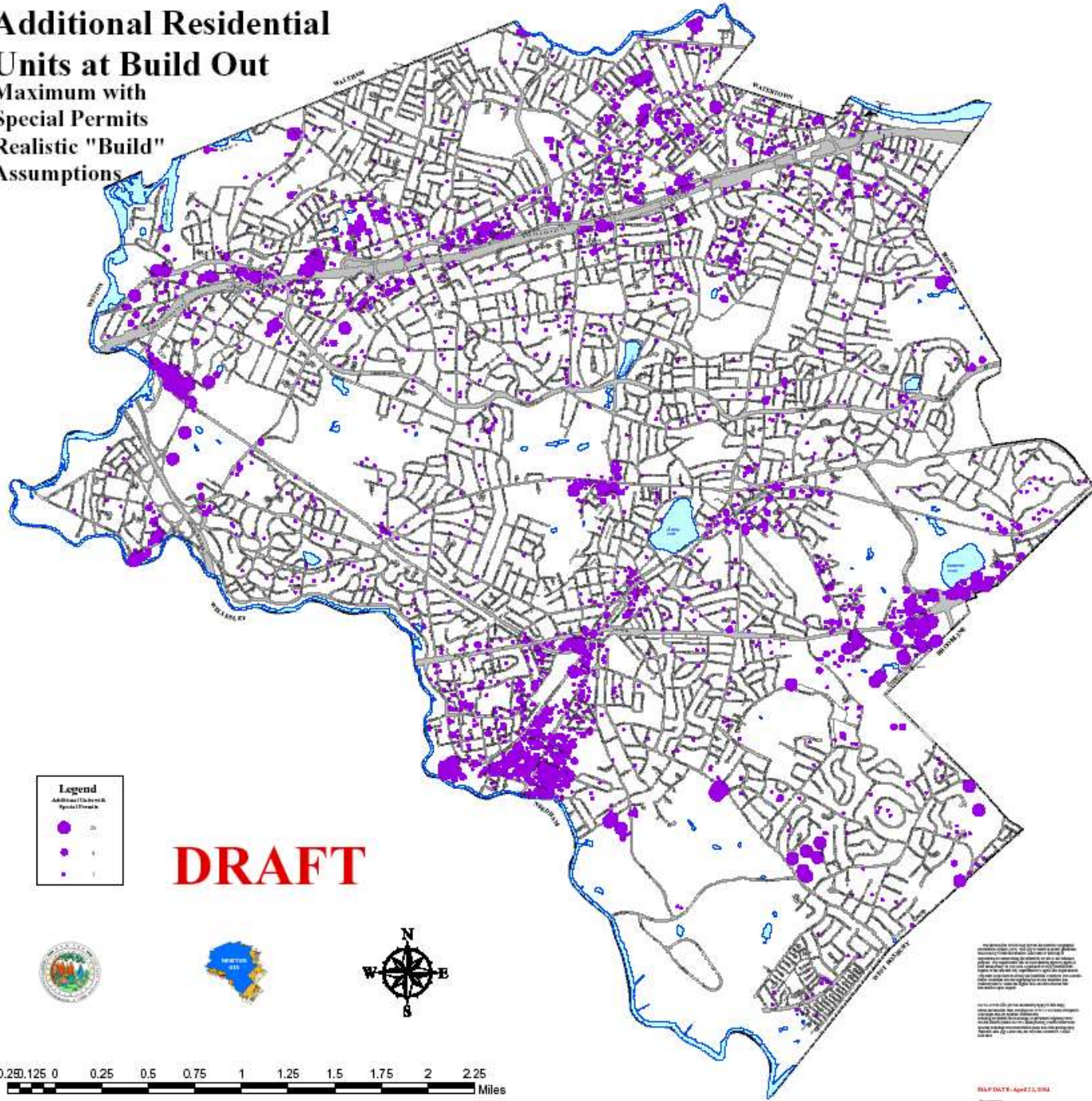
Corridor extends from historic village of Newton Highlands to the Charles River, and includes the village of Newton Upper Falls.



Legend

Single Family Residential	Building Footprints
Multifamily Residential	Major Streets
Commercial	MBTA Mass Transit
Industrial	Green Line
Mixed Use	Commuter Rail
Vacant Land	MBTA Stops
Golf Course	Green Line Stops
Open Space	Commuter Rail Stops
Private Educational	Streams
Nonprofit Organizations	Intermittent
Public Housing	Perennial
Tax Exempt	Lakes & Rivers

**Additional Residential
Units at Build Out**
Maximum with
Special Permits
Realistic "Build"
Assumptions



CPAC (2004)

**300 residential
units added at
build-out in
mixed-use and
manufacturing
zones**

**If TOD, may
easily see over
1000 units in
Needham St.
corridor**

Legend
Additional Units at
Build Out
Special Permits

DRAFT



0.25 0.125 0 0.25 0.5 0.75 1 1.25 1.5 1.75 2 2.25
Miles

Map Scale: 1 inch = 1000 Feet

THIS MAP WAS PREPARED BY THE CITY OF NEEDHAM HEIGHTS PLANNING DEPARTMENT AS PART OF THE COMPREHENSIVE ZONING ORDINANCE STUDY. THE CITY OF NEEDHAM HEIGHTS PLANNING DEPARTMENT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION SHOWN ON THIS MAP. THE CITY OF NEEDHAM HEIGHTS PLANNING DEPARTMENT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION SHOWN ON THIS MAP.

DRAFT - April 2014

NEWTON COMMERCIAL FLOOR AREA AT BUILD -OUT

Zoning district	Commercial floor area 2002	Buildout By-Right		Buildout Special Permit	
		Net added comm floor area	Total commercial floor area	Net added comm floor area	Total commercial floor area

EXTREME ASSUMPTIONS

Business	5,860,000	2,650,000	8,510,000	14,400,000	20,300,000
Manufacturing	3,090,000	640,000	3,730,000	5,770,000	8,860,000
Mixed use	1,900,000	710,000	2,610,000	7,110,000	9,010,000
Total	10,850,000	4,000,000	14,850,000	27,280,000	38,170,000

REALISTIC ASSUMPTIONS

Business	5,860,000	290,000	6,150,000	4,060,000	9,920,000
Manufacturing	3,090,000	300,000	3,390,000	1,530,000	4,620,000
Mixed use	1,900,000	170,000	2,070,000	2,150,000	4,050,000
Total floor area	10,850,000	760,000	11,610,000	7,740,000	18,590,000

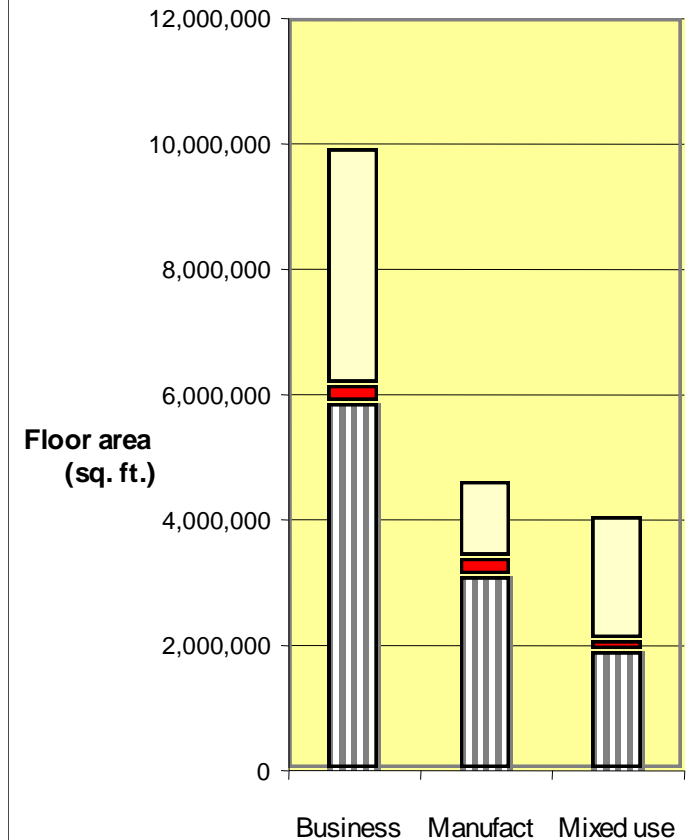
JOBS ANALYSIS

Jobs existing 2002	44,000				
Floor area/job (sq ft)	250	250	250	250	250
Jobs, Extreme		16,000	59,000	109,000	153,000
Jobs, Realistic		3,000	46,400	31,000	74,400

Note: excludes floor area and jobs in residential districts.

Based upon analysis of Newton Assessor's data and zoning.
Figures generally shown rounded to 2 or 3 digits.

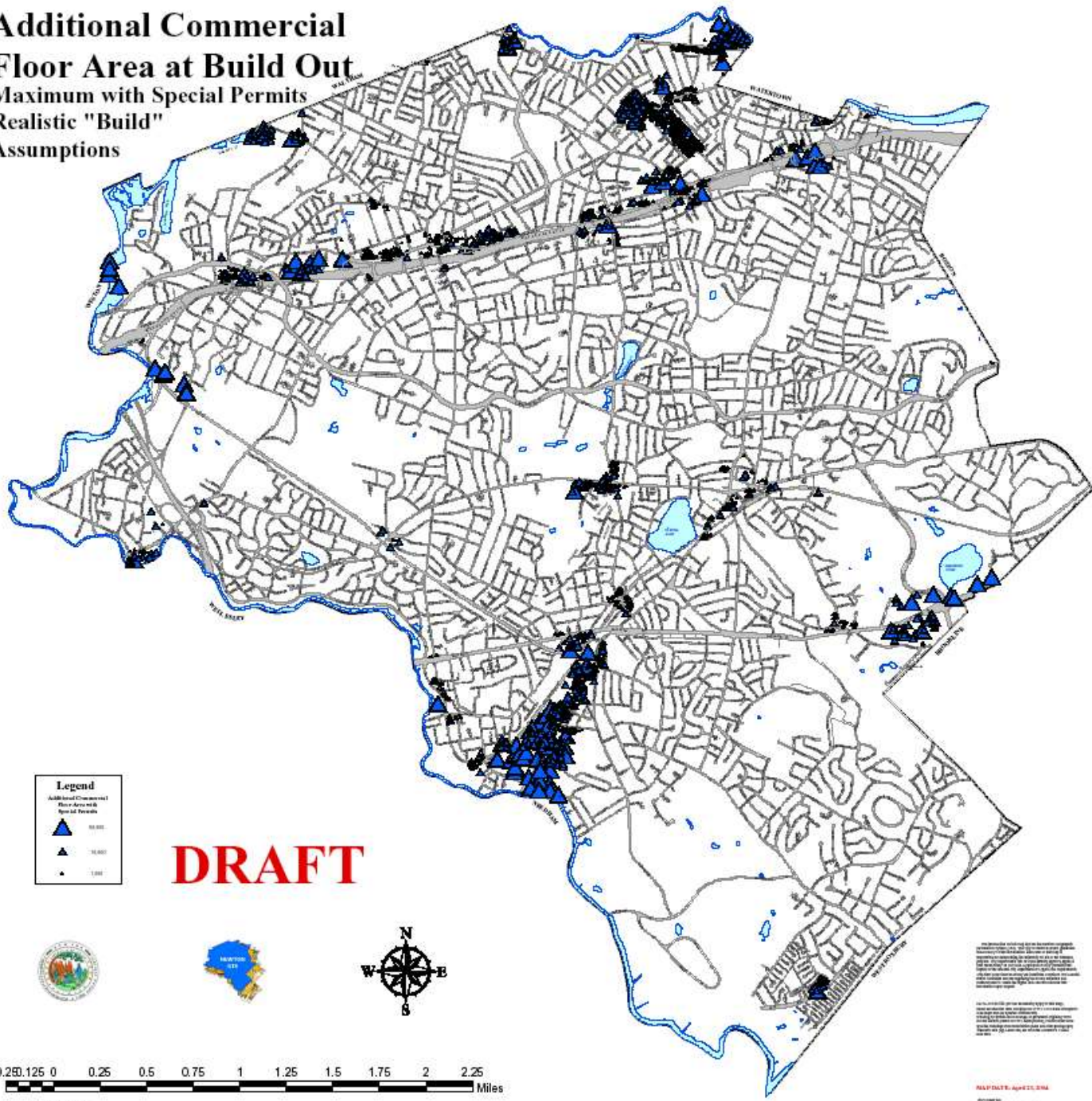
COMMERCIAL FLOOR AREA AT BUILD-OUT



Zoning districts

- ▨ Added by special permit
- Added by right
- ▨ Existing 2002

**Additional Commercial
Floor Area at Build Out**
Maximum with Special Permits
Realistic "Build"
Assumptions



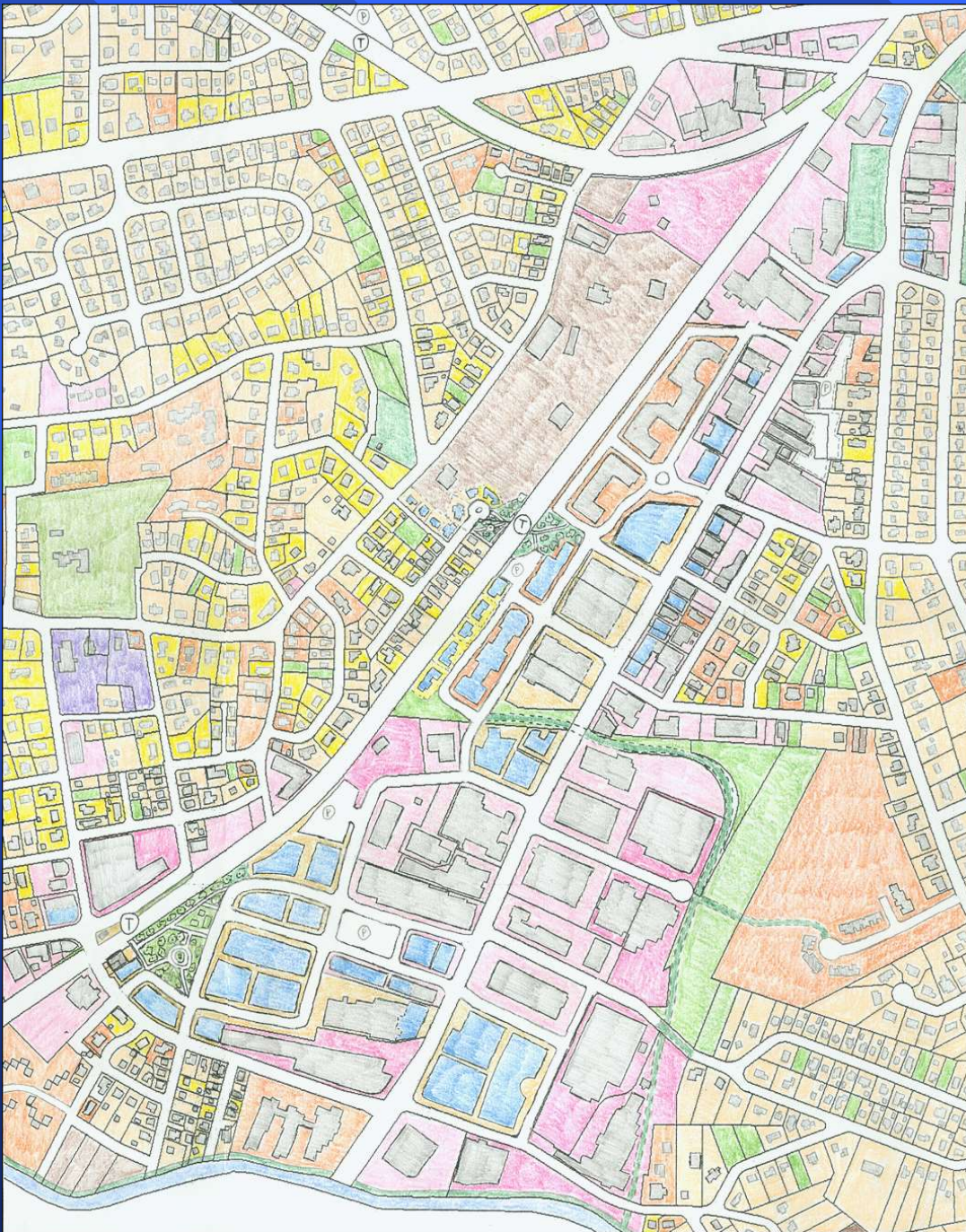
CPAC (2004)

At build-out,
can add 2.15
million sq ft
commercial
floor area in
mixed use zones

TOD is the only
way to create
commercial
development
while avoiding
adverse traffic
effects

Needham Street

Creating a Transit-Oriented Pedestrian-Friendly Neighborhood



	Gray	Existing building Footprint
	Blue	New building Footprint
	Light Blue	River
	Green	Open Space
	Peach	Single-Family
	Golden Yellow	Two-Family
	Orange	Multi-Residence
	Pink	Commercial
	Magenta	Industrial
	Brown	Municipal
	Tan	Mixed-Use
	Green Yellow	Undeveloped
	Violet	Religious
	Jade Green	Institutional



Developed, Owned and Managed by Bierbrier Development, Inc.

Needham Street Village Shops (Built and opened in 2014)



**Needham Street Village Shops
(proposed for 2013)**

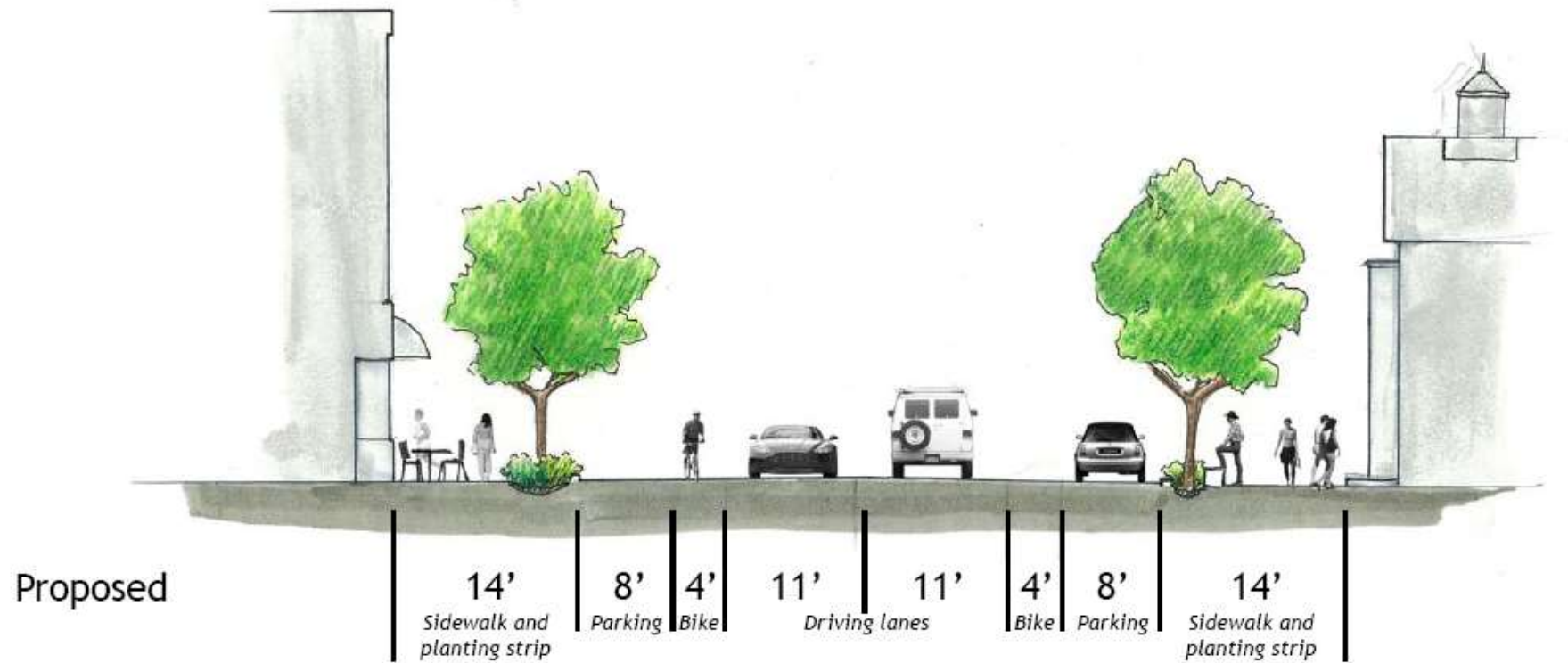
NEEDHAM STREET: A better streetscape

Creating a pedestrian-friendly design

- **Create wide sidewalks and promote placement of buildings adjacent to the sidewalk**
- **Bury utilities underground and plant street trees**
- **Reduce and minimize the number of curb cuts**
- **Eliminate the two way turn lane and replace with either a median/bike lanes or on street parking**



STREETSCAPE IMPROVEMENTS



Roadway Cross-section for a Pedestrian-Friendly NEEDHAM STREET

Note: Current right-of-way approximately 46 feet. New configuration assumes property owners will provide easement of about 7' on each side of roadway for pedestrian improvements.



What might that look like: A Pedestrian-Friendly NEEDHAM STREET

232

Needham

WOLFE NEWS Gianola



Needham Street





40 cars on the road

40 people seated



40 people out and about



40 people in a bus



Effects of Transit on Traffic Congestion



Left photo: 61 cars



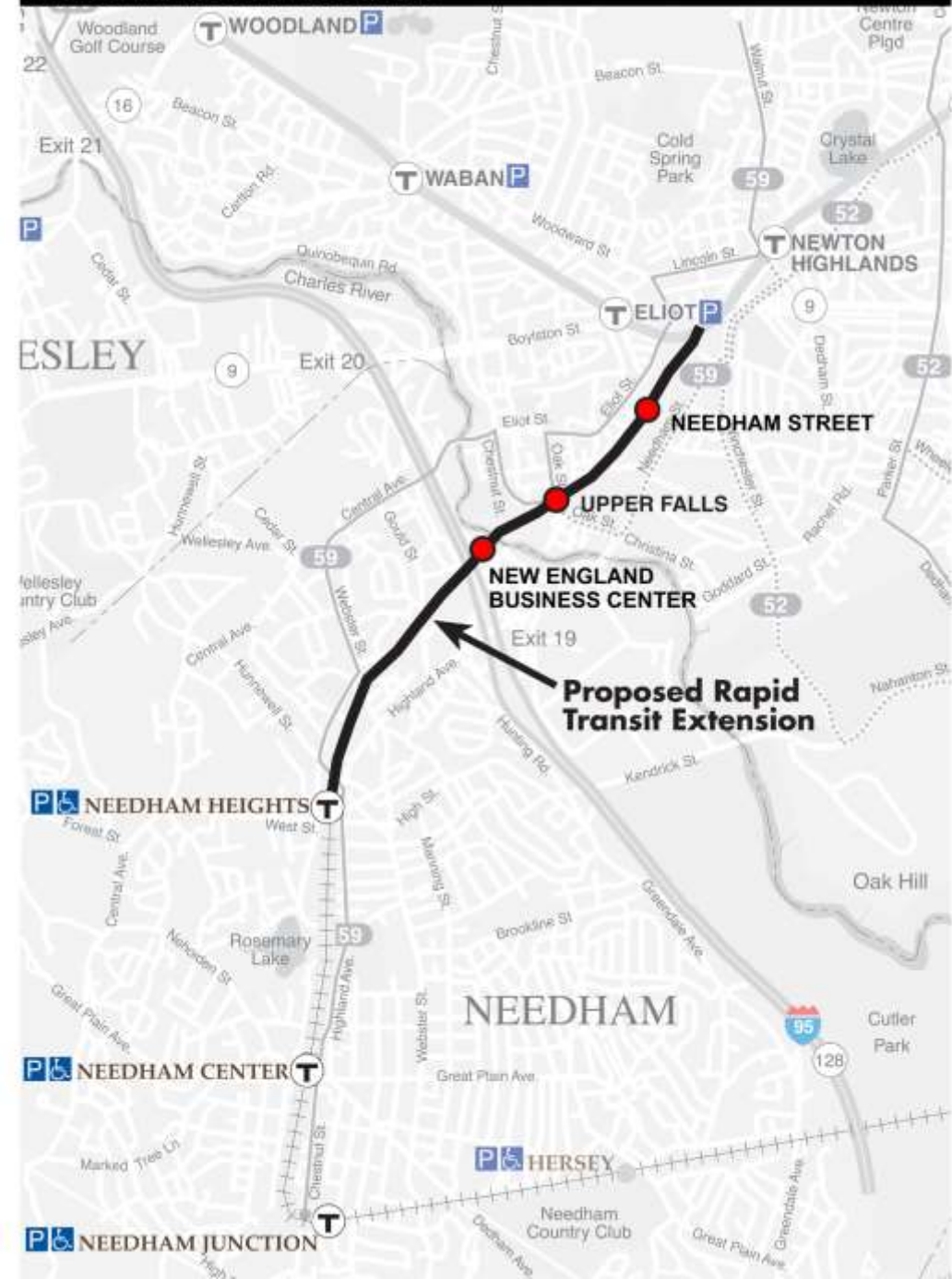
Right photo: 1 transit vehicle

NEWTON - NEEDHAM RAIL EXTENSION

Overview of project

- **Re-establish rail line from Newton Highlands to Needham.**
- **Dual-track, electrified light rail.**
- **Three stations:**
 - Needham Street**
 - Newton Upper Falls**
 - New England Business Center**
- **Terminal: Needham Heights or Needham Center?**

NEW GREEN LINE NEEDHAM BRANCH



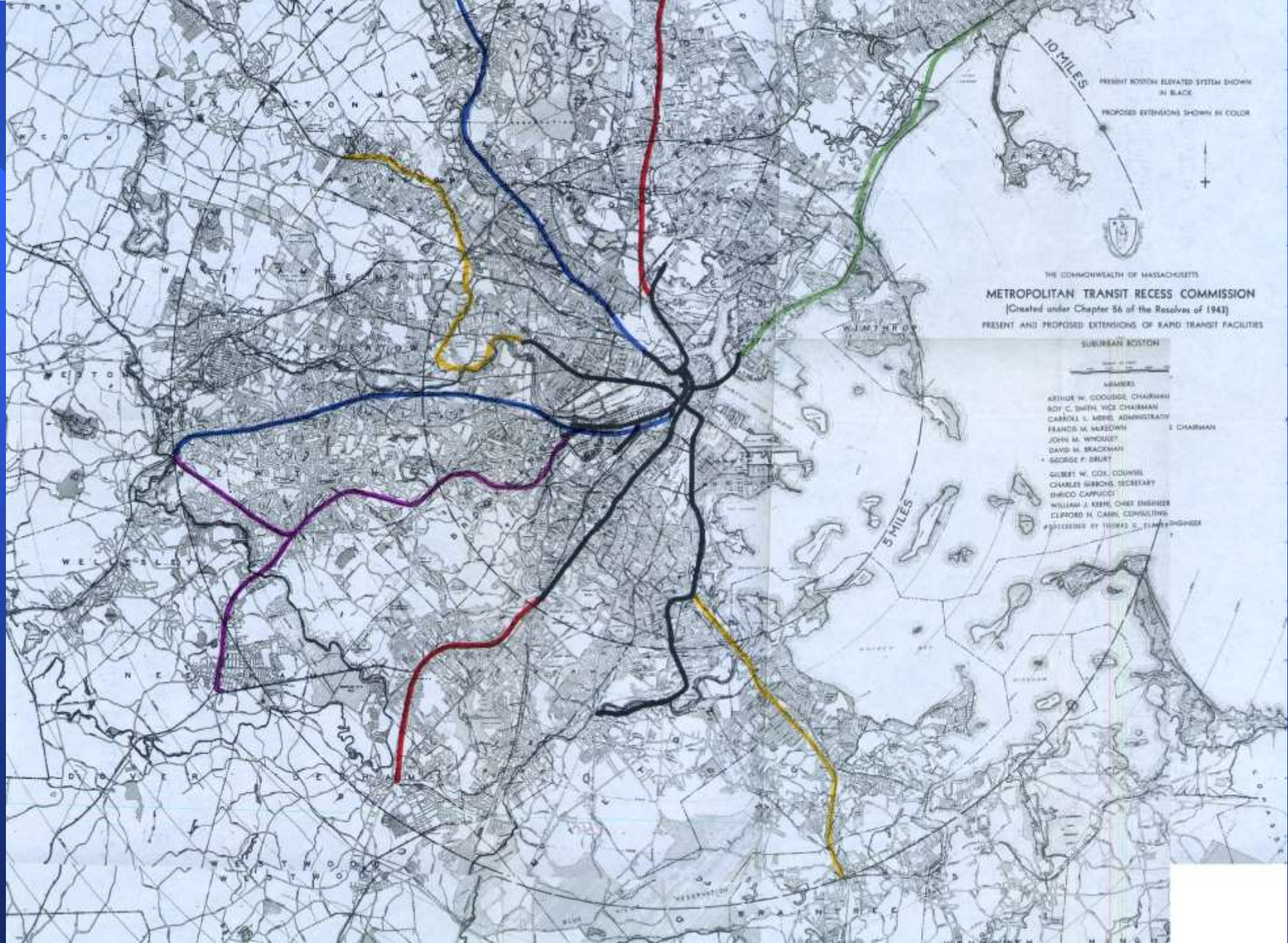
New Newton-Needham Green Line Rail Extension

Three new stations:

- Needham Street
- Newton Upper Falls
- New England Business Center
at Charles/Wexford Streets

Line extends to:

- New England Business Center
- Needham Heights ?
- Needham Center ?
- Needham Junction ?



PRESENT ROSTON ELEVATED SYSTEM SHOWN
IN BLACK
PROPOSED EXTENSIONS SHOWN IN COLOR



THE COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN TRANSIT RECESS COMMISSION
 [Created under Chapter 56 of the Resolves of 1943]
 PRESENT AND PROPOSED EXTENSIONS OF RAPID TRANSIT FACILITIES

SUBURBAN BOSTON



MEMBERS

- ARTHUR W. COOZEE, CHAIRMAN
- ROY C. SMITH, VICE CHAIRMAN
- CARROLL L. WHEEL, ADMINISTRATOR
- FRANCIS M. WOODSON, CHAIRMAN
- JOHN M. WINDLEY
- DAVID M. BRACKMAN
- GEORGE F. BRAY
- GILBERT W. COX, COUNSEL
- CHARLES WILSON, SECRETARY
- ENRICO CAFFUCCI
- WILLIAM J. KEENE, CHIEF ENGINEER
- CLIFFORD H. CARR, CONSULTING ENGINEER
- PREPARED BY THOMAS C. FLANNERY, ENGINEER

Transit Expansion Concepts



***** DRAFT *****

LEGEND

Current MBTA Bus Routes

-  Route 52
-  Route 52A
-  Route 57
-  Route 59
-  Route 59A
-  Route 60
-  Route 500
-  Route 502/504
-  Route 505
-  Routes 553/554
-  Route 556
-  Route 558

Train/Trolley Stops

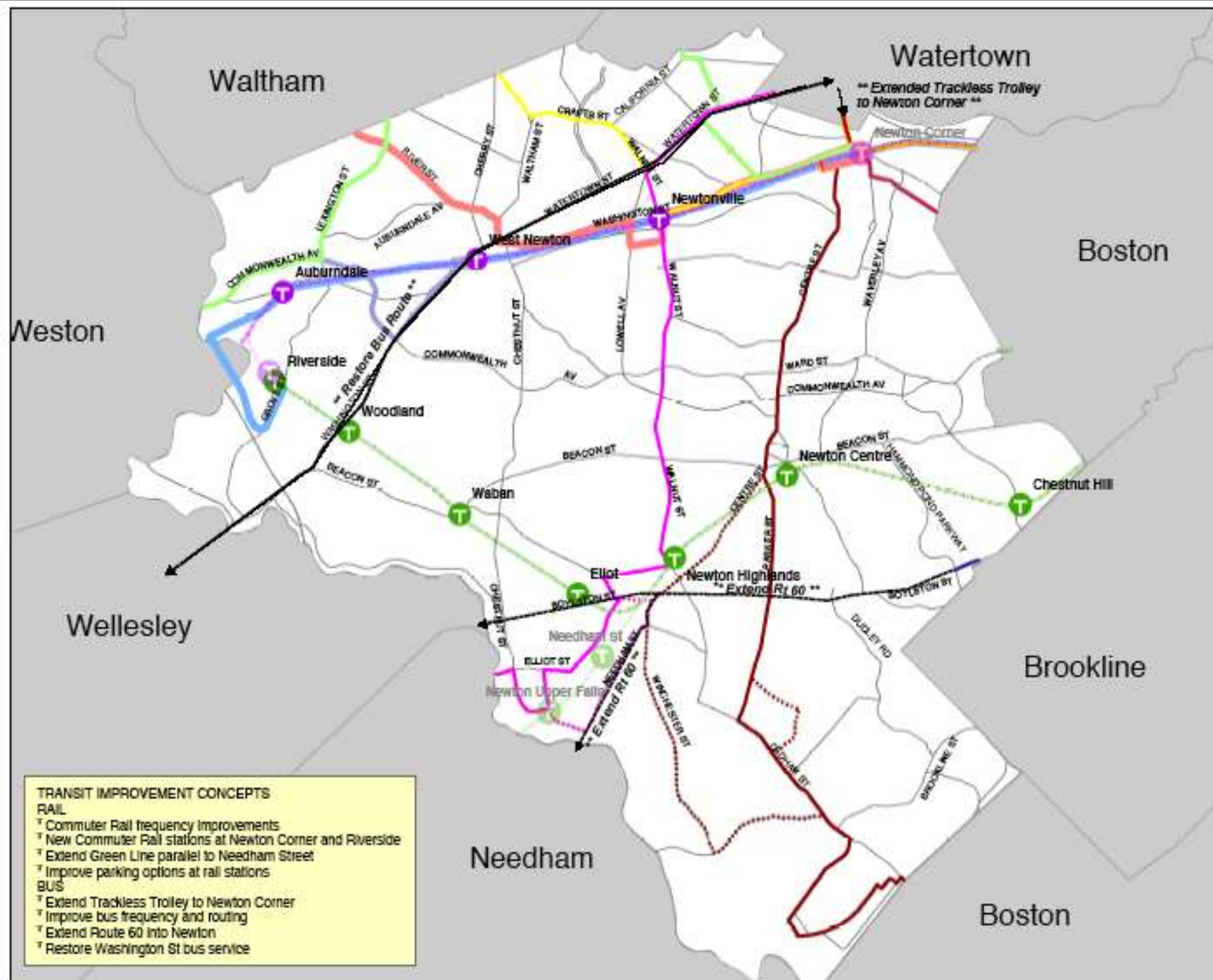
-  Green Line Stops
-  Commuter Rail Stops
-  Major Street
-  City or Town

Prepared by: GPAC Transportation Group

The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Users are responsible for determining the data's suitability for its intended purpose. City departments will not approve applications based solely on GIS data. City staff cannot answer if they are identified.



MAP DATE: June 29, 2004



TRANSIT IMPROVEMENT CONCEPTS

RAIL

- † Commuter Rail frequency improvements
- † New Commuter Rail stations at Newton Corner and Riverside
- † Extend Green Line parallel to Needham Street
- † Improve parking options at rail stations

BUS

- † Extend Trackless Trolley to Newton Corner
- † Improve bus frequency and routing
- † Extend Route 60 into Newton
- † Restore Washington St bus service



Newton Highlands Station

Just past the Newton Highlands station, the “D” branch of the Green Line would split toward Riverside or toward Needham



3/8/07 Depot, B. & N. R. R., Newton Highlands, Mass. Many thanks for cards I enjoy them so much. This is 3 minutes walk from my home. Our railroad tracks are all lowered. Do you want me to send some cards to Boston? O.



The two
Green Line
branches
diverge just
south of
Rte. 9
at the
NSTAR
substation
behind
National
Lumber



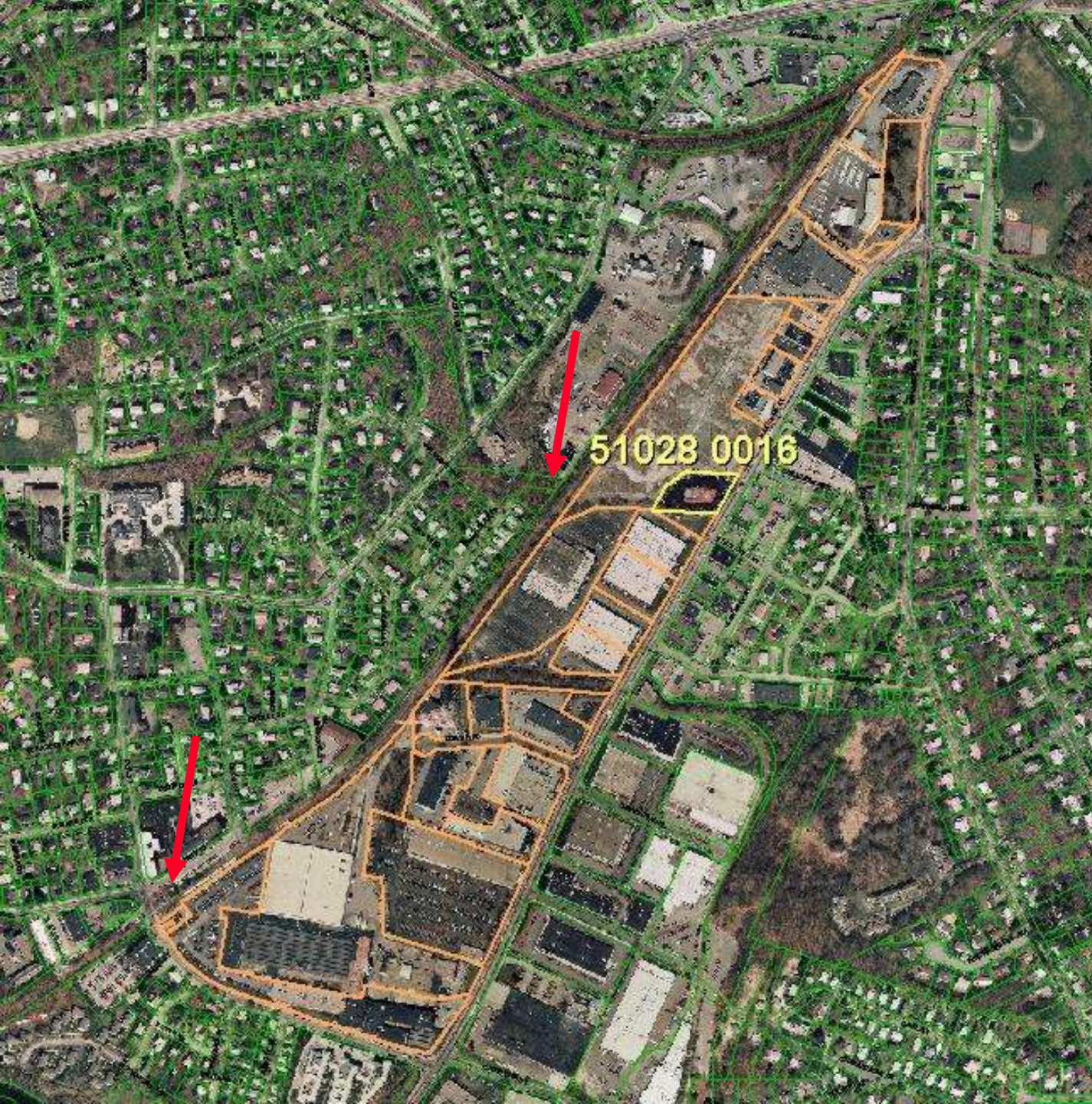
Needham Street Station

The Needham Street Station would be located between Chandler Place and the Public Works facility off Elliot Street, adjacent to the Avalon Bay Apartments





Rail line at Avalon Bay Apts Needham Street



New Green Line in Newton:

The new branch
would continue
parallel to
Needham Street,
about one mile
to the Newton
Upper Falls
Depot



Newton Upper Falls Station

The historic Newton Upper Falls depot is a convenient location for a station, adjacent to a village center and potential new growth





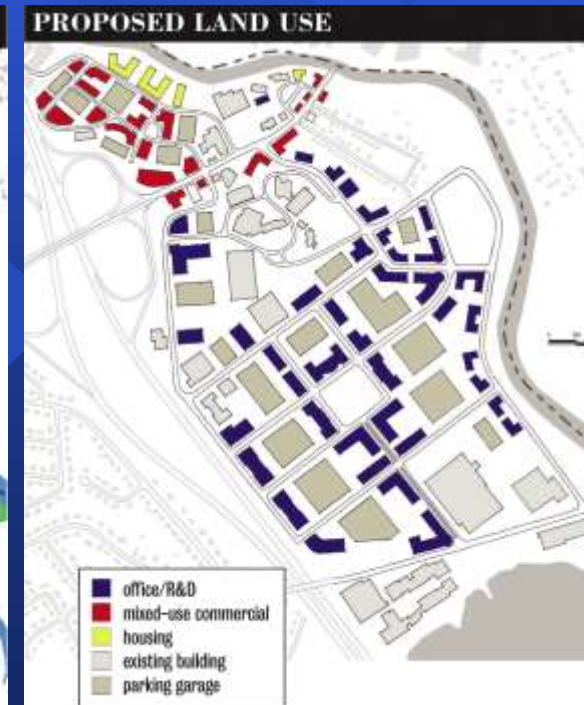
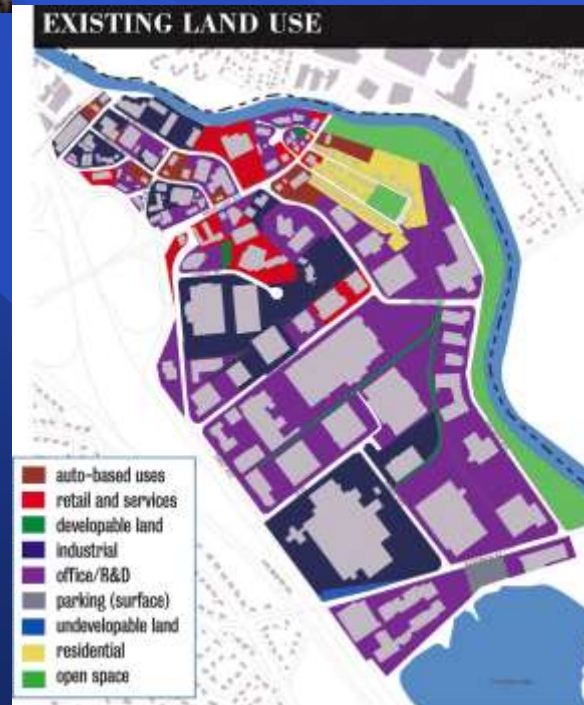
Rail line at Newton Upper Falls Depot

New Green Line in Needham would access the New England Business Center



New England Business Center Station

The 215 acres comprising the New England Business Center has been rezoned to accommodate 2.5 million square feet of additional development





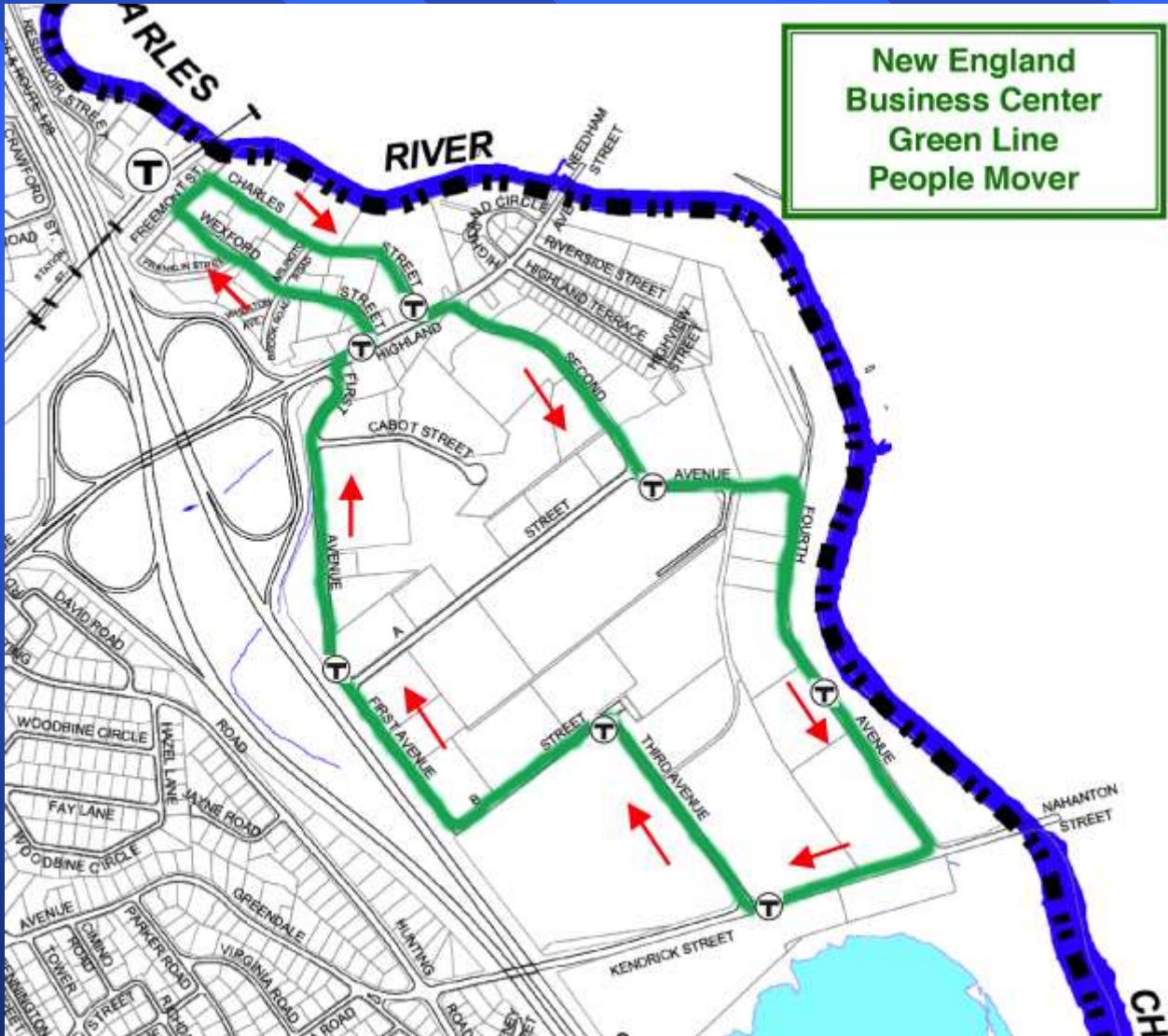
Needham Heights Station

The Needham Heights station is the current terminus of the South Station to Needham Commuter rail.

Light rail could terminate at Wexford St in the NEBC, Needham Heights, Needham Center or Needham Junction

Green Line People Mover

Shuttle bus from
Charles/Wexford
connecting with sites in
Needham Industrial
Park and Kendrick
Street



1-3687 Needham, MA
New England Industrial Center
Aero Photo 508-295-5551 (c)

skypic.com



Green Line People Mover

Servicing an
expanding economy
and workforce
in the Needham
Business Center



Sheraton Hotel
247 rooms
114 employees
Full service,
often at capacity



Cutler Park

Wetland preserve = 700 acres

Largest fresh water marsh
on the middle Charles

Attracts over 100 species
of birds

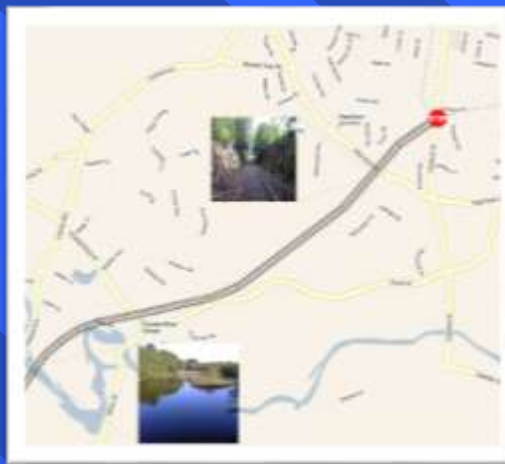
Hiking, canoeing, fishing

A new “Emerald Necklace”
along the Charles River
between Echo Bridge and
Cutler Park

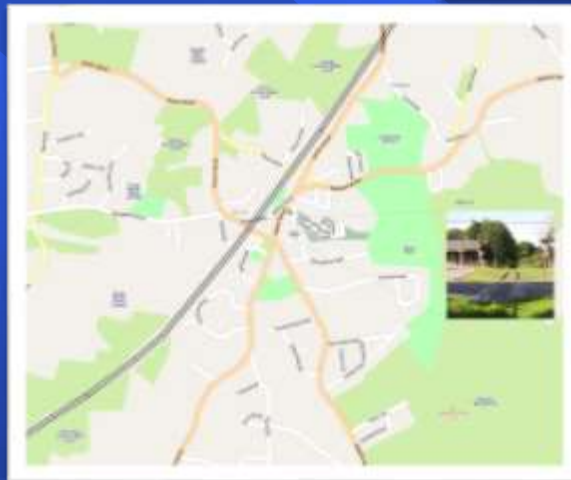


Bay Colony Rail Trail

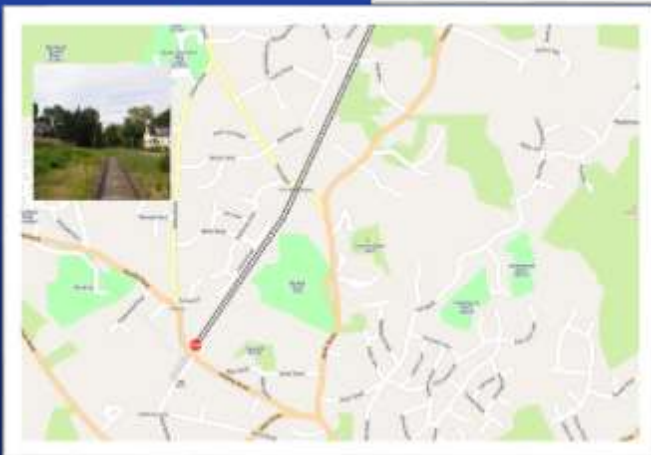
Needham to Medfield



**Needham: 2.2 miles
From Needham Junction
to Charles River**



**Dover: 3.7 miles
Passes through
Dover Center**



**Medfield: 1.2 miles
To Mill Pond
Harding Street**

**Rail-banking:
federal
statutes
preserve
public right of
way**

**Allow future
conversion**

back
to rail use

**Pedestrian - Bicycle -
Rail
Bridge across Route 128**



**Bridge over Rt 128 will
be about 200 ft long**

**Bridge can be
designed to
accommodate
pedestrians, bicycles
and rail (similar to Eliot
Station Bridge,
Newton)**

**Enables connection
from NEBC station to
businesses in
Needham on west side
of Rt 128**

Pedestrian - Bicycle - Rail Bridge across Route 128 and Charles River



**Pedestrian-Bicycle
bridge over Route 9
at Eliot Station**

**Similar structure can
be built across the
Charles River and
Route 128 along
Newton-Needham line**

Pedestrian, Bicycle, and Rail Accommodations

Improving access and mobility without increasing traffic and congestion



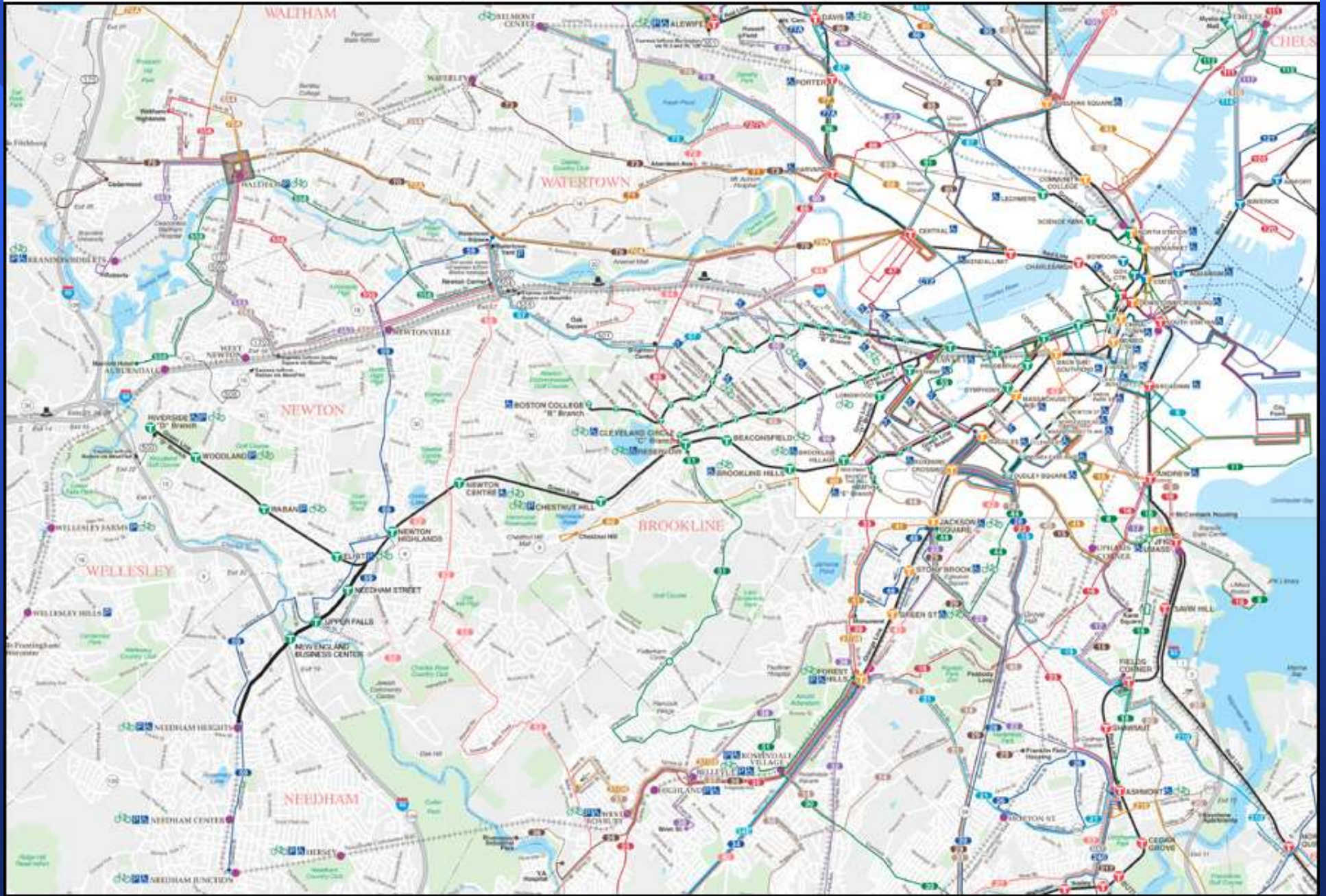
Bicycle path existing next to light rail corridor: example for Needham Street

Pedestrian – bicycle bridge: example at Eliot MBTA station



Newton - Needham Light Rail Connection

Integration with Regional Transit System



ECONOMIC FEASIBILITY

Benefits to Needham's budget

- Currently, the 215 acre NEBC contains about 5 million square feet of commercial real estate, representing 12% of Needham's tax revenues.
- Under current zoning, new development can add about 2.5 million square feet of additional commercial space, so that this area would represent approximately 20% of Needham's tax revenues.

ECONOMIC FEASIBILITY

Benefits to Newton's budget

- Currently, Needham Street contains about 2.5 million square feet of commercial real estate, representing 15% of Newton's tax revenues.
- New development can add about 2 million square feet of additional commercial space (such that this area would represent 25% of Newton's tax base).



Interconnecting streets could be developed with new restaurants, small-scale retail and housing off of Needham Street.



Zoning incentives for open and civic space could help create a sense of place to the corridor



The industrial district could be transformed into a walkable mixed-use center anchored by a new park.

Redevelopment and Affordable Housing



Reinterpreting historic standards while reflecting economic diversity

Transport-sensitive design

- Strengthen village centers and corridors
- Promote mixed land uses
- Development based on transportation impacts, proximity to transit
- Modernize parking: shared, maximum limits, no parking in frontage
- Promote T.O.D.





Four Corners in Newton

The Village that Wasn't



**Was once the site of four
gasoline stations**

**Poor sense of place
Poor pedestrian mobility
Perhaps an opportunity!**



Four Corners in Newton

The Village that Wasn't



Poor urban design:

Fortress office

Strip mall

Isolated housing

Walgreen's

Grocery store

Traffic

Create a sense of place:

Improve pedestrian mobility

Connect to nearby parks

Good design = better places



Four Corners – Streetscape changes

Ill-defined pedestrian environment

Multiple potential conflicts

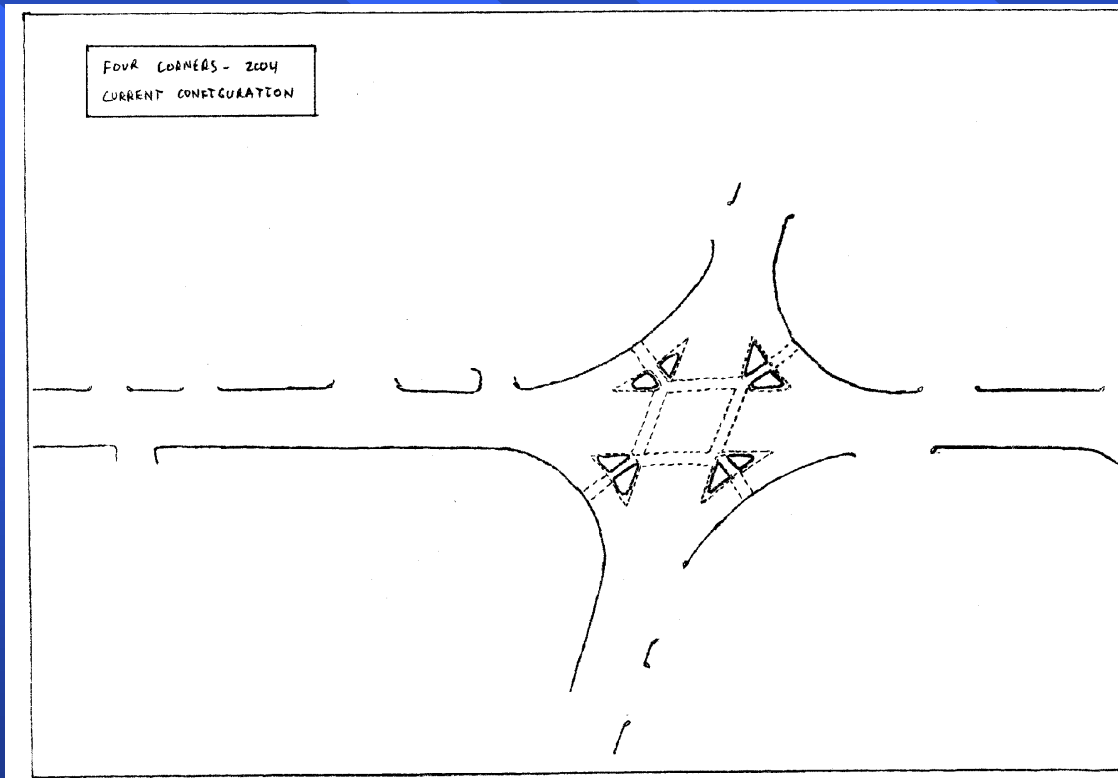
Suboptimal left turn capacity

Inconsistent sidewalks

Multiple curb cuts - too close to intersection

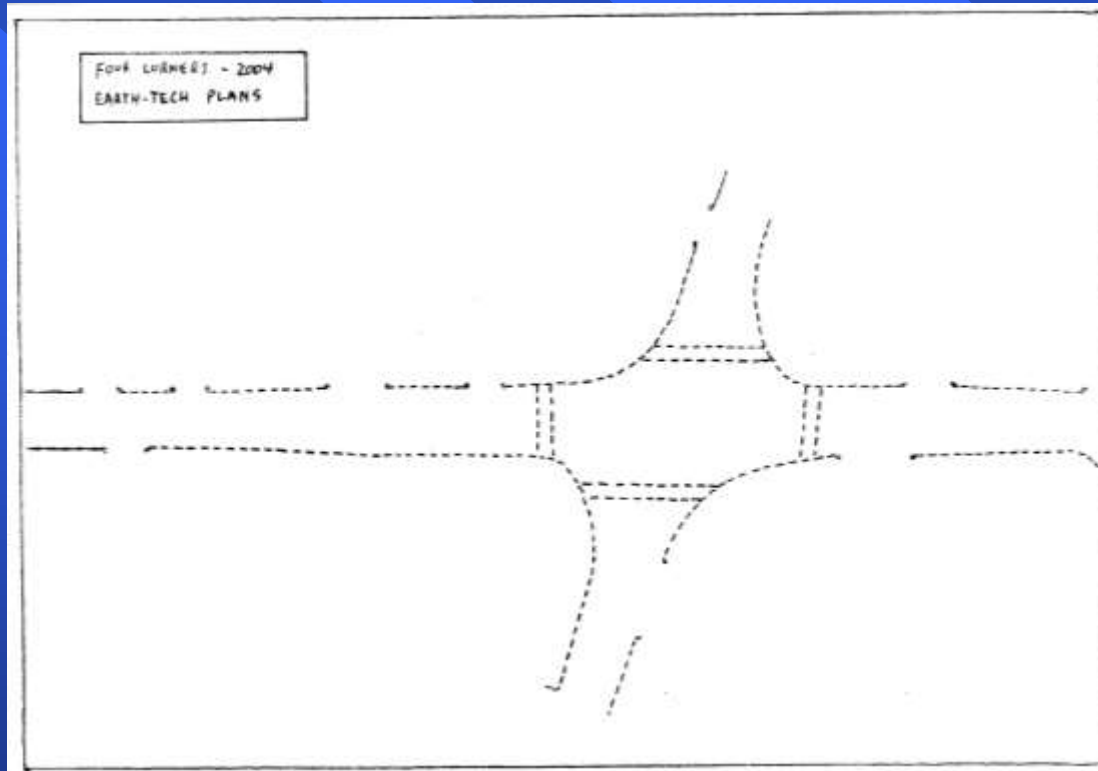
Visual disharmony

Aesthetically inferior



Four Corners: current design

Four Corners – Streetscape changes



Four Corners: auto-oriented design

Widened intersection:
Curb to curb = 72 feet

More danger, conflicts,
accidents?

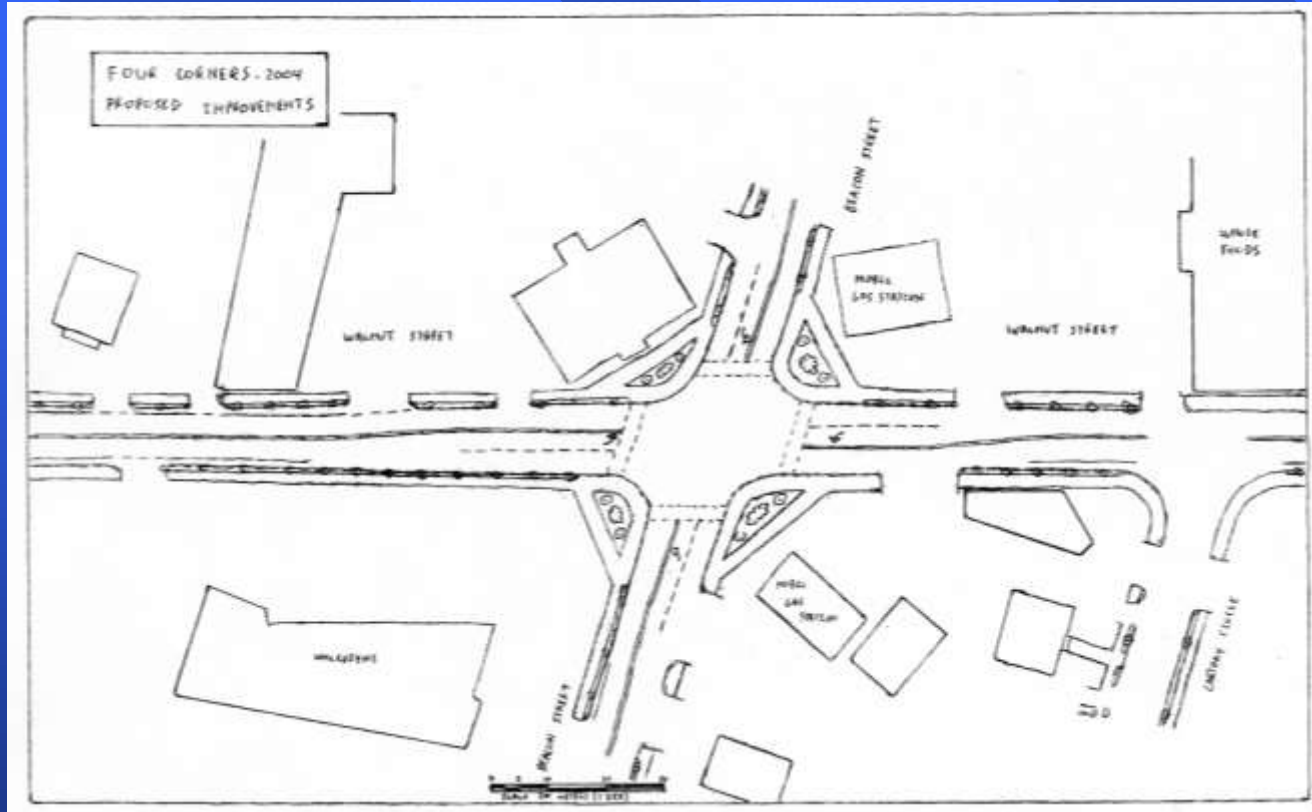
Wide roadway and
extended turn lanes -
may lead to induced
traffic demand

Crosswalks long
and dangerous

No pedestrian refuge

No street trees or
plantings

Four Corners – Streetscape changes



A “kindler, gentler” intersection - safe for pedestrians, bicyclists, drivers, the disabled

Improve left turn capacity

Decrease turn radii to match historical village intersections

Decrease crosswalk distance

Better delineate auto and pedestrian realm

Street trees, plantings, and wide sidewalks

A pedestrian-friendly Four Corners

Woodward and Elliot: Is there any hope here?



Great access, lots of parking, nearby transit,
historic housing, active businesses, a crossroads
So what's missing here!

Woodward and Elliot: Is there any hope here?



**Divided by the roadway, this site begs for integration
Boulevard design, parking in the rear, sidewalks
Create a focus point – rather than a place to be avoided**

Woodward and Elliot: Is there any hope here?



What if Route 9 were underground at the Woodward/Elliot Street intersection?

Similar to Route 9 at Parker Street and the Route 9 underpass in Wellesley Hills



Pedestrians would be able to connect to new commercial and residential opportunities at the shopping plaza

Street trees, plantings, and wide sidewalks

Key to the puzzle:

Route 9 Underpass at Woodward

Woodward and Elliot: Is there any hope here?



Connections to
The surrounding
community

Pedestrian friendly
Design with
boulevard
Style access

Better for cars and
people

We can make things better – but maybe not perfect!

Newton Highlands Open Space and Recreation

Hyde Playground is a focal point

Crystal Lake: bathing, walking, fishing, and ice skating

Newton Highlands Playground: sports

Cold Spring Park

Sudbury and Cochituate Aqueducts





The Future of Crystal Lake

What is the future of the Crystal Lake Gil Bathhouse ?

A full-season facility?

An indoor swimming pool and exercise gym?

A community meeting space and function hall?

Available for private occasions?

A restaurant and/or stylish café

A facility that respects the neighborhood



- Acquired in 1894
- “Great Pond”
Over 10 acres
State owned
- Accessed on
three sides
- Elevation 149 ft
- 18 direct abutters
and Norwood Ave
complex
- Drains into the
Charles River



Swimming in Crystal Lake, c. 2000's



Skating on Crystal Lake

Crystal Lake Bathhouse (current conditions)



Built in 1930

Parking lot in front creates unwelcoming entrance

Low heights lead to poor sense of place

Lakeside view somewhat better than street-side view

Small beach, poor ADA access



Crystal Lake Bathhouse (current conditions)



Poor condition

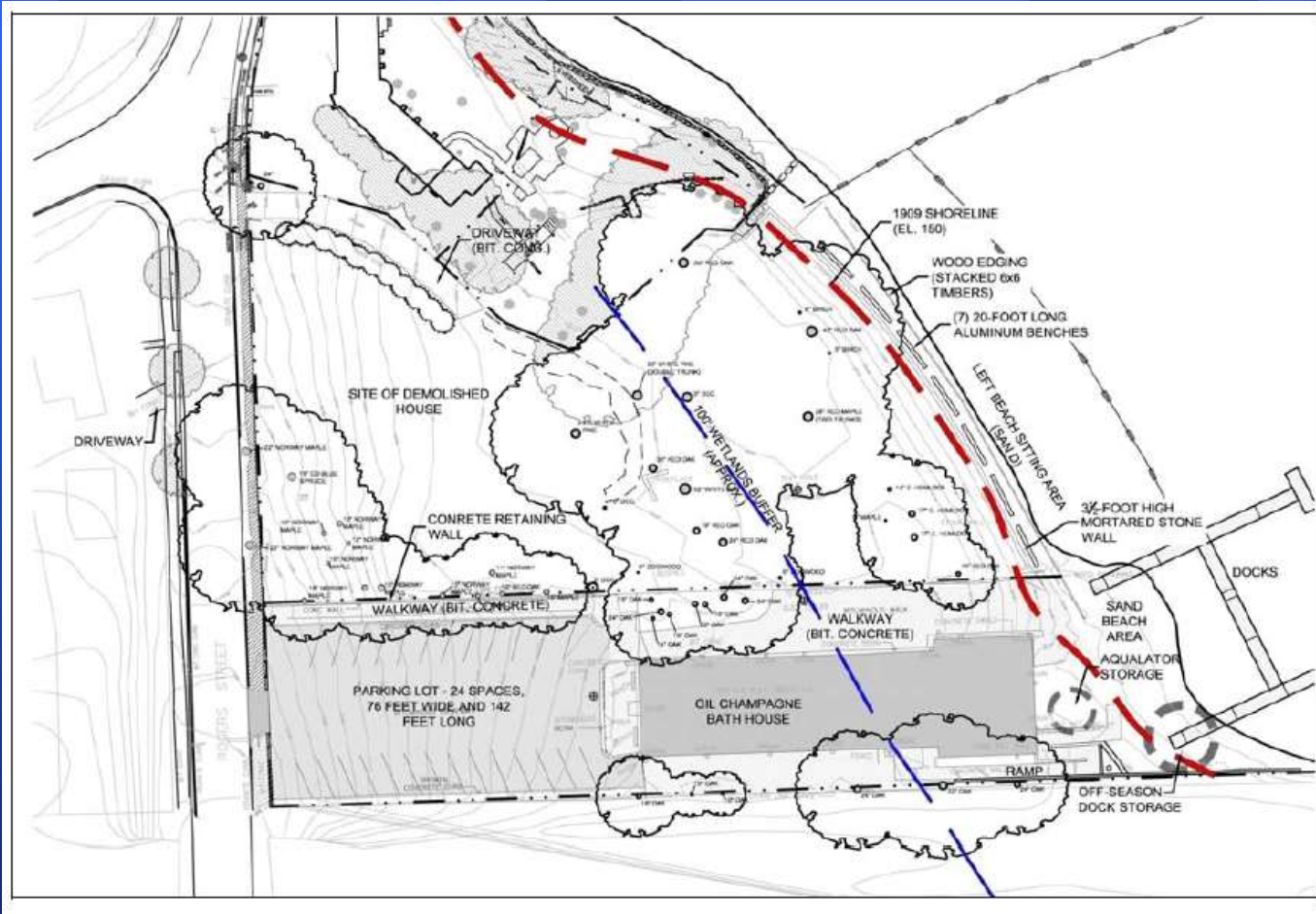
Made of clay tile with stucco exterior

Linear design with poor flow for various programs

Unattractive place for community gathering

Open only 10 weeks per year

Crystal Lake Bathhouse (current conditions)



Parking for
23 cars

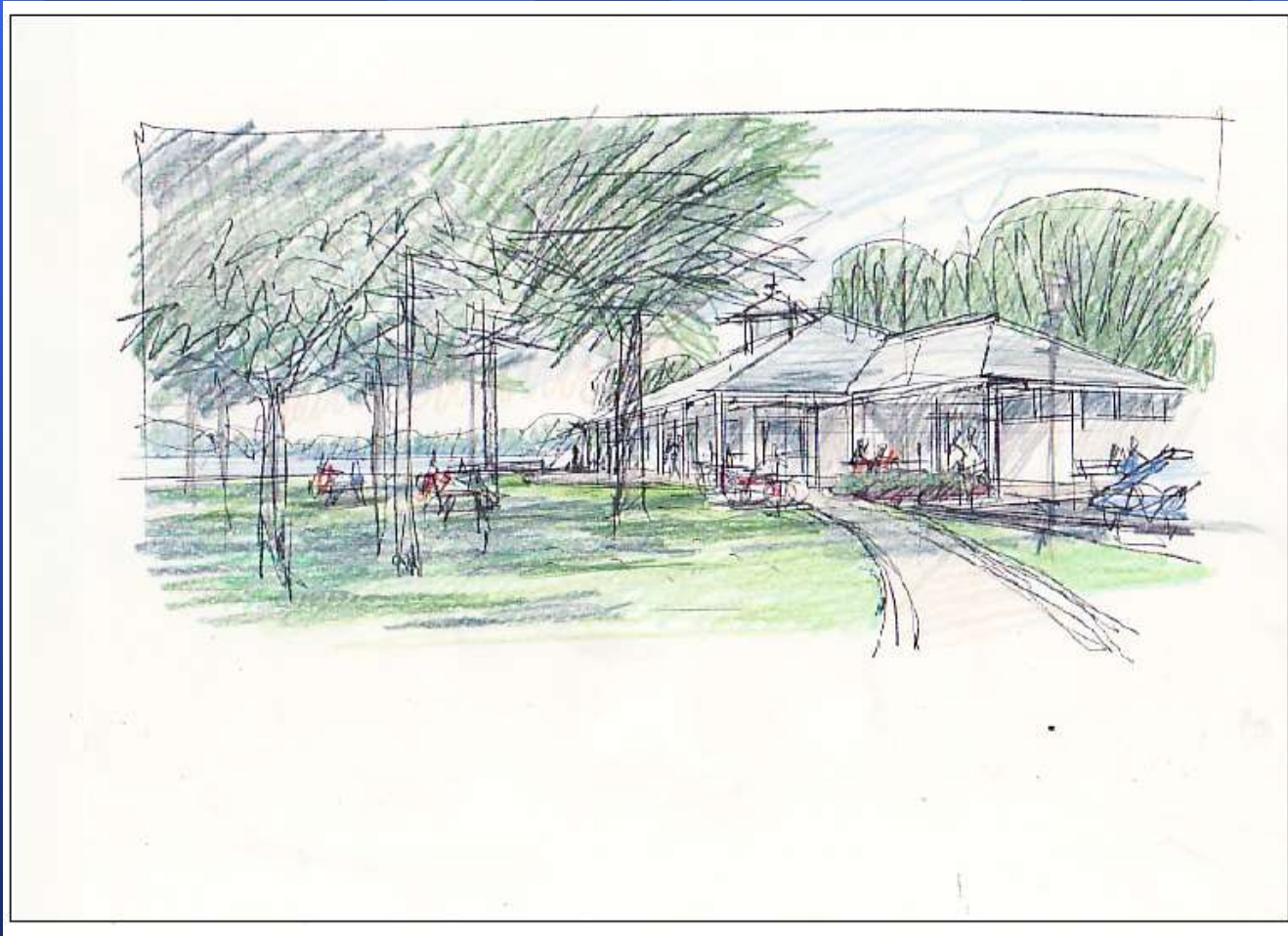
Non ADA-
compliant
slope

Poor circulation
on site

Limited beach
area

Elongated
concrete shed

Crystal Lake Arts/Cultural Center (future)

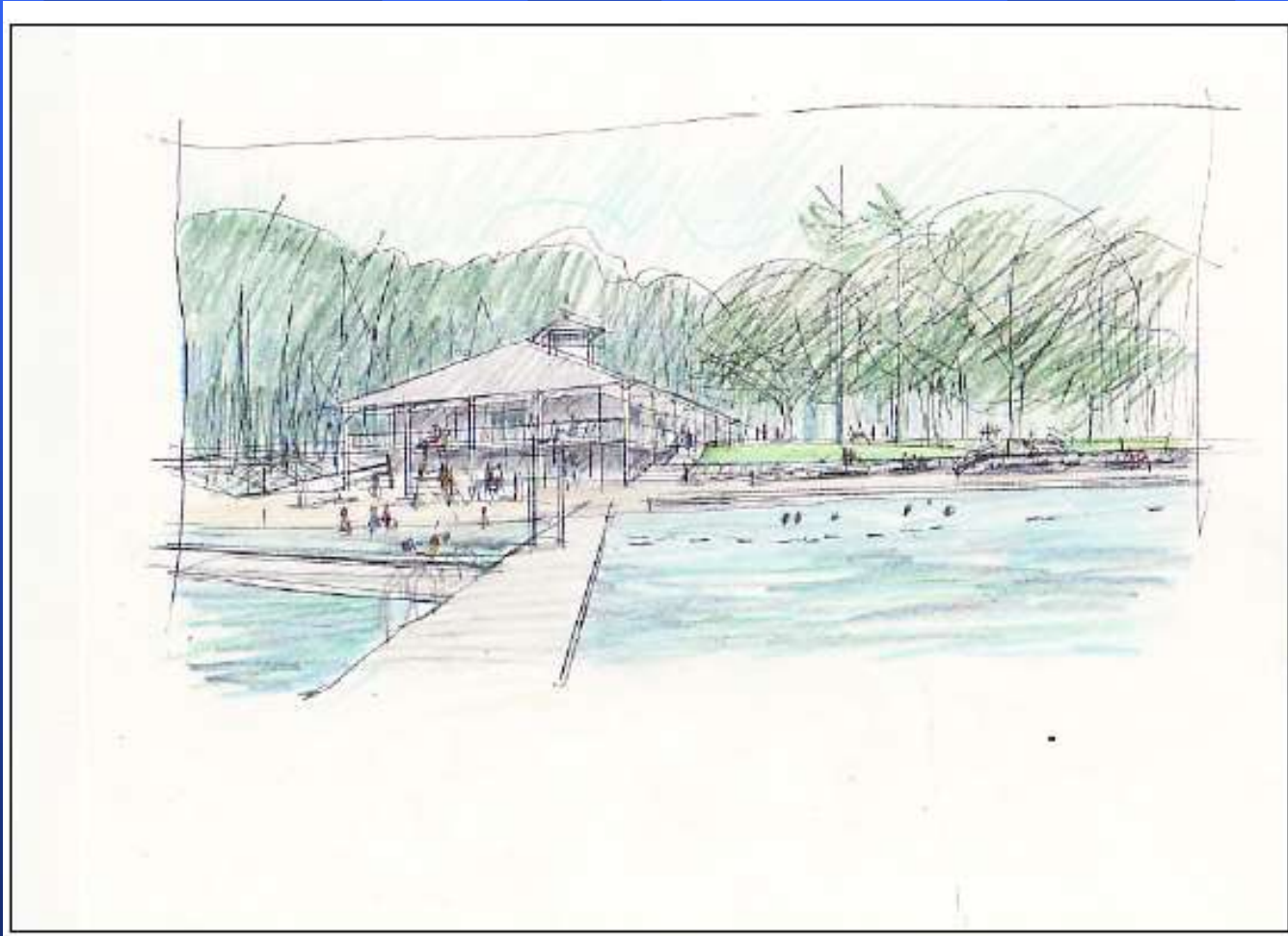


**View of new building
approaching the lake
from Rogers Street**

**Flat roof shed has
been removed**

**Access to building
and between building
and park is improved**

Crystal Lake Arts/Cultural Center (future)

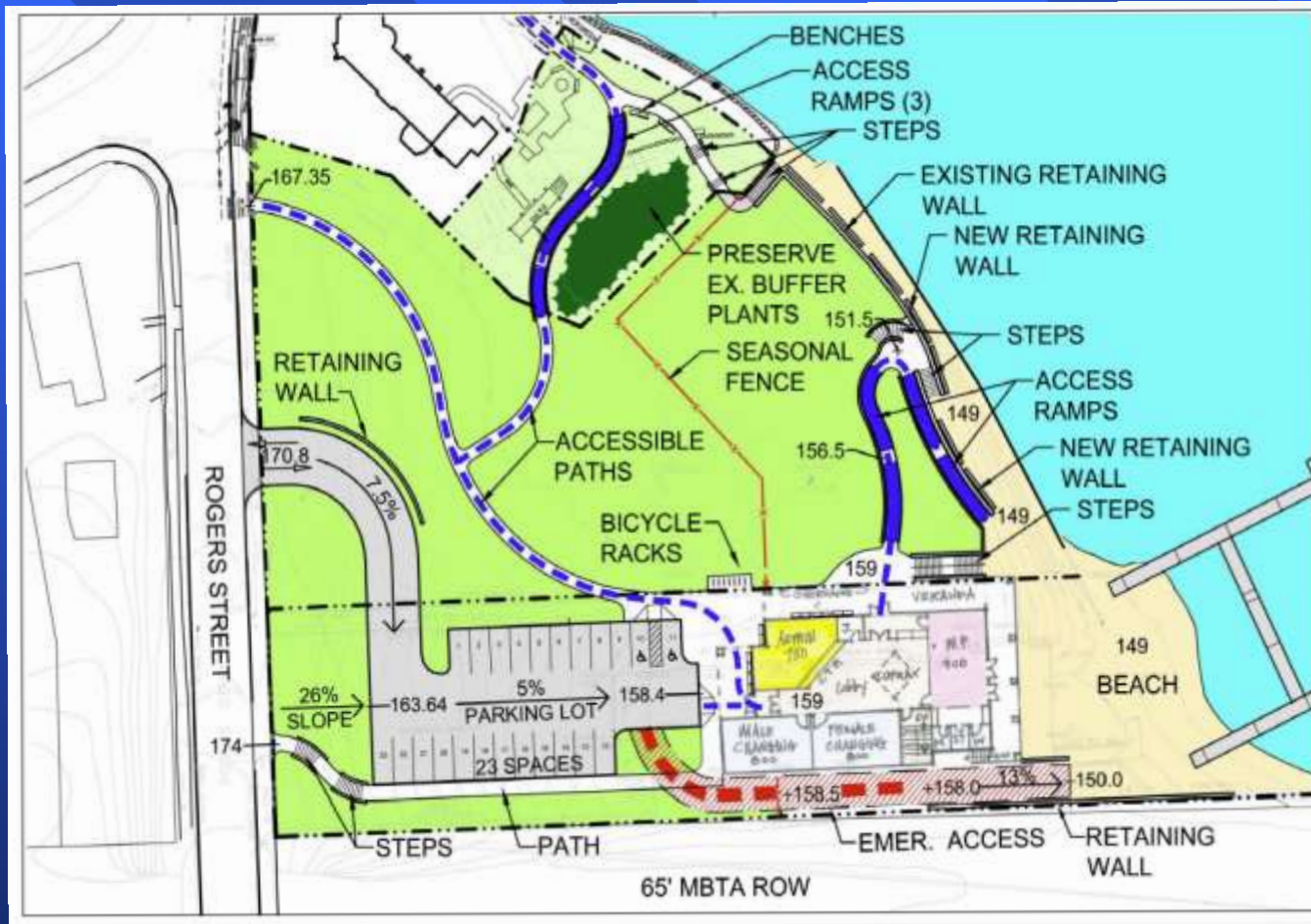


**View of new building
looking from the
dock in the lake**

**Reminiscent and
respectful of familiar
structure that it has
replaced**

**Increased lighting
and new usable
verandah providing
views to the lake
and park**

Crystal Lake Arts/Cultural Center (future)



New site plan with accessible paths to park and water

Expanded beach area in two locations

Maintains parking for 23 cars with less asphalt

Improved slope

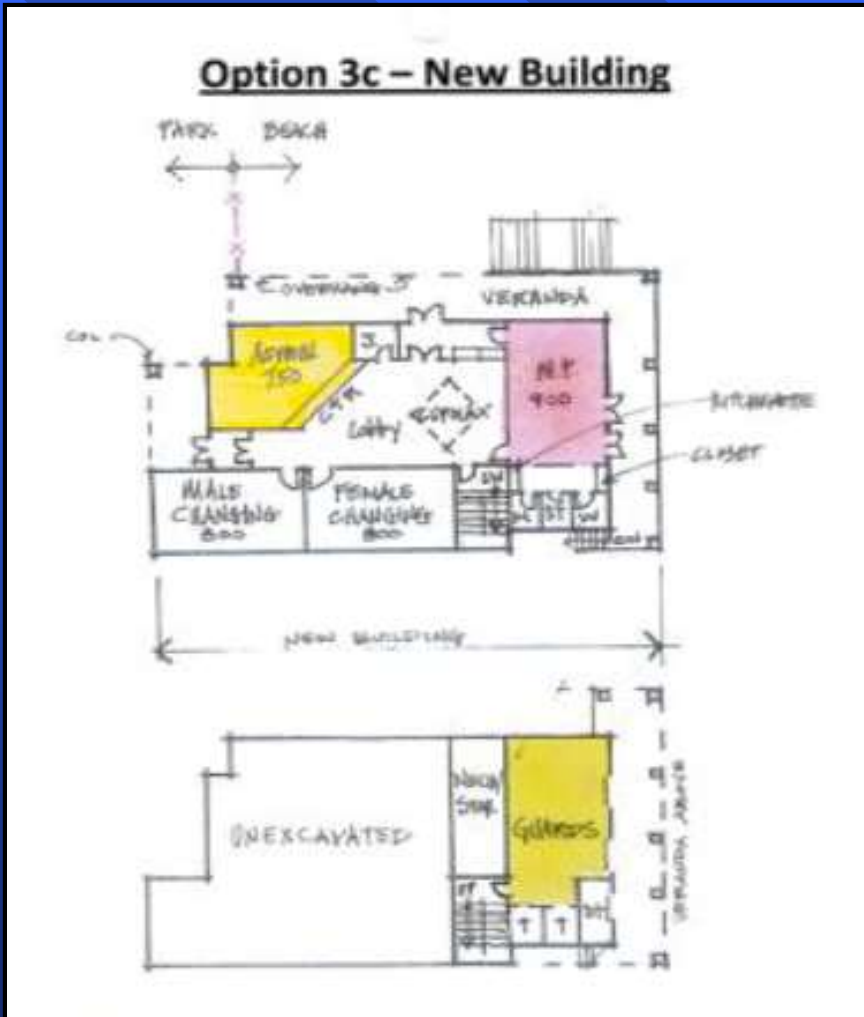
Maintains views of lake from street

Crystal Lake Arts/Cultural Center (future)

Programming expanded to 4 season facility

Senior programs, arts and cultural events

Option for oval circulation pattern



Newton Highlands Playground (current)



Surrounding perspective

Parking on Winchester Street during some events

Upland Avenue extension provides rear access to businesses and park

Immediately adjacent to homes on Wade Street

Adjacent to both homes and businesses

Newton Highlands Playground (current)



Off of Dedham Street

13.3 acres

60% active use

40% passive use

Facilities not up to today's standards

Highly used by youth sports organizations

Newton Highlands Playground (current)



Off of Dedham
Street

Worn out children's
Tot-lot

Baseball diamond

Poor access to
adjacent woodland

Problems with
water drainage

Leads to difficult
use

Newton Highlands Playground (current)



Existing parking:

Municipal: 65 parking spaces along Upland Ave

Private spaces adjacent to park:

Underground: 36 spaces
Other: 56 spaces

Total: 92 private spaces abutting the park

Newton Highlands Playground (proposed)



Plan creates facilities for:

Tennis courts

Baseball

Football/soccer

Basketball

Open field

Passive woodland paths

Children's play area

Two new park support buildings

Landscape enhancements

Parking: street-side and new asphalt lot within green-space of park

Newton Highlands Playground (proposed)



Current draft parking plan:

55 spaces street side

32 spaces in lot

Suggestion to revise draft plan:

Improve parking access while removing asphalt lot within parkland area

ROW: 50 ft wide x 900 ft length

Could accommodate 100 spaces

No need to replace parkland with parking

Parking may be shared with businesses on evenings and weekends



Future Planning for a Better Newton

- Can we envision growth within the historical context of Newton's villages?
- Can we solve problems of housing in our villages and business centers?
- Can we improve transportation and mobility and create pedestrian-oriented streetscapes?
- Can we create places we can be proud of?

Future Planning - Vision and Goals:

- Pedestrian-friendly streets connecting neighborhoods with enhanced public transit
- Vibrant village and commercial centers
- Vital suburban and residential environments
- Changes that are consistent with community character and historic resources

Future Planning for a Better Newton

Summary and Next Steps:

- Community engagement, input, and criticism
- Continue to review current conditions and possible change with a goal of making the places we want better
- Conceptualize proposal for Mixed Use Overlay Zoning for non-residential areas for presentation to City officials
- Develop Design Guidelines and consider options to preserve the character of our villages and neighborhoods

Future Planning for a Better Newton



Will you join us?



RIVERSIDE

3295

ELIOT
INBOUND

Future Planning: Waban

Illustrative examples:

- Beacon Street – Northside Strong Building
- Beacon Street – Windsor Road
- Beacon Street and Woodward
- Wyman street
- Beacon and Chestnut
- WLC Plaza

Beacon Street – Northside Strong Building



Lacks Street Lighting, Trees,

Beacon Street – Windsor Road



Wyman Street



Beacon Street and Woodward



Beacon Street West Facing

