

# COMPREHENSIVE PLAN



## Wellesley Massachusetts

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## PREFACE AND ACKNOWLEDGEMENTS

The updating of the Comprehensive Plan was begun in earnest by the Planning Board Staff in 1977. It began with a review of previous reports and a series of memoranda, transmitting to the Planning Board data which summarized the development trends observed during the 1965 - 1975 time period. The reports used are listed in the Bibliography.

During the summer of 1977, the Planning Board Intern worked to identify policies from the 1965 plan which had been implemented and, therefore, should be deleted; policies which were for one reason or another no longer relevant; policies which should be modified; and policies which were no longer feasible or acceptable. Review comments made by the Planning Board Comprehensive Plan Subcommittee included the desire for inclusion of more explanatory and background information on the original policy format. This has been done.

Goals and policies cannot be set forth in a vacuum. In a democracy, public policy should represent the attitudes, desires and interests of the governed. This attitude was reflected by the wide range of sources in drafting this plan and the many discussions at Wellesley Planning Board meetings over several years. Notice of all of these meetings was posted and all were open to the public. The Planning Board also printed approximately 100 copies of the draft Comprehensive Plan, which were distributed to Town agencies, citizen groups and to the general public on request, to facilitate added discussion and review of this Comprehensive Plan.

The Planning Board discussed the draft plan with Town officials, local citizen groups and residents of the Town, both in groups and individually. A series of public hearings and meetings was held to solicit further public input. Prior to each public hearing, a summary of the section of the Comprehensive Plan that was to be discussed at that meeting was printed in "The Townsman" to stimulate interest in the Plan and increase attendance at the hearings. On March 12, 1979, the Planning Board heard general comments regarding the Town Goals Section; the April 19th hearing concerned the Community Facilities Section; the May 3rd hearing concerned the Land Use Section; and the May 17th hearing concerned the Transportation Section. An Interdepartmental Conference was held May 30, 1979, at which time the Planning Board presented a summary of the plan and received strong encouragement from the various Town Departments. The original draft was completely rewritten and the redrafted version of the final report was also circulated to Town agencies, citizen groups and made available to the general public, and a well publicized general meeting was held prior to final editing and publication of this Comprehensive Plan. Many extremely valuable comments and suggest-

ions were received during this review process.

One of the most often expressed comments throughout the hearing process was that the draft was much too long and contained much information that was not germane. The draft Comprehensive Plan was edited and material, although useful information for a background report, was eliminated if it was not directly pertinent to the Town of Wellesley or the goals and policies of this plan. The material which was eliminated from the final plan is available as background information at the Planning Board Office.

The comments and suggestions received during the review process have been incorporated into this final copy of the Comprehensive Plan as part of the revision process. The Planning Board particularly appreciates the time and effort of the various Town agencies and the Wellesley League of Women Voters in their reviews and suggestions on the plan and the planning process which led to this final document. The Planning Board also wishes to publicly acknowledge the outstanding work of its Director, Richard H. Brown, who provided overall direction to the professional staff and made the first editing review, and to Rebecca C. Warfield, department secretary who typed and assembled the two revised drafts and this final text.

The Wellesley Planning Board

December 30, 1981

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## PREAMBLE AND AUTHORITY

The Comprehensive Plan of the Town of Wellesley is prepared under Chapter 41, Section 81-C, of the General Laws of Massachusetts, which states, in part, "....a Planning Board....shall make a master or study plan of such city or town or such part or parts thereof as said Board may deem advisable and from time to time may extend and perfect such plan....Such plan shall be made, and may be added to or changed from time to time, by a majority vote of such Planning Board and shall be a public record."

Although the Comprehensive Plan is advisory only and need not be formally voted upon by the Town Meeting, it is a body of public policies which is both broad in scope and long-range in perspective that will provide guidelines for the future development.

The Comprehensive Plan for the Town of Wellesley is divided into five principal parts: (1) Town Goals; (2) The Land Use Plan; (3) The Transportation Plan; (4) The Community Facilities Plan; and (5) The Implementation Plan. The Comprehensive Plan consists of text and graphic representation to describe the goals and policies and their implementation.

The Comprehensive Plan is expressed in terms of goals, policies and proposals. Planning goals are the most basic community objectives -- the highest level of public policy -- and must reflect the general agreement of the community. Goals can be considered as relatively permanent. Planning policies are the general guidelines or principles for the public actions that will achieve the stated goals. Policies are the basic recommendations of the Plan and are meant to be relatively permanent, changing only rarely over the years. Planning proposals are specific suggestions for action to carry out policies. Since there are generally several alternative methods of implementing a policy, the proposals are, by intention, flexible and subject to modification over the years.

## TIME PERIOD

The main emphasis of the Comprehensive Plan is the time period 1980 - 1990. Factors affecting the Plan through the year 2000 and beyond have been considered.

## HISTORY

Originally a part of Dedham, the area that today is known as Wellesley was included in the incorporation of the Town of Needham in 1711. This area was the Western Precinct of that town until April 6, 1881 when it was incorporated as the Town of Wellesley. Farming was the principal land use of this area until the middle to late 1800's, when industries were established. By 1880, a shoddy mill, a shoe factory, a paint factory and a chemical plant were in operation.

The development pattern of the "Western Precinct" changed markedly in 1871 when Henry Fowle Durant founded a female seminary. This school for young women, which is still an area landmark, was officially named Wellesley College in 1875. The character of the Town was heavily influenced by this college and other schools that were founded here, and soon became known as the site of this famous women's college as well as bearing its name. The natural beauty of the town coupled with the large amount of developable land for dwellings brought about a tremendous growth in the population. Another important factor in its accelerated growth was the construction of the Worcester Turnpike (Route 9), which passes through the town, and the provision of good railroad service to downtown Boston.

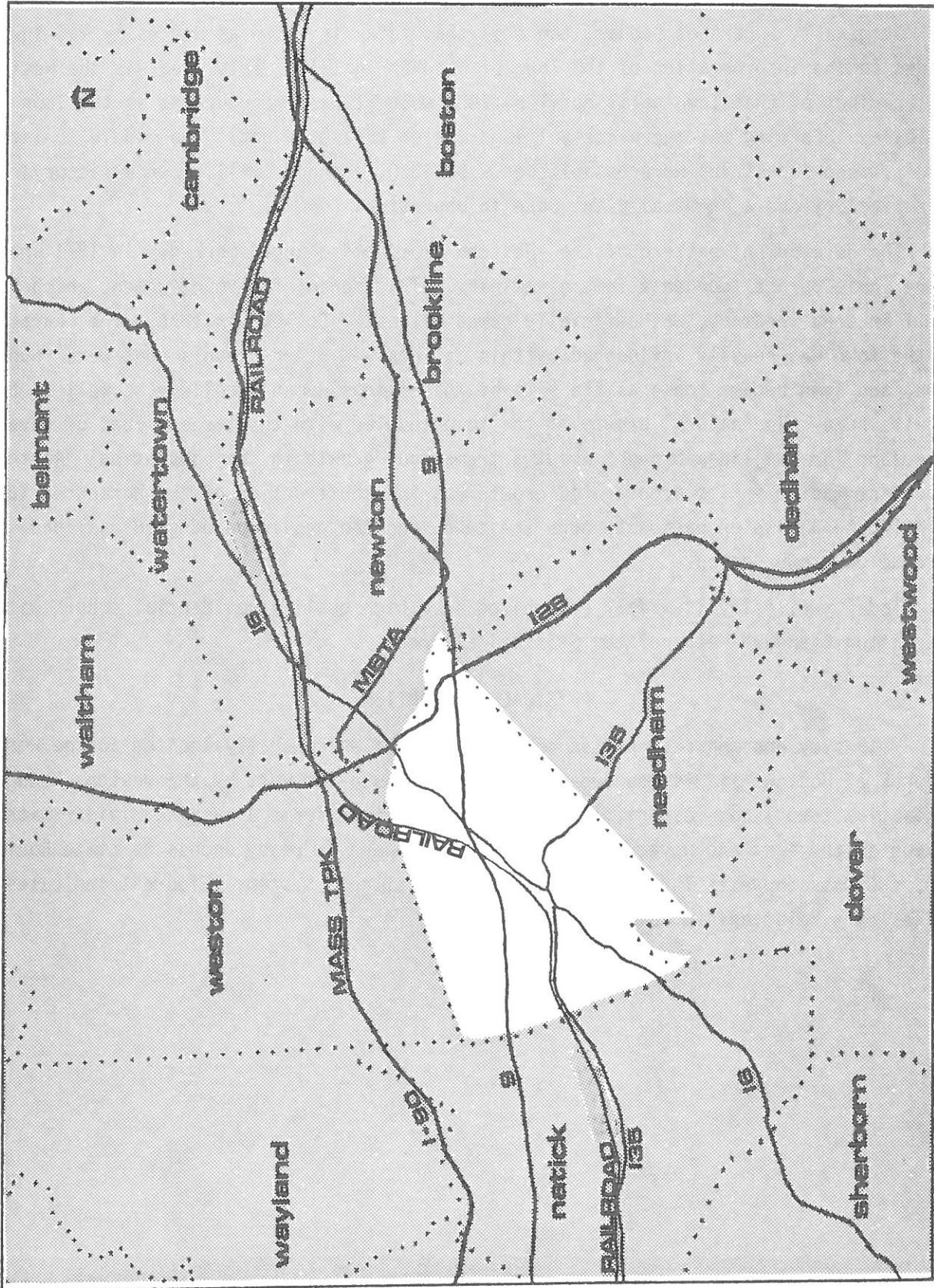
Today, Wellesley is widely recognized as a high quality residential suburb within the Boston Standard Metropolitan Statistical Area.

## PHYSICAL DESCRIPTION

Wellesley encompasses an area of ten square miles centrally located in the western suburbs of Boston. It is bounded on the north, south and west by the Weston, Needham, and Natick town lines respectively. The Charles River forms a natural divider with Newton on the east and Dover to the southwest. There is ready access to State Route 128, the Massachusetts Turnpike and the Amtrak Railroad System. Figure 1 indicates Wellesley's relationship to surrounding towns.

Figure 1

WELLESLEY'S REGIONAL SETTING



## TOWN GOALS

### 1.100 BASIC GOAL

Preserve and enhance the present general character of Wellesley as an outstandingly attractive predominantly residential community. The suburban residential character of the community is to be protected from the adverse effects of high density urbanization and incompatible non-residential forms of land development.

### 1.200 POPULATION GOAL

Accommodate further population growth in a manner consistent with the present character of Wellesley.

### 1.300 PUBLIC SERVICE GOAL

Provide a high quality of education and other public services within the context of efficiency and reasonable cost.

### 1.400 ENVIRONMENTAL GOALS

1.410: Create and maintain a balance of land use activities compatible with and complementary to a predominantly residential community.

1.420: Provide a residential environment having the qualities of comfort, safety, convenience and aesthetic satisfaction.

1.430: Preserve and enhance the desirable features of the natural and man-made environment and reduce or remove unsightly and incompatible features from the community.

1.440: Encourage use of renewable energy resources, particularly active and passive solar.

### 1.500 TRANSPORTATION GOALS

1.510: Facilitate convenient and safe transportation in and through Wellesley with minimum adverse effects upon residential areas.

1.520: Provide alternative transportation systems to reduce heavy dependence on the private automobile and make more efficient use of energy.

### 1.600 ECONOMIC GOALS

1.610: Preserve and enhance residential real estate values to protect the substantial financial investment of Wellesley homeowners.

1.620: Foster sound, healthy, and profitable conditions in Wellesley's existing business community. Provide a range of service and shopping facilities to meet the general needs and desires of the residents of Wellesley and -- to the extent necessary to foster the foregoing conditions -- of the residents

of neighboring communities with similar purchasing patterns.

#### 1.700 REGIONAL GOALS

- 1.710: Cooperate with other cities and towns, state agencies, public authorities and private groups to achieve the various town goals.
- 1.720: Resist any regional trends and influences substantially adverse to the town's efforts to achieve its other goals.
- 1.730: Maintain a favorable competitive position in relation to other residential communities in the region as required to achieve the various town goals.

#### 1.800 TOWN GOVERNMENT GOAL

Provide a town administration of integrity, competence and efficiency which will provide superior services at reasonable costs through a combination of voluntary participation by dedicated citizens and assistance by skilled professional town employees.

#### 1.900 FISCAL GOALS

- 1.910: Maintain and enhance a sound and economic base of taxable property.
- 1.920: Budget the development of community resources and facilities, and favor private (rather than public) sources of funds to the extent that private financing is an available source of funds on reasonable terms for the purposes planned.

LAND USE PLAN  
POLICIES AND PROPOSALS

2.100 ALL LAND USES

2.110: Retain single-family residence, and the public and semi-public uses which serve it, as the predominant land use.

2.120: Permit development of apartments, office and business uses insofar as they:

- a. serve to support the overall town goals;
- b. provide tax revenue to the town without detracting unreasonably from its residential character;
- c. constitute a more desirable use of particular parcels of land;
- d. do not overburden the utility systems or other public facilities serving the town including the public water supply;
- e. are based on sound land planning principles and incorporate the best available energy saving technologies;
- f. otherwise enhance the interests of Wellesley residents.

2.130: Maintain Wellesley as a desirable residential community in the face of competition from newer housing in other communities and the fact that the town's housing stock and its physical plant will be growing older in the years ahead by emphasizing:

- a. high quality town services, especially education;
- b. reasonable local taxes;
- c. a well-developed park and recreation system near residential areas;
- d. a wide range of goods and services in pleasant and accessible business districts; and,
- e. convenient access to regional employment, shopping, educational, medical and recreational centers, stressing public and other energy efficient transportation systems.

2.140: Encourage use of solar energy systems and more energy efficient site planning.

Proposal A - Amend the Zoning Bylaw where necessary to permit clustering of buildings and to protect solar access in ways which will not be detrimental to the town as a whole or unreasonably impact surrounding areas.

2.200 RESIDENCE USES

2.210 All Residence Uses

2.212: Maintain detached single-family units as the predominant type of residence by limiting the total number of apartments and/or town houses, excluding subsidized units, to approximately 15% of the total number of detached single-family houses in Wellesley.

- 2.213: Permit gradual development of new apartment buildings and change existing zoning district designation only in areas indicated in 2.252. Utilize zoning and other public controls to encourage proposals for attractive developments, meeting the criteria set forth in 2.252.
- 2.214: Permit gradual development of new townhouses and change existing zoning district designation only in the areas indicated in 2.242. Utilize zoning and other public controls to encourage proposals for attractive developments.
- 2.215: Protect residential neighborhoods from adverse effects of other land uses through careful enforcement of the Zoning Bylaw and retention of open space.

#### 2.220 Detached Single Family Residence Use

- 2.221: Protect existing residential areas against depreciation in livability or economic value by incompatible uses, activities, or through traffic where possible. Provide ample buffer strips to separate single-family residences from apartments, business or industrial areas.
- 2.222: Allow customary accessory uses in residential areas where those uses do not disrupt or disturb the residential environment.
- 2.223: Limit home occupations for gainful employment by the residents to those non-residential uses of a dwelling unit that do not disrupt or disturb the customary activities of the residential neighborhood.
- 2.224: Permit development of additional detached single-family homes in those areas indicated on the proposed Land Use Map at the following densities:
  - a. in areas of substantial vacant land, one housing unit per net residential acre. In such areas, encourage clustering of homes and the preservation of substantial tracts of open space in residential development;
  - b. in areas already substantially developed, in agreement with the density of present development and in accordance with existing zoning.
- 2.225: Strive for open, natural areas, in and adjacent to each neighborhood. Encourage builders to set aside natural areas by taking advantage of cluster zoning provisions or make cluster a special permit in any single-family area.
  - Proposal A - Consider reducing the ten acre minimum for cluster zoning to a five acre minimum and expanding the cluster zoning provision to the 15,000 and 10,000 square foot minimum.
  - Proposal B - Consider adoption of zoning provisions to allow more flexibility in residential construction to adjust to changing needs and economic conditions.

Proposal C - Consider a "zero lot line" special permit provision for undeveloped land in residential zones.

Proposal D - Consider establishment of standards for the conversion of older large buildings into additional housing units while maintaining overall density in the zone.

2.226: Provide a suitable level of town services, including sewer, water and adequate streets, for all housing units in town.

2.227: Discourage conversion of single-family houses into additional units in areas predominantly consisting of single residence homes, except in accordance with established conversion standards included in the Zoning Bylaw.

#### 2.230 Two to Four Family Residence Use

2.231: Permit continuation of existing two, three and four family units and the conversion of existing structures to two, three or four units in the areas adjacent to local commercial centers designated on the Land Use Map subject to appropriate zoning changes or by special permit and the following conditions:

- a. in conjunction with rehabilitation and reuse of existing buildings;
- b. when necessary to maintain the economic viability of existing residential structures; or
- c. when the converted unit will fill a local need and/or contribute to the local and regional requirement for subsidized housing units.

2.232: Discourage conversion of existing two family houses into additional units in areas predominantly consisting of single residence homes.

#### 2.240 Town House

For the purposes of the plan, a town house is defined as a structure containing two or more dwelling units, each sharing one or more common walls with another dwelling unit, and each having at least one floor at ground level with direct access to open space on two or more sides.

2.241: Limit the density of town houses to a maximum of 9 to 11 units per net residential acre.

2.242: Limit development of new town house units to areas of existing higher density housing or near commercial centers as indicated on the Land Use map and in other areas according to the proposals under 2.225.

2.243: Encourage a mixture of town house types appropriate for a full range of income groups, family types and age groups adjacent to commercial areas.

## 2.250 Apartments

For the purposes of the plan, an apartment building is defined as a structure with five or more housing units, to which access is gained through a common entranceway.

2.251: Permit the construction of a limited number of apartment units primarily to meet the needs of senior citizens and other residential groups in Wellesley, and secondarily as a means of effecting a more desirable use of particular parcels of land.

2.252: Limit the location of apartment buildings to those areas shown on the Land Use map which reflect the following conditions:

- a. areas of existing higher residential density and multiple-housing unit structures;
- b. areas near private educational institutions;
- c. areas near business districts;
- d. areas near rail or transit stations, or other public transportation; or
- e. areas which do not appear suitable or desirable for development of detached single-family homes, but are suitable for apartment buildings and such areas:
  - 1) are adequately served by utilities;
  - 2) will not overtax the traffic-carrying capacity of streets; and
  - 3) are capable of being adequately separated from detached single-family residence areas by ample buffers.
- f. contain larger, older buildings which are no longer serving their original use and can be converted into additional units while maintaining the overall density of the area.

2.253: Permit a mixture of types of buildings containing apartments with a maximum density of 15 apartment units per net residential acre for two to three story buildings and up to 25 units per net residential acre for higher buildings.

2.254: Encourage more usable open space, less site coverage, and buildings catering to older residents where appropriate, by permitting some apartment buildings with elevators, not to exceed four stories in height and not to rise above either the tree line or the line of existing buildings.

2.255: Encourage the cooperative or condominium forms of ownership of apartment units in addition to tenancy.

2.256: Establish design controls for all apartment developments to encourage sound land planning and design.

## 2.260 Low-Cost or Moderate-Cost Residence

2.261: Encourage the use of limited dividend or non-profit sponsors to provide housing for low and moderate income elderly.

Proposal A - Develop a housing program based on an assessment of local need and evaluate proposals for the construction of new subsidized housing units in terms of suitability of location based on the Land Use map, character of the site, availability of utilities and fiscal impact.

Proposal B - Investigate ways, other than construction, of filling the need for low and moderate income housing (rental assistance, allowances, loans and leasing).

## 2.270 Uses in Other Residence Areas

2.271: Encourage development of the area south of Worcester Street (State Highway Route 9) and east of Cedar Street according to the following recommendations:

- a. there should be no change in the well established single residence district to the east of Cedar Street particularly along McLean Street and the side streets;
- b. the area east of the Willow Street lots should be considered for town house, open space and regional office uses.

Proposal - Efforts should be made to solidify, either by purchase or exchange, town ownership of the land to the west of Echo Road and east of the Willow Street lots. Investigate federal and state programs which might assist.

## 2.300 INSTITUTIONAL USES

2.310: Protect the character of residential areas by requiring that non-residential uses, such as colleges, private schools, churches and other public or private institutions which are permitted in residential areas, shall conform to appropriate dimensional requirements and off-street parking requirements to ensure their compatibility with residential areas.

2.320: In the event of sale of institutional lands, favor development for public or private recreational use or other public use before conversion and development for private uses.

2.330: Encourage open space preservation agreements between the town and those institutions which have land that is considered to be a valuable open space resource.

2.340: Establish and maintain liaison between institutional landholders and the town so that the town is aware of proposals for large-scale conversion of property to different use or extensions of existing facilities.

2.350: If development plans or land use changes are proposed by institutions which conflict or have the potential to conflict with adjacent uses seek to resolve any conflict to protect the interests of the adjacent uses and, if applicable, by requiring the institutions to provide ample buffer areas.

2.360: Encourage the health and vitality of the major educational institutions, Wellesley College, Babson College, Dana Hall School and Mass Bay Community College as assets to the character of the town in a manner that is consistent with the town goals.

## 2.400 COMMERCIAL USES

### 2.410 All Commercial Uses

2.411: Concentrate commercial uses in well defined areas to the extent possible, separated, screened or buffered from residential areas. Seek to insure that the appearance of such uses does not detract from adjacent properties or does not otherwise adversely affect the town through design review of proposals.

2.412: Discourage strip development of business and industrial uses along principal streets. For those uses providing parking on their own property, encourage grouping of such uses in well designed complexes with limited points of access.

2.413: Discourage fragmentation of business and industrial use areas by the intrusion of residence uses and encourage conversion of isolated residential structures in business and industrial areas to more appropriate uses.

2.414: Improve the visual attractiveness, ease of movement and availability of parking in all commercial areas. Improve accessibility by encouraging use of public transportation and inclusion of necessary provisions for its use.

2.415: Require off-street parking facilities within walking distance for all commercial areas in Wellesley at Business "A" standards.

2.416: Encourage high quality design, both architectural and landscape, for any future building activity within the commercial areas through the design review and site plan review process.

2.417: Encourage tasteful signage by establishing a sign review procedure for all commercial signs except temporary signs.

## 2.420 OFFICE USES

2.421: Encourage region-oriented office use, including research and development firms in the following areas:

- a. along Walnut Street in Lower Falls near the Charles River;
- b. in the vicinity of the Worcester Street-Route 128 interchange;
- c. in the vicinity of the intersection of Worcester Street and Cedar Street;
- d. on the south side of Worcester Street, west of Weston Road and east of Dale Street; and
- e. in other commercial locations, shown on the Land Use map, where ample off-street parking can be provided, the office use will not overtax the town utility systems.

2.422: Permit local-oriented office uses in all existing commercial centers.

## 2.430 Retail Uses - General Policies

2.431: Provide conveniently located attractive centers with sufficient off-street parking, for the purchase of a wide range of goods and services, and as a means of reinforcing the residential property and providing a healthy tax base.

2.432: Resist development of new retail centers elsewhere in town which would undermine or reduce the vitality of existing retail districts.

2.433: Provide appropriate public support so as to encourage existing business to meet competition from regional shopping centers.

2.434: Encourage separation of motor vehicle traffic from pedestrian circulation, where possible.

## 2.440 Wellesley Square

2.441: Maintain and encourage those commercial uses which characterize Wellesley Square as a western sub-regional retail center, while providing a wide range of goods and services for Wellesley residents.

2.442: Develop easy and convenient access by public transportation, an improved street system and adequate off-street parking to accommodate Wellesley Square shoppers and employees.

2.443: Seek ways to direct the movement of traffic, especially through traffic, around the retail area.

2.444: Encourage private financing of off-street parking to be supplemented by public powers of land acquisition, assembly, and development to provide required parking in sufficient quantities and at suitable locations.

2.445: Strive for a ratio of one parking space per 250 square feet of retail floor space and 3.2 spaces per 1000 square feet of office floor space. Locate

parking areas so that they will be accessible from the principal streets approaching Wellesley.

Proposal A - Develop additional off-street parking particularly (1) Between Central Street stores and the railroad; and (2) North of 135 and the railroad tracts and west of Weston Road on the town owned substation property if not used as parking for a relocated Wellesley Square railroad station.

Proposal B - Encourage Wellesley Square employees to park at less convenient and more remote locations, leaving spaces near the business district for shoppers. Utilize price and parking duration limitations as techniques for achieving this proposal.

Proposal C - Encourage experimentation with the on and off street parking meter program to determine the program which is in the best interest of the commercial area and the town.

2.446: Provide a safer and more attractive environment for the pedestrian shopper. Preserve the continuity of the pedestrian shopping experience by discouraging the disruptive influences of streets, driveways, and non-retail establishments.

Proposal - Consider a program to provide more pedestrian amenities in the Wellesley Square Area.

2.447: Strive to achieve a balance among competing and conflicting residential, commercial and civic activities located within Wellesley Square, while enhancing the position of the Square as the focal point of Wellesley's commercial and civic activities.

2.448: Favor retail uses along Central Street, Church Street, Washington Street and Grove Street. Discourage expansion of region-oriented retail uses beyond these streets.

2.449: Encourage proposals to improve pedestrian circulation between Wellesley Square and the commercial area on Linden Street.

#### 2.450 Wellesley Hills Square

2.451: Maintain and encourage those commercial and related uses which characterize Wellesley Hills Square as a community-oriented retail and service center.

2.452: Stimulate existing business in the area by requiring adequate off-street parking while discouraging business-related expansion into stable residential areas.

2.453: Enhance the aesthetic features within the Wellesley Hills Square area through conscientious planning, promoting high quality design and conservation of existing open space.

2.454: Encourage private financing of off-street parking to be supplemented as required by public acquisition, assembly, and development to provide required parking in sufficient quantities and at suitable locations.

- 2.455: Strive for a ratio of one parking space per 250 square feet of retail floor space and 3.2 spaces per 1000 square feet of office floor space.  
 Proposal - Develop additional off-street parking between Prescott Street and Seaward Road.
- 2.456: Discourage further retail uses, where ample off-street parking cannot be provided on the lot. Consider rezoning properties in the single residence zone which are not desirable for single family homes by reason of being adjacent to commercial areas, to commercial uses with low traffic-generating potential, apartments, or town house.
- 2.457: Explore further sites for low and moderate income housing in the Wellesley Hills area.  
 Proposal - Investigate the possibility of converting the Intermediate Building into elderly housing.
- 2.458: Where possible, provide buffer zones between Business and Residential areas in Wellesley Hills Square.  
 Proposal - Rezone some of the area between present business and existing single and two family residential uses to "Town House," to help satisfy a general demand in the area for multi-family housing and provide a transition zone.
- 2.460 Lower Falls
- 2.461: Retain convenience goods outlets in the Lower Falls area while encouraging local and region-oriented office use.
- 2.462: Strive to eliminate curb parking on the approaches to the bridge over the Charles River and encourage the provision of replacement off-street parking.
- 2.463: Strive for a ratio of one parking space per 250 square feet of retail floor space and 3.2 spaces per 1000 square feet of office floor space.
- 2.470 Linden Street
- 2.471: Maintain and encourage those commercial uses which characterize Linden Street as a retail area with emphasis on building supplies, garden supplies, retail food outlet and other retail uses.
- 2.472: Develop a more attractive pedestrian environment in the Linden Street area with well defined sidewalks, crosswalks, attractive landscaping, unified signage and other pedestrian amenities.  
 Proposal - Develop an improved pedestrian walkway overpassing the railroad tracks from the Town Hall/Post Office area to Linden Street area.
- 2.473: Promote efforts to improve the vehicular flow and safety of the area by restricting and defining turning movements from commercial driveways and parking lots.
- 2.474: Strive for a ratio of one parking space per 250 square feet of retail floor space and 3.2 spaces per 1000 square feet of office floor space.

## 2.480 Other Business Areas

- 2.481: Permit hotel, restaurant and other related uses oriented to the traveling public along Worcester Street (State Highway Route 9) west of the Cochituate Aqueduct.
- 2.482: Maintain neighborhood food, convenience goods and service outlets in all commercial centers as well as in the Fells area, the State Street-Washington Street intersection and on Linden Street. Discourage establishment of neighborhood oriented retail uses in new locations except as may be allowed in the Planned Development District.
- 2.483: Require a minimum of one off-street parking space for each 250 square feet of retail floor space in neighborhood-oriented retail uses areas to be provided by the business owners.

## 2.490 Industrial-Type Retail Services

For the purposes of the Plan, industrial-type services are defined as consisting of uses such as auto-body repair, laundries and suppliers of building materials or fuel, which provide services to Wellesley residents and may be considered town-oriented.

- 2.491: Permit and concentrate town-oriented industrial-type services (a) in the Lower Falls area, and (b) in other areas where such services will not be disruptive to adjacent uses nor in any other way hinder higher uses of land.

## 2.500 Industrial Uses

Industrial uses are uses such as the manufacture of electrical equipment, instruments, photographic and optical goods or printing which serve the region.

- 2.510: Permit existing industrial uses to continue to operate in areas which are well isolated from, and have minimum impact on residential, public, institutional or business uses.
- 2.520: Discourage new industrial uses from locating in Wellesley by zoning and other land use controls, except light industry ancillary to commercial uses in locations indicated for commercial or office use on the land use map, where it can be demonstrated there will be no adverse impact on other uses, resources or services.

## PROPOSED LAND USE

The plan entitled "Proposed Land Use" shows the long range land use goals for Wellesley. The plan is a schematic representation showing the proposed basic land use structure. Consequently, it is not intended to be used to determine whether individual parcels of land are included in one category or another. More detailed recommendations for specific areas are contained in the Land Use Goals and Policies section. This plan is to be used in conjunction with these written recommendations as well as the land use commentary. If there are any areas where the plan does not appear to be consistent with the written text, the text shall govern.

Five land use categories are shown in relation to one another and in relation to the transportation network. Institutional and Open Space land, colored green on the plan, are areas recommended for preservation. These are lands presently having a predominantly open character which should be retained. Wellesley derives much of its attractive visual character from these lands.

Single Residence land, colored light yellow on the plan, are those areas where single family residence is the principal land use. It is recommended that these areas be protected from incursion of incompatible land uses. Multi-family land, colored deep yellow on the plan, are those areas which have characteristics which are prerequisites to favorable consideration of proposals for more intensive residential use, but only when those proposals are deemed to be compatible with present residential neighborhoods. It should be noted that the multi-family recommendation does not assure favorable consideration, by town bodies, of multi-family proposals which are determined to be compatible in these neighborhoods any more that it assures unfavorable consideration of proposals for multi-family housing on scattered sites outside these areas.

Business Node designations, colored deep red on the plan, are Wellesley's commercial centers located along the major transportation corridors. It is recommended that the town continue to reinforce the vitality of these areas with necessary public improvements and discourage major commercial expansion into new areas not identified as business nodes. Office areas, colored light red on the plan, are major office parks. The traffic generating characteristics of these areas mandate locations in close proximity to the transportation corridors.

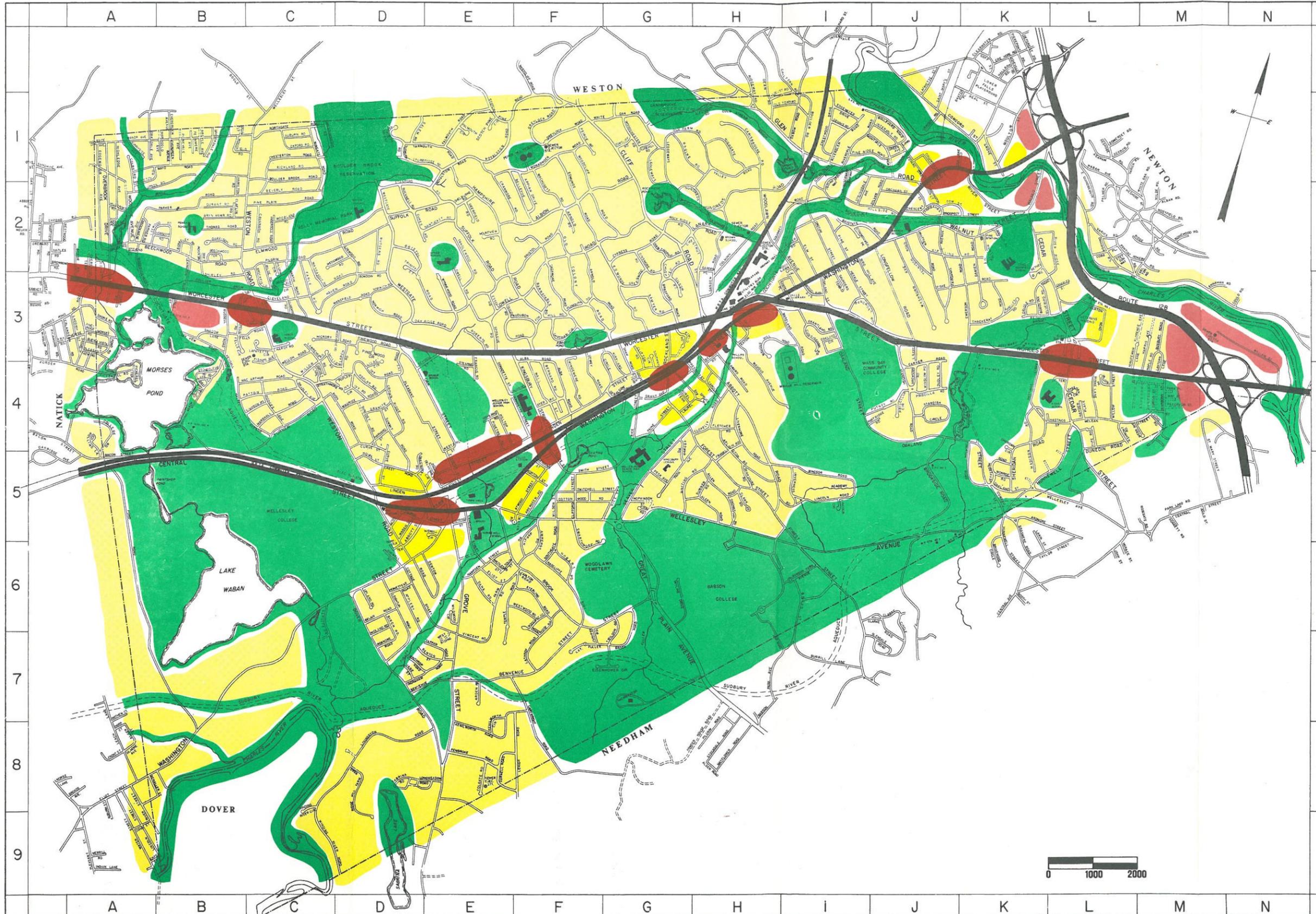


TOWN OF WELLESLEY  
MASSACHUSETTS  
COMPREHENSIVE PLAN

PREPARED BY  
WELLESLEY PLANNING BOARD  
SEPTEMBER 1, 1980

PROPOSED  
LAND USE

-  INSTITUTIONAL AND OPEN SPACE
-  SINGLE RESIDENCE
-  MULTI FAMILY
-  BUSINESS NODE
-  OFFICE
-  TRANSPORTATION CORRIDOR



## LAND USE COMMENTARY

### Introduction

Wellesley exhibits several dominant patterns of land use as reflected by its zoning (see following page and the Existing Land Use map). The preponderance of single-family residences, related public uses, and the educational institutions are the most striking features. Another important element is the Route 16 highway corridor running along a northeast-southwest axis (see Land Use map). The Town's principal commercial areas are concentrated along this axis. Also apparent is the presence of commercial and industrial uses at the town boundaries -- near the Charles River at Lower Falls and along Worcester Street (Route 9), near the Natick town line and near the Newton city line.

Residential density is higher than in some surrounding communities, but the character of the residential areas is wooded and quiet with many public and semi-public institutions set on large open tracts of land. Although commercial acres per 1,000 persons is also comparable to that of the surrounding towns, retail sales per commercial acre in Wellesley are more than half again as great. There are instances of substandard housing, incompatible land uses and inadequate public facilities, but these are the exception rather than the rule.

Wellesley has a high percentage of developed land. Developable lots are becoming scarce. Consequently, comparably little new single family housing will be built in town unless there are changes in land use policy by one or more of the large institutional land holders, or the institution sells off the land for development. Wellesley's housing, therefore, will become progressively older. This situation will place the town in a position similar to other inlying prestigious communities of competing against newer residential areas in more outlying communities. Wellesley has the advantage of attractive residential neighborhoods and attractive village shopping areas with many hundreds of acres of protected open land for the enjoyment of the whole community. It also has locational advantages with respect to major sources of employment and access to the regional transportation system. It will be important to protect the desirable land use patterns while exploiting the town's locational advantages. The distribution of Wellesley land among the various land use categories is listed in Table I.

Table I  
LAND IN ZONING DISTRICTS

DISTRICT	ACRES	% of ZONED AREA
1. Single Residence Total	4,551	79.35
Single Residence 10,000*	1,254 (27.6%)	
Single Residence 15,000*	1,297 (28.5%)	
Single Residence 20,000*	1,300 (28.5%)	
Single Residence 30,000*	300 ( 6.6%)	
Single Residence 40,000*	400 ( 8.8%)	
2. Single Residence A	5	.09
3. General Residence	40	.70
3A. Town House	4	.07
4. Limited Residence	8	.14
5. Limited Apartment	7	.12
6. Educational	475	8.28
7. Educational A	60	1.00
8. Educational B	28	.49
9. Administrative & Professional	37	.64
10. Limited Business	10	.17
11. Business	57	1.00
12. Business A	63	1.10
13. Industrial	19	.33
14. Industrial A	15	.26
15. Transportation	57	1.00
16. Conservation	302	5.26
	<hr/>	<hr/>
Total all Districts	5,738	100%
Roads	<u>600</u>	
Total Land Surface	6,338**	
Open Water	<u>312</u>	
	6,650	

Source of Data - Wellesley Planning Board Files

\* - Number of square feet of land area required per dwelling unit

\*\* - Town Report 1980 - 1981

## RESIDENTIAL USES

### Detached Single-Family

Table I indicates the predominance of single-family dwellings. There are approximately 7000 single-family units in Wellesley. This represents approximately 88% of the dwelling units in the town. The sum of all other types is less than one-sixth the number of single-family dwellings. The total number of potentially developable lots is approximately 2000. This figure includes the large tracts of land that are presently held by major institutions and colleges. The Wellesley Country Club landholdings comprise more than 10% of the 2000 total lots. Approximately 150 recorded lots that are non-conforming under the zoning bylaw, but potentially buildable, are included. If it can be assumed that institutional land will remain in its current use and that non-conforming lots will not be built upon, approximately 550 potential building lots remain to be developed. This is a potential growth of only 7% before the town's residential areas are completely developed. If the present rate of building continues -- approximately 50 houses per year -- it will take more than a decade to reach the point where no developable lots remain.

### Two-Family

In 1977 the Planning Board completed a study of two-family dwellings in Wellesley. These dwellings were categorized as follows:

1. Known two-family dwellings - 73 buildings or 146 units. These homes are located in General Residence Districts and in Single Residence Districts. Many of the two-family houses pre-date the Zoning Bylaw enactment (1925), and some exist by virtue of a special provision in the Zoning Bylaw, which allows conversion of single-family homes built before adoption of the 1925 Zoning Bylaw.
2. Likely two-family dwellings - 36 buildings or 72 units. These are single buildings which appear to have been divided into two dwelling units but the town has no official record of the division.
3. Possible two-family dwellings - 96 buildings or 192 units. The Registrars' List of Residents indicated the possibility of two families living in the house, although the town has no official record that a division of the building into two dwelling units has taken place.
4. Potential for Further Development in General Residence Districts - 136 units. This figure was calculated by determining the development potential of land in the General Residence Zone on a lot by lot basis.
5. Qualify for Two-Family Special Permit Consideration - 1,289 houses or 2,578 units. The Zoning Bylaw allows, by special permit, the conversion of a dwelling in a Single Residence District to a two-family dwelling provided certain conditions

are met. All possible dwellings were counted since it cannot be determined beforehand which requests the Zoning Board of Appeals will grant. It is very unlikely that all requests would be granted. Each request requires a public hearing with notification to all abutters and the Planning Boards.

The total potential increase of 2,714 units creates the possibility of linking conversion of units in existing buildings to meeting some of the need for subsidized units for low and moderate income persons and is discussed further below.

#### Town Houses

There are approximately 260 town house units in Wellesley. This represents 3% of the total number of housing units in town. One third of these are public housing units. There is a growing acceptance and recognition of the need and inherent efficiencies of the Town House type dwelling unit as an attractive multi-family alternative to an apartment development. Attractive town house units have been built in the Wellesley Square area, Linden Street area and Forest Street area near Wellesley Hills, with general acceptance by the townspeople. Town house units also present an attractive alternative for families who do not want the expense or maintenance concerns of a single-family house. Residential developments at a density of 8 to 15 housing units per acre are the most compatible in existing residential areas, most existing units are within walking and bicycling distance of commercial nodes and public transportation corridors. Their locations are shown on the Land Use Plan.

#### Apartments

There are approximately 460 apartment units in Wellesley. This represents 6% of the dwelling units in Wellesley. Almost 60% of the apartment units in town are either public housing or limited dividend private housing for moderate income persons.

Apartment building construction in recent years has captured an increasing portion of total housing, especially in the suburbs. High land costs and changing family composition are increasing the pressure for apartments in suburban areas. The skyrocketing price of land available for residential construction has been the major reason. High land prices, added to the general increase in construction costs, have priced the single-family residence out of reach of a large proportion of potential buyers. If the land cost per dwelling unit can be cut by increasing the density of the development, part of this lost market can be regained. The most direct way to reduce the cost of land per dwelling unit is to switch from single-family homes to multi-family homes.

Another factor favoring an increase in apartment construction is the need to achieve a better balance between apartments and single-family houses. While it is impossible to

say precisely what a "proper" balance between single-family and multi-family units might be, there is reason to believe that past construction patterns did not produce it. The demand in Wellesley for a housing alternative to the single-family home has come from older persons and young families. The older citizens have grown families, are tired of keeping up a large house and yard, yet want to stay in the same suburban area with their friends, their children and grandchildren. The younger families do not yet need many of the space amenities provided by single-family homes, as well as being caught in the price squeeze mentioned above.

The increased demand for apartments in Wellesley is not without its opponents. There has been widespread reaction by many citizens against proposed apartment developments. The most recently constructed apartment house is Glen Grove, near Wellesley Square.

Table II  
WELLESLEY HOUSING TYPES

Single Family Homes	Approximately	7000 or 88% of total
Units in Two & Three Fam. Bldgs.	Approximately	200-250 or 3%
Town House Units	Approximately	260 or 3%
Apartment Units	Approximately	460 or 6%
<hr/>		
TOTAL HOUSING UNITS	APPROXIMATELY	8000 or 100% OF TOTAL

Table III  
ZONING DISTRICTS WHICH ALLOW APARTMENT AND TOWN HOUSES

Apartments:

Multi-family Residence	14.5 units/acre
Limited Apartment	24.2 units/acre
Planned Development	24.2 units/acre
Limited Residence	17.4 units/acre
Educational, Business, Industrial	17.4 units/acre

Town Houses

Planned Development	10.9 units/acre
General Residence	8.7 units/acre
Town House	10.9 units/acre

Table IV  
LAND USE INTENSITY STANDARDS

The Federal Housing Authority suggests the following densities for the indicated types of housing.

2 story town houses	6.7 - 13.9 units/acre
2 story apartments	7.7 - 16.0 units/acre
3 story apartments (This is the current limit in Wellesley)	14.4 - 32.0 units/acre
6 story apartments	28.8 - 61.2 units/acre
12 story apartments	55.7 - 119.4 units/acre

Source: FHA Land Use Intensity Standards for 1,089 square foot living units.

Wellesley's residential density limitations are compatible with the federal standards.

### Condominium Ownership

The number of rental apartments built in Wellesley since 1970 is minimal, but a significant increase in condominium ownership has taken place in recent years. In 1972, 150 condominium units were constructed at Wellesley Green and Linden Gardens, a town house development near Wellesley Square, has been converted from rental units to condominiums since 1970, as has the apartment complex known as Washington House (also near Wellesley Square).

Condominium ownership is most often found in multi-family town or apartment houses. Its popularity stems from the relatively lower costs over single-family housing, yet answers a very strong desire for homeownership in Wellesley. Consequently, the condominium apartment fills a local need. The Planning Board believes that condominium apartments present, in many instances, a viable alternative for conversion of unneeded public school buildings and other municipal buildings which are no longer needed for their original purpose.

### Low and Moderate Income Housing

Low and moderate income housing is provided under a variety of programs administered by the Wellesley Housing Authority.

#### State Housing Programs

Name of Program: Chapter 667 Elderly Housing Program.

Objective: To provide housing for low income, elderly and handicapped households.

Uses: The Chapter 667 program provides state financial assistance to local housing authorities for the development of housing for low income, elderly and handicapped persons. This program can provide assistance through new construction, major rehabilitation, or acquisition of standard housing, or for renovation to community residences or congregate facilities. The program provides initial capital financing to local housing authorities and pays debt service costs on notes and bonds issued to finance a development for a maximum period of forty years. As in all state aided public housing programs, the tenants pay no more than 25% of their net income for rents. The Commonwealth also provides operating subsidies in those cases where rent receipts are insufficient to cover the operating costs based on a budget approved by the Executive Office of Communities and Development (EOCD).

The Wellesley Housing Authority's projects at Morton Circle, River Street, and Weston Road are financed through the 667 program.

Name of Program: Chapter 705 Family Housing.

Objective: To provide housing assistance for low income families through new con-

struction, major rehabilitation or the acquisition of standard housing.

Uses: The Chapter 705 Program uses state bonding to provide housing for low income families. Under this program housing authorities may construct, acquire and rehabilitate single and multi-family dwellings. The State pays the debt service on notes and bonds based upon the final cost of the project for a maximum period of forty years. If tenant rentals are insufficient to cover operating costs of the project based upon a budget approved by the EOCB, the State will subsidize the difference. In 1980, the legislature approved a one-year demonstration program under Chapter 705 through which individual condominium units for elderly could be bought by local housing authorities within existing market rate projects. The program was continued by the legislature in 1981.

The 705 Program provides for a broad range of development options and together with the Chapter 667 Program are among the most active State programs. The 12 unit Waldo Court complex is operated and maintained under the Chapter 705 program.

Name of Program: Section 26J Chapter 694 Modernization of State Aided Public Housing.

Objective: To insure the safety and health of tenants living in the state aided public housing projects and to physically modernize units where deterioration and damage to the building and fixtures may be corrected and outmoded equipment replaced.

Uses: The modernization statute authorizes local housing authorities to contract for financial assistance to renovate, repair, remodel and improve state aided public housing projects. Applications are prioritized by the amount of need. The modernization program emphasizes the requirement of participation by local tenants organizations in the decision making process. Since 1978, the Wellesley Housing Authority has received more than \$600,000 under this program. The bulk of these funds have been expended at the 90 unit Barton Road complex which was originally built under the, no longer active, Chapter 200-1 Low Income Veterans Housing Program.

Name of Program: Section 20 through 23 Chapter 40B Zoning Override Provision.

Objective: To stop cities and towns from preventing construction of low and moderate income housing by limiting housing units to single family detached structures and thus upper income households.

Uses: Chapter 774 of the Acts of 1969, the Low and Moderate Income Housing Act, which was inserted into Chapter 40B Sections 20 through 23, is part of a growing effort to develop programs to meet the critical housing needs of low and moderate income households without resorting to the construction of publicly owned and managed "projects". Through the law, a city or town is given the opportunity to respond to specific housing proposals and to participate actively in finding solutions to the housing problems of low and moderate income households. The intent of the Act is to stimulate the construct-

ion of housing for low and moderate income households in the suburbs. The law seeks to accomplish its intent by providing relief from restrictive provisions of local zoning, health and other codes. Only public agencies, non-profit corporations and limited dividend corporations have recourse to the provisions of the law; the private, profit-motivated developer is excluded. Rentals are subsidized by funds from the Federal Housing Administration's Section 8 program. These funds make up the difference between 25% of a tenant's income and the rental income required to pay mortgage costs, real estate taxes, and maintain and operate the unit.

A major responsibility of local planning and related agencies in suburban communities is to help residents recognize that many households now in the community need subsidized housing. All too often, local suburban residents oppose the development of subsidized housing programs in their communities because they may attract people from other communities without recognizing that there are many individuals and households already in their communities that need subsidized housing.

A common source of misunderstanding is the definition of housing need. The expression of need by people now in the community is not emphasized as strongly as the regional considerations. Data defining local need is available from local and state planning agencies. Town officials have a responsibility to know what housing programs are available to help low and moderate income households that need assistance and to advise the community about the kinds of programs and site locations that are most suitable in meeting local needs.

Chapter 774 does not direct, compel or require any agency of the state or municipal government to construct any low and moderate income housing. The law merely creates a method whereby public housing authorities, non-profit corporations, and limited dividend corporations may apply for relief from restrictive provisions in local zoning and similar codes. The initiative remains with these developers to find a site, to obtain financing, and to develop a low or moderate income housing proposal. The law has no ameliorating effect on the limited availability of sites, the high cost of land, or the scarcity of federal and state funds for housing, each of which has a significant effect on the production of housing.

Proposals to build subsidized housing under the provisions of Chapter 774 must be initiated at the local level by a sponsor. Such proposals are submitted to the local zoning board of appeals in the form of an application requesting a "comprehensive permit" to proceed with the construction of a proposed subsidized housing development. Municipalities are not required to make any changes in their local ordinance or bylaw either before or after the development application. The local zoning board of appeals, after a public hearing and in consultation with other local housing, building and plan-

ning officials, makes the determination of whether or not a comprehensive permit will be granted. Chapter 774 recognizes that such a determination will be based on local development objectives and planning standards, such as health and safety, good site and building design, and the preservation of open space, as well as on local and regional housing needs. The zoning board of appeals may: (a) approve the application and issue a comprehensive permit; (b) approve the application with conditions and requirements; or (c) deny the application. The zoning board of appeals may also deny the application if the community already has met its quota of units or land area devoted to subsidized housing requirements as determined by provisions contained in the law.

If an application is denied or is approved with conditions making the development of the housing economically infeasible and the city or town has not met its quota of low and moderate income housing units, the applicant may appeal to the Commonwealth for review and possible reversal of the local decision. The Housing Appeals Committee, established within the Department of Community Affairs, rules on the action taken by the local zoning board of appeals. The committee must determine whether denial of the application or the conditional approval is consistent with the local needs which, according to the law, include regional housing needs. If the Committee decides that the local decision was inconsistent with local needs, the Housing Appeals Committee is empowered to direct the zoning board of appeals to issue a comprehensive permit.

Recent figures indicate Wellesley contains approximately 8000 dwelling units. Utilizing the 10% figure, we estimate a need for approximately 800 low and moderate income units to meet the Chapter 774 requirement. With approximately 384 subsidized units currently available, the deficit is approximately 416 dwelling units.

An unresolved question is the limitation of dwelling units provided under a Chapter 774 permit to low and moderate income households, or permitting market rental units to be provided in buildings that are constructed under a Chapter 774 permit. The answer to this question has wide-ranging ramifications on the total amount of housing that must be permitted under Chapter 774, and what percent of the housing is actually available to low and moderate income households. This problem surfaced when the Planning Board was asked to review the application for a Chapter 774 comprehensive permit for a proposed development that would contain 50% market rental units. The developer and his financing agency argued that the market rentals should be permitted and that they, as well as the low and moderate income units, should count against the Town's Chapter 774 quota. We do not believe that this is the legislative intent of Chapter 774. Under these conditions, only half of units built under Chapter 774 (or 5 percent of the housing units in the community) would be available to low and moderate income households. On the other hand, if market rental units were permitted but did not count against a town's quota, twice as many dwelling units would have to be permitted (actually over 25 percent of the

Town's housing stock because the market rental portion would increase the base number upon which the 10% quota is calculated), raising the amount of housing for which town services must be provided to a level well above that planned for. This latter situation would make it impossible to plan for public services and facilities in a rational, logical manner. The problem is magnified even more if fewer than half of the dwelling units are reserved for low and moderate households. Thus, it is preferable that all units approved under Chapter 774 be reserved for low and moderate income households. If it was felt that a mixture of income levels should be permitted in a Chapter 774 development, it is imperative that all units so provided be counted against the Town's Chapter 774 quota so that the town can control growth in a rational manner.

Low and moderate income housing should be located so that residents can walk or use public transportation to reach places of employment, to shop, or to make use of other regional and community cultural and/or recreational facilities and not be forced to rely on automobiles. Therefore, it is highly desirable that such subsidized housing be within walking distance of stores carrying convenience goods, and have easy access to services such as medical offices, banks and barber shops, as well as convenient to public transportation for access to employment. Public sewer service is essential for multi-family developments, and it is usually economically unfeasible to locate such developments in areas that are not served by a sanitary sewer. Water service, electric service, and school facilities are also important considerations.

Consideration should be given to the character of the surrounding area to protect low and moderate income housing developments as well as market rental housing from excessive noise, traffic hazards and incompatible land uses. In addition, determinations of the adequacy of adequate recreational facilities and open space must recognize that the higher densities often occurring in conjunction with subsidized housing require more area and facilities for active and passive recreation than a comparable amount of land devoted to single family housing. It would also be recognized that the needs of low and moderate income housing for elderly persons are different from those of families with children.

The proposed site must be adaptable to the requirements of multi-family construction. Some developers believe that a minimum of 40 to 50 housing units must be developed on any one site. At a density of 10 to 20 units per acre, sites of two to four acres, or more, would be required. It is also generally recognized that concentrations of low and moderate income housing on a single site or in a single area to the exclusion of other income levels should be avoided. This indicates that a number of smaller sites at densities in keeping with the limits of the town's zoning districts would be more compatible with Wellesley's residential character. Consideration should also be given

to converting existing buildings to housing units for low and moderate persons. These decisions should be based on the land use map and the criteria for locating multi-family units and apartment units described in this comprehensive plan.

One apartment development, Glen Grove containing 125 units, has been built in Wellesley under this program.

#### Town Housing Study Committee

The Board of Selectmen, at the request of the Wellesley Housing Authority, appointed a second Low and Moderate Income Housing Study Committee to update the work done by the 1970 committee and to reassess the town's housing needs. The committee has completed data gathering and is preceeding with the analysis phase. The Planning Board has provided staff assistance and made available previous studies. The results of this study will help to determine the total housing needs of the town's residents.

The proposed land use map indicates those areas in Wellesley which by reason of their proximity to commercial areas and public transportation facilities are most appropriate for low and moderate income housing proposals. Each proposal for low and moderate income housing must be examined on its own merits. The land use plan designation is intended to provide guidance to the town boards involved, and not to arbitrarily exclude developments which might meet specific needs, but are proposed in other areas.

### NONRESIDENTIAL USES

#### Institutional Land Use

An important component of Wellesley's local character is the presence of major institutions throughout the town. These include the extensive and attractive land holdings of Wellesley College, Babson College, Dana Hall School and the Massachusetts Bay Community College, the latter being located on land of the former Elizabeth Seton School. Presently, land uses of local institutions mix well with surrounding uses. A large amount of Wellesley's remaining developable open space can be found in institutional land holdings. There may be a trend toward conversion of existing facilities and institutional open space to more intense uses if institutional needs and development pressures increase. Local interest in the future of the neighboring institutions coupled with the size of the institutional holdings creates a need for close communication between the institutions and the town government.

Future land use must reflect the recognition of the institution's community responsibilities as well as other considerations. Future development by any Wellesley institution should be the result of a joint planning effort and reflect the town's needs as

well as institutional desires.

### Office Use

The postwar development in the Boston metropolitan area has been characterized by a continuing shift of population from the urban core to the outlying suburban areas. This movement has encouraged industry to relocate to the suburbs where sites are readily available, land costs are less and a growing labor supply exists. Commercial retail centers follow closely behind residential development and provide the increasingly affluent population with its material needs.

The most recent type of nonresidential development in the suburbs has been the creation of office building complexes. No longer characterized by one and two story buildings in the central business districts, the modern office buildings are increasingly multi-storied and clustered in office parks. Once exclusively occupied by small professional tenants, many new suburban office buildings are being fully occupied by a single company or a major corporate regional headquarters. Wellesley's prime location close to major transportation routes, skilled labor pool, attractive residential amenities, and available land yields many attractive potential office sites. This is especially true in the areas adjacent to the Route 9 and Route 128 corridors.

Recommendations for office use are contained within the goals and policies for land use (see policy 2.420), and are shown on the land use map.

### Retail Uses

Preserving a healthy economic environment is important in order to maintain a wide range of goods and services available to the town's residents as well as to provide real estate taxes and contribute to the positive effect a lower tax rate has on residential property values. These advantages must be balanced against the requirements of commercial activity for land and town services, the increased vehicular traffic and parking demands, and the problems of compatibility with residential areas. Most older commercial districts (and those in Wellesley are no exception) were established at the crossroads of major traffic arteries in order to provide maximum accessibility, particularly to public transportation. Over the years, dramatic increase in automobile traffic, a good deal of it wishing to bypass the business district, coupled with reliance on curb parking, have resulted in congestion, not accessibility. The new shopping centers make shopping a more pleasant and more efficient experience. This is due to unified control and operation in a planned shopping environment, full control on the number and types of stores, and parking and servicing to meet the needs of the customers. The better shopping centers frequently have pedestrian refuges on malls and draw upon the skills of landscape architects to provide a coordinated design theme for the public space.

The three Wellesley business areas served by Washington Street and Central Street reflect many of the drawbacks of most older business districts. These characteristics include: a haphazard pattern of growth on individually owned parcels of property and lack of sufficient and conveniently located parking; stores that are poorly grouped in relation to each other; no overall design theme of either the stores or the public spaces; varying degrees of modernization of store fronts and a competition of signs for the public eye; off-street parking in scattered lots, not generally noticeable from the main approaches, and in too many instances face shabby rear sides of the stores; and disruption of shopping continuity by streets, driveways, non-shopping establishments and unattractive dead spots. To improve their health and viability, it is essential that the shopping areas be accessible, have parking and have amenities for pedestrians. Another means of improving the economic health of a business district is to ring the area with purchasing power by encouraging location of office uses and higher density residential uses around the perimeter of the commercial area. A corollary device for Wellesley Square could be to cultivate the academic community as a captive market.

Although it is difficult to separate Wellesley from its regional context, an analysis of the town's economy is included in the comprehensive plan because of its implications on local economic activity. The purchasing power of Wellesley residents results in a continuing interest by firms to locate in town to tap that potential market. The principal interrelationship between the town's planning activities and the needs of business is the need by economic activity for space and municipal services. Offices, retail outlets, industry and their parking needs present land use problems in terms of quantity, location and compatibility with other land uses. The capacity of services such as water, sewer and roadways must be considered as well as specialized problems of fire and police protection. Not all of the commercially zoned land has been developed, yet there is already a demand for parking in excess of existing supply in some areas. All new development proposals should be required to provide off-street parking in sufficient quantity to satisfy the needs of the project. Otherwise, the lack of adequate parking will cause congestion on the main streets as potential customers search for available parking spaces, and an incursion into nearby residential areas. There are signs of these incursions into residential areas in the vicinity of the Wellesley Hills and Wellesley Square shopping areas.

The Zoning Bylaw does not require site plan review or design review for development projects within the Business and Industrial districts. Site plan review and design review should be required for all commercial areas to encourage improved design and a more efficient system for recognition and resolution of potential problems.

### Retail Sales Characteristics

Wellesley businessmen have indicated that their market area includes Weston, Dover, the Waban section of Newton, Needham, Natick and occasional customers from Sherborn and the towns to the south and west as well as Wellesley residents. It is the best market area in the region, with a town population of approximately 27,068 and the three towns with the highest median family income in the Boston metropolitan area (Weston, Dover and Wellesley).

Wellesley sales vary somewhat from the pattern of sales in other suburban markets. The town has a lower per capita rate of general merchandise and furniture - appliance goods, but slightly higher per capita sales of drugs, food and gasoline. The town is substantially higher than the regional average for sales of lumber and building materials and the number of automotive outlets. This reflects the presence of several major lumber, building materials and automobile dealers which serve both the regional market area and a fertile local market. Wellesley sales levels in apparel and accessory stores are twice those found in comparable towns. This can be attributed to Wellesley's importance as a regional center for specialty goods and to the captive market of the educational institutions. This conclusion is reinforced by the level of sales of food and beverages, which are well above comparable communities.

### Wellesley Square

Wellesley Square, bounded by the railroad tracks to the north, Morton Field and Brook Street to the east, Fuller Brook to the south and Denton Road and Wellesley College to the west, contains approximately 130 acres. Wellesley's largest business district, the Town Hall, Main Library, Hunnewell School, Wellesley Green condominium development, Glen Grove housing for the elderly and a number of single, two and multi-family residences are contained within this district. The primary commercial activities are located at the intersection of Washington, Central and Grove Streets (the intersection of Routes 16 and 135) and along Central Street (Route 135). Approximately 1.9 acres of land is zoned Business District A and 15.3 acres of land is zoned Business District.

Business District A zoning requires 1 off-street parking space for every 150 square feet of building coverage; Business District zoning does not require off-street parking. Retail and service area occupies 239,000 square feet of floor area. Office space occupies 125,000 square feet of floor space.

Despite the commercial focus of the area, less than twenty percent of the land within the area is devoted to commercial or related activities. This is largely due to the substantial amount of public land associated with the Town Hall, Library and Hunnewell

School, and the residences within the triangle formed by Church Street, Washington Street and Weston Road, and in the Denton Road area.

A total of 1165 parking spaces have been identified within the Wellesley Square area. An additional 150 spaces are located in the Tailby Lot, adjacent to Wellesley Square but have not been included in these calculations because of its predominant use by commuters. Two hundred eighty seven of these are on-street metered parking spaces. They are located along Washington, Grove, Church, Cross, Central and Abbott Streets and Railroad Avenue. All of these spaces are within 300 feet of commercial activities except those spaces on Washington Street south of Wiswall Circle. The off-street public and private lots provide the remaining 878 parking spaces. Public lots account for 427 spaces and private lots the other 451 spaces. Of the public spaces, 132 are reserved for people using the Town Hall and Public Library and do not serve the commercial areas. As a result, only 295 public spaces and the 451 private spaces, or a total of 746 off-street spaces, are available to support Wellesley Square retail activities. This total should probably be reduced by excluding the Cameron Street parking lot (next to the Library) due to its heavy use by commuters. This would reduce the number of off-street public parking spaces available to serve the commercial activities of Wellesley Square to 180 spaces.

An analysis of the availability of and demand for parking indicated an overall deficit of close to 200 parking spaces within Wellesley Square. A more detailed analysis on a block by block basis indicated substantial parking deficits for the commercial areas north of Central Street and in the vicinity of Washington and Grove Streets, while surplus spaces are available to the commercial area south of Central Street, in the vicinity of Washington and Church Streets. The pattern of parking lot utilization within the Square indicated the presence of two conflicting types of parking -- all-day commuter parking and relatively short-term shopper parking. The all-day use of a significant number of available spaces decreases the amount of parking available to shoppers, and is largely responsible for the short-term parking space deficit.

In addition to the above, several lots, notably the lot at Church and Waban Streets (Fraser Lot) and the Railroad lot at Crest Road and Central Street, suffer from difficult access from Central Street and lack of visibility, resulting in a level of utilization substantially less than that which would be anticipated considering their proximity to commercial establishments. At the same time, opposition to parking expansion on the part of local citizen groups makes it difficult to provide additional parking closer to the retail area. Policy 2.440 summarizes the recommendations for the Wellesley Square area.

### Wellesley Hills Square

The Wellesley Hills shopping area is a service oriented commercial center forming an eight block long linear strip between Forest Street and Worcester Street. Due to its location at the intersection of Route 16 and Route 9, this section of Washington Street has also become a vehicular funnel for through traffic. The business district, which attracts local people primarily, has been severely impacted by the competition between through and local traffic. The result has been confusion and congestion. The through traffic brings some business to the Hills, but the congestion it creates more than offsets the gain. Adequate parking facilities would help solve the traffic circulation problem. Several businesses are quick stop stores which are highly dependent upon readily visible and available parking spaces on Washington Street. Most businesses are services oriented, such as medical offices, hairdressers, restaurants and insurance companies, which require at least 30 to 45 minute parking within a reasonable walking radius. All businesses need some all-day parking for employees.

Approximately 6 acres of land in the Wellesley Hills Square is zoned Business District A and 18 acres of land is zoned Business District. The difference between the two zoning categories relates to parking and is explained in the previous section on Wellesley Square. Local citizen groups have indicated strong opposition to expansion of either business district. Policy 2.450 summarizes the recommendations for the Wellesley Hills Square area.

### Lower Falls

The Wellesley Lower Falls business area exhibits the functional problems that most older business districts have in adjusting to new patterns of shopping. The limited amount of shopping activity in the Lower Falls area faces serious obstacles in the form of traffic congestion, inadequate off-street parking and poor interior circulation. The limitation of one river crossing funnels all traffic onto the section of Washington Street serving the business area. In view of the difficult traffic situation, further retail development may create more costs to the town and the general area than benefits. Further development should be limited to office uses with ample off-street parking. Additional retail uses should be discouraged. Policy 2.460 summarizes the recommendations for the Lower Falls area.

### Linden Street

The Linden Street commercial area has many characteristics of a newer suburban shopping area with single story retail stores and large unbroken expanses of easily accessible free off-street parking. These characteristics have spelled success for the area. The area is largely zoned Industrial District, reflecting its history as an industrial

area where coal, lumber, grain and other bulky items were warehoused and sold. The remnants of the area's history are still visible, although now more diversified, in the hardware, building supplies, garden shop and fuel oil business activities.

Although this area presently has adequate parking, there are no off-street parking requirements. Some improvements have been made to landscape portions of the large parking areas but the "sea of asphalt" approach is still apparent. The provisions of the off-street parking sections of the Zoning Bylaw should be applied to this area. These provisions would not be retroactive but would insure that adequate off-street parking is retained as the area continues to develop. The design standards of the parking section would come into effect when additional buildings are built and when the parking areas are redesigned or substantially modified.

The area should also be made more attractive and safer for the pedestrian who currently feels exposed to traffic hazards. Walking between blocks of stores involves crossing the multiple lanes of parked cars and maneuvering aisles, with traffic turning, backing and traveling along aisles in the interior of the lots. The pedestrian justifiably feels unwelcome. As this area increasingly becomes more of a retail area and less of an industrial area, attention should focus on pedestrian improvements. The improvements currently being completed along Linden Street between Everett Street and Kingsbury Street will make the entire shopping area more attractive and should improve pedestrian safety.

#### General Land Use Topics Which Merit Further Analysis

1) Residential Uses in Commercial Areas

The Zoning Bylaw allows residential uses in commercial zones. Site plan review and design review should be required to minimize conflicts and insure that the resulting mix of uses is compatible.

2) Planned Development Districts for Institutional Lands

The long term future use of major institutional land holdings has been a topic of concern. Consideration should be given to using the existing Planned Development District zoning category to provide maximum flexibility in responding to proposals for land use change in these areas.

3) Town House Cluster Option

Concern has been expressed that the existing cluster provision should be broadened to allow town house clusters. This proposal should carry with it site plan review and design review.

4) Residential Subdivision of Privately Owned Open Space

The major remaining privately owned open space is The Wellesley Country Club. The club is a financially successful endeavor, but might be offered for sale

at some future date. This has happened to many country clubs in urban areas. The Country Club could be subdivided for residential development unless the town took steps to purchase outright the site or purchased the development rights to the property. The town should evaluate the long term impact of residential development on the site, and, if it is determined that retaining the land as open space is vital, should anticipate purchasing the site or its development rights.

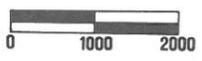


TOWN OF WELLESLEY  
 MASSACHUSETTS  
 COMPREHENSIVE PLAN

PREPARED BY  
 WELLESLEY PLANNING BOARD  
 SEPTEMBER 1, 1980

**EXISTING  
 LAND USE**

-  INSTITUTIONAL AND OPEN SPACE
-  SINGLE RESIDENCE
-  MULTI FAMILY
-  COMMERCIAL
-  OFFICE



TRANSPORTATION PLAN  
POLICIES AND PROPOSALS

The Transportation Plan consists of the text and graphic representation of the policies and proposals that comprise this report.

3.100 GENERAL TRANSPORTATION AND CIRCULATION POLICIES

- 3.110: Insure that transportation planning and transportation planning decisions are compatible with the Land Use Plan and other elements of the Comprehensive Plan.
- 3.120: Encourage alternatives to the use of the automobile by improving and integrating the various circulation systems.
- 3.140: Recognize the necessity of continued reliance on the motor vehicle and its dominant place in the circulation system, while taking every opportunity to achieve a balance in the system by encouraging, and where feasible, providing alternative means of transportation.
- 3.150: Accommodate local and through traffic by efficient use and management of the present street system, with modifications where needed that are compatible with the goals stated in 3.140.
- 3.160: Improve the accessibility of commercial and employment areas to local residents.
- 3.170: Preserve and enhance adjacent visual features, both natural and man-made, insofar as possible when developing transportation facilities.
- 3.180: Work with surrounding communities to solve the regional transportation problems.

3.200 PUBLIC TRANSPORTATION POLICIES

- 3.210: Work for the continued expansion and improvement of rail and bus transportation systems available to Wellesley residents.  
Proposal - In conjunction with other communities in the western suburbs, utilize representatives to various agencies and committees to promote better public transportation.
- 3.220: Assign first priority on the use of the MBTA right-of-way for railroad or transit use.
- 3.230: Preserve opportunities for alternative rail or transit systems. Reserve sufficient height and width along the right-of-way for freight and transit use.  
Proposal A - Upgrade the existing railroad stations and also protect, for possible future use as rail or transit station locations, the areas (1) adjacent to or on the Tailby parking lot; and (2) along the tracks immediately west of Weston Road.

Proposal B - Investigate the feasibility of a new commuter rail station with parking facilities to be located west of Weston Road.

3.240: Locate rail or transit stations in areas accessible from arterial streets, and where a minimum of 100 off-street parking spaces are available. Provide sufficient off-street parking, including space for commuters from adjacent towns, to encourage a high enough level of transit patronage and to make transit service more viable.

3.250: Encourage increased use of public transportation by expanding and upgrading service, improving facilities and promoting the use of public transportation for a greater variety of trip purposes.

Proposal A - Encourage installation of bus shelters at all locations in the commercial centers along Worcester Street (State Highway Route 9) where passenger volumes warrant.

Proposal B - In conjunction with other communities lobby for increased frequency of train service throughout the day, so as to encourage the use of the train as a means of traveling to Boston for work, shopping and entertainment.

3.260: Strive to provide alternative and flexible means of transportation for both intra-town trips and commuter access trips.

Proposal A - Encourage the rehabilitation of the commuter rail station adjacent to Riverside, thus allowing a connection between the commuter rail and green line systems.

3.270: Develop a level of bus service adequate for the needs of town residents and business and educational institutions, and their employees.

### 3.300 BICYCLE AND PEDESTRIAN POLICIES

3.310: Encourage bicycling in the town for both commuting and recreation. Provide safer routes for bicycles, and secure parking facilities, coordinated with mass transportation facilities. Planning for bikeways and related recreation facilities should be coordinated with the Town Recreation Department.

Proposal A - Develop a complete system of bikeways utilizing bike lanes and signed bike routes and wherever possible separate rights-of-way.

Proposal B - Provide bicycle parking facilities at all train stations, at various points in the commercial centers and at all schools and recreation facilities.

3.320: Continue to provide for the safety of pedestrians, particularly shoppers, school children, the elderly and the handicapped.

Proposal - Provide new paths or sidewalks where needed near schools, parks and commercial areas.

### 3.400 HIGHWAYS AND STREETS

- 3.411: Encourage state, metropolitan and county agencies to build or improve transportation facilities which will divert regional through traffic away from residence and business use areas in Wellesley.
- 3.412: Place a higher priority on projects offering relief for congestion in or near business districts than on projects for improvements in outlying or less congested areas.
- 3.413: Expedite the passage of regional traffic through town on streets classified as "principal extensions" on the Functional Classification of Highways map, and control land development along those streets so that a high vehicular carrying capacity can be maintained. Develop techniques or requirements to minimize the number of intersecting streets and driveways on streets designated as "minor extensions". For residential subdivisions abutting Worcester Street, continue to prohibit private driveway access on to Worcester Street.
- 3.414: Encourage state officials to maintain the vehicular carrying capacity of Worcester Street (State Route 9) while providing the Town with at least one means per mile of crossing the highway (either by underpass-overpass or traffic signal.) Discourage high traffic generating uses along Worcester Street (State Route 9) and encourage the provision of service roads for business and industrial uses.
- Proposal A - Conduct feasibility studies of a pedestrian overpass at the Kingsbury Street area of Worcester Street.
- Proposal B - Study the installation of traffic lights, including pedestrian actuation at Oak Street/Westgate intersection on Worcester Street.
- 3.415: Accommodate regionally generated through traffic on Washington Street (Route 16) as required in order to minimize disruption to the existing pattern of local traffic and to reduce air pollution but recognize service to the local business areas as the primary function of Washington Street (Route 16) in Wellesley.

### 3.420 LOCAL TRAFFIC POLICIES

- 3.421: Relieve increasing local traffic congestion, particularly around business districts, by encouraging alternate routes for through traffic, by utilizing modern traffic engineering techniques, by providing additional off-street parking and by encouraging use of other transportation systems.
- 3.422: Maintain traffic carrying capacity and safety on the various streets in Wellesley by limiting land uses with high traffic-generating capacity to

those areas already developed for such purposes. Provide service roads and /or alternative means of access to those areas as appropriate.

3.423: Insure that the neighborhood collector street system permits ready access by emergency vehicles to all sections of the town.

3.424: Maintain and improve existing streets and bridges in accordance with the Street Classification Plan.

Proposal A - Encourage the State to rebuild as required, bridges over the railroad right-of-way to modern design standards capable of performing the functions designated in the Street Classification Plan.

Proposal B - Develop a Town program to upgrade substandard streets for acceptance as public ways.

3.425: Encourage the Board of Selectmen to regulate the location and size of points of access (curb cuts) to public streets based upon input from the Town Traffic Engineer and the Planning Board.

3.426: Regulate the use of certain Wellesley streets by heavy-duty commercial vehicles with dangerous or hazardous cargos.

### 3.430 STREET CLASSIFICATION PLAN

3.431: Utilize the National Highway Functional Classification System of Wellesley's streets as a guide to town street design standards and operation.

3.432: While recognizing that major streets carry a mixture of through traffic and local traffic, attempt to segregate traffic by its function and provide a system of streets capable of performing different traffic-carrying functions.

Proposal - Designate streets and highways in Wellesley to serve various functions on a plan.

### 3.500 PARKING AND LOADING POLICIES

3.510: Require adequate off-street parking and loading areas on the same property for all uses. The sole exception to this policy will be for office or retail uses in pedestrian-oriented business districts where it is impossible to provide off-street parking and loading areas on the same property without creating unreasonable disruption.

3.520: Require private financing of off-street parking to be supplemented by public acquisition, assembly, and development only where there is no possibility that private off-street parking can meet the need.

Proposal - In Wellesley Square, develop additional off-street parking, particularly in the areas: (a) north of Central Street between stores and railroad; (b) east of Grove Street and south of Washington Street; and (c) west of Weston Road in the vicinity

of the Town electric substation site; if not used as parking for a relocated Wellesley Square Railroad Station.

- 3.530: Permit limited off-street parking in residential areas for adjacent commercial uses, but only under strict functional controls.
- 3.540: Buffer or screen all off-street parking areas to minimize the impact on residential areas.
- 3.550: Require adequate general standards for off-street parking and loading for principal uses in Wellesley.

Proposal - Amend the Zoning Bylaw to implement the following:

Off-Street Parking:

- All Residential Uses - 2 spaces per housing unit;
- Town-oriented retail and office - 1 space per 250 square feet of floor area;
- Region-oriented office - 1 space per 300 square feet of floor area;

Off-Street Loading:

Number of loading bays required by gross floor area  
(in 000's of square feet.)

---

	2-15	15-50	50-100	100-150	150-300	300 over
Retail, wholesale and storage uses	0	1	2	3	4	5+1 for ea. add. 150 sq. ft.
Office, institutional, recreation, education	0	1	1	2	3	3+1 for ea. add. 150 sq. ft.

- 3.560: Take the necessary steps to provide off-street parking and loading as a replacement for existing curb parking and loading on streets designated as "minor extensions" in order to maintain the traffic-carrying capacity of Wellesley streets.
- 3.570: Encourage increased use of off-street parking areas by improving the access and visibility of the lots.

Proposal - Adjust parking meter time and prices to favor use of off-street lots for long term parkers, and the more remote lots for commuters and employees in Wellesley.



## TRANSPORTATION COMMENTARY

### Introduction

Wellesley's transportation system provides the means for people and goods to move from one activity to another. The system consumes a great deal of land and shapes the land use activities that occur in town. Because it is a fundamental structural element of a community, transportation cannot be separated from land use planning. The major street network, railroad line and bus routes are depicted on the Transportation map.

Major problems being faced by Wellesley include:

- 1) Limited availability of public transportation;
- 2) Congestion on streets and highways during peak periods, which occur daily, resulting in air and noise pollution as well as discomfort and loss of time;
- 3) Off-street and on-street parking problems, particularly in Wellesley Square and Wellesley Hills;
- 4) Lack of mobility for the elderly, non-driving teenagers and children;
- 5) Increased transportation congestion caused by land use changes and use intensification in the Route 128 - Route 9 areas, and in the Lower Falls area; and
- 6) Commuter traffic from Wellesley to Boston, and through traffic from points west of Wellesley to Boston, and neighboring communities.

The problems cited above cannot be properly addressed without considering regional traffic flows through the community. Heavy volumes of through traffic flow through Wellesley on Route 128 and Route 9, which are sections of the statewide major arterial highway system. There are also substantial volumes of commuter traffic on Routes 9 and 16 in the morning and afternoon. These traffic volumes cause a great deal of congestion in the Lower Falls, Wellesley Hills and Wellesley Square business districts. There are also changes in the regional public transportation system over time. The upgrading of the Riverside Transit Line, modifications to the bus system and the periodic re-evaluation of railroad passenger service are some of these changes.

The environmental impact of transportation in Wellesley is a growing consideration. The implications of new land use developments in Wellesley and their impact on existing and future traffic must be clearly defined and evaluated, in terms of compatibility with comprehensive plan goals and various governmental agency guidelines.

Local traffic flows also contribute to traffic congestion. The high rate of automobile ownership (and of multi-car families) among suburban residents severely taxes

the street system and parking space capacity in the business districts, particularly on Saturdays and during periods of peak pre-holiday buying. Wellesley residents also join the commuter traffic stream on the town's major arteries, and a number of nearby municipalities have to accommodate Wellesley commuters. These vehicle drivers pose a dilemma -- Wellesley's business districts are dependent upon the private automobile to provide customers, yet the street system does not provide ease of accessibility or ample parking. Although the general public is aware of the ever-increasing problem of congestion and inefficiency in the transportation system, these same people often suggest deferring remedial treatment because it is assumed:

- 1) That congestion is caused only by through traffic;
- 2) That improvements will only attract more traffic and create worse congestion; and
- 3) That rapid transit will solve the problem in the long run.

#### GOALS AND OBJECTIVES

A number of goals and objectives reflecting the town's interests were considered prior to developing the proposed transportation policies. Three major considerations were:

- 1) To recommend viable alternatives to the automobile for intra-town trips and commuter access trips;
- 2) To offer a means of transportation to those without access to an automobile. Rising gasoline costs and increased automobile insurance rates make the use of the automobile more costly. Thus, the need for alternative and less expensive means of transportation is growing in Wellesley; and
- 3) To provide service to children, the elderly and members of one-car families -- groups which are potentially dependent on non-automobile modes of transportation.

A second group of considerations is directed at the unique characteristics of the Town of Wellesley.

Wellesley is fortunate to have intown shopping areas that contain a large variety of retail stores. However, patronage is limited by lack of transportation, parking problems and traffic congestion. In addition, many people work in the town's office buildings, which are located at the opposite end of town from the shopping area. These employees might frequent local shops if they were more accessible to the work place. A transportation system which increases accessibility to local shopping areas and hence generates business for Wellesley merchants from both residential areas and office areas would be desirable. Such a system would contribute to the livability of the town by increasing the resident's and the worker's ability to take advantage of both private

and public activities in the town.

### Transportation Needs of Employment and Shopping Patterns

Most employment opportunities within town are located in the retail nodes along Washington Street and Linden Street. The retail and wholesale trades employ 40% of the 7,600 persons in Wellesley who are covered by the Division of Employment Security (see Table IX). The service industry accounts for 23% of the positions in town. These are located primarily along Route 9 at the eastern and western borders of the town and to a lesser extent along Linden Street. Some industrial sites are located in the Lower Falls area. Small business and a medical building are located along Washington Street in the Hills area. Wellesley College is located at the westerly edge of Wellesley Square, Babson College along the southeasterly boundary with Needham, and Mass Bay Community College along Route 9 to the east of Wellesley Hills. These institutional, commercial and business districts are the major trip destinations within the town.

Approximately 3,800 Wellesley residents are employed within the town (see Table IX in Employment Characteristics section).

Approximately 33% of these persons walk to work. Bus service is available to those within walking distance of Washington Street and to those located in the vicinity of Route 9. It is likely that only the transit-dependent use public transportation for local commuting to work trips as it is not adequate in frequency or location of routes to meet intra-town needs.

Shopping travel patterns tend to be similar to employment travel patterns. The major shopping areas are Wellesley Square, Wellesley Hills, Linden Street and State Street. Cedar Street, Forest Street, the Fells and Lower Falls are small neighborhood oriented shopping centers. These areas are depicted on the Existing Land Use map.

#### Wellesley Square

Wellesley Square is a regional shopping center attracting patrons from surrounding areas as well as Wellesley. It is the largest retail shopping area in Town. The retail stores and local offices form a cohesive attractive entity. Residents are able to combine visits to the Post Office, Library, Town Hall and retail stores in one trip. Most of the parking is provided at metered spaces, and is described in greater detail in the previous chapter.

#### Wellesley Hills

The Wellesley Hills commercial area extends over four blocks primarily on the southerly side of the street. Retail business and medical offices are concentrated here,

with retail use dominating the eastern portion. A variety of convenience needs are served. Access to parking in this area is awkward due to the heavy flow of traffic and restrictions of spaces along Washington Street during morning and afternoon peak traffic periods.

#### Linden Street

Linden Street is a community shopping center located parallel to Wellesley Square on the northerly side of the railroad tracks. It consists of two distinct shopping areas on opposite sides of the street. A mixture of uses exists, fulfilling household needs primarily. Access for patrons is adequate though relatively uncontrolled. A very small shopping sub-center operates at the eastern end of Linden Street near Kingsbury Street. Traffic at this location becomes so congested that it must be directed by a policeman during busy hours.

#### State Street

The State Street - Washington Street business area, located between Wellesley Square and Wellesley Hills, is dominated by Star Market. The area also has several smaller stores. Parking facilities are adequate and access is relatively free of congestion, except on State Street on busy Saturdays.

### EXISTING TRANSPORTATION SYSTEMS IN WELLESLEY

#### Private Automobile

According to 1981 data, 22,264 vehicles were registered in Wellesley, an average of 2.6 vehicles per household. Only 6% of the households in Wellesley had no automobile available. If it is assumed that the elderly might be the most transit dependent group, the data indicates that over one half of the elderly households had at least one vehicle available. The following Table indicates the distribution of automobile availability.

Table V

#### AUTOMOBILE AVAILABILITY

	% of Households
None Available	6%
One Available	39%
Two Available	48%
Three Available	7%
	<hr/>
	100%

Almost 40% of the households had only one automobile available, a fairly large number for a community of Wellesley's relative affluence. This means that members are de-

pendent on each other to share the use of the car in a significant number of households. In past studies, it has been shown that if one auto is available, it is used by the paid worker. The situation in Wellesley may be somewhat different, since there is public transportation for commuters into downtown Boston, a major destination for Wellesley's workforce.

#### MBTA Commuter Rail

The MBTA provides Commuter Rail service between Boston's Back Bay and downtown areas and railroad stops in Wellesley Square, Wellesley Hills and Wellesley Farms. Service is limited to inbound trips in the morning and outbound trips in the afternoon.

#### MBTA Green Line

The MBTA also provides rapid transit service from Riverside Station (Newton) to downtown Boston, where connections can be made to the other MBTA rapid transit and subway lines. The service runs at frequent intervals (10-20 minutes) throughout the day.

#### Washington Street Bus

Bus service is provided between Newton Corner and Framingham along Washington Street and Central Street. A stop at Woodland Station in Newton gives access to the Riverside Rapid Transit Line (Green Line). Buses run at one hour headways, approximately on the half-hour, except during commuting hours when buses run at approximately twenty minute intervals.

#### Route 9 Bus

Service to Boston, with frequent stops along Route 9, is provided throughout the day by the same private carrier that provides service along Washington Street. Service intervals are similar to those scheduled for the Washington Street service.

#### Taxi Companies

Five taxi companies serve Wellesley. They provide service throughout the town and are dispatched from taxi stands in Wellesley Square and Wellesley Hills.

#### Senior Bus

Transportation for the elderly is provided within the town and to selected points beyond, such as Riverside and Newton-Wellesley Hospital, on Tuesday, Wednesday and Thursday between 9:30 a.m. to 4:00 p.m. by the Senior Citizen Bus. The vehicles are owned by a private carrier and operated under contract with the town.

#### Public Transportation Ridership Characteristics

An October, 1981 count made by the MBTA indicated that the average daily inbound passengers boarding at each station was:

Wellesley	282
Wellesley Hills	209
Wellesley Farms	252

A count of cars utilizing the MBTA parking lot at Riverside showed the 152 of the approximate 900 cars parked were registered to Wellesley residents. Ridership patterns for the two bus lines serving Wellesley tended to have heavier patronage during the commuter peak hours and a fairly even distribution of ridership throughout the rest of the day. Both bus routes have a mixture of commuters, inter-town passengers and students, while the rail service is predominantly commuters.

#### Summary Comment on Public Transportaion

We are entering an era of experimentaion and innovation in public transportation which may witness public transportation services being expanded to serve a great many more people. Because of an increasing awarness of the congestion and pollution problems caused by the heavy use of automobiles and the threat of long-term energy shortages, business, industry and community organizations at all levels of government are supporting experiments in adapting mass transportation to areas and situations where they were previously considered to be uneconomical or unlikely to attract enough patronage to warrant the service. These experiments include vanpool or carpool, ride sharing, shuttle buses and circumferential bus routes. Wellesley should be prepared to take advantage of these opportunities.

#### PEDESTRIAN AND BICYCLE POLICIES

The pedestrian and bicyclist often face the danger of being challenged for the right-of-way by a car or truck and are subject to discomfort caused by pollution and noise of vehicular traffic. The following section provides suggestions to alleviate these problems.

#### Pedestrian Improvements

Pedestrian improvements can range from simple projects entailing little capital expenditure to complex and costly systems of pedestrian malls and grade separations. Basic pedestrian improvements are categorized and described in the following pages according to the following objectives:

- 1) Safety Improvements;
- 2) Circulation Improvements; and,
- 3) Aesthetic and Amenity Improvements.

## 1) Safety Improvements

The three areas in which safety measures may be implemented are education, physical improvements, and enforcement.

- a) Safety Education - Safety education is directed toward the most accident-prone -- the old and young. It is usually best to coordinate safety education programs with schools, church groups, and senior citizens' organizations. Cooperation of the media by providing advertising space and special feature stories has proven helpful. An active safety program is undertaken by the Police Department in cooperation with the schools.
- b) Physical Improvements - Physical measures to improve safety can include standardization of signs and signals, distinctive crosswalk delineation (particularly aimed at driver recognition of crosswalk zones), removal of obstacles to motorists' lines of sight, upgrading of street lighting and many other physical improvement which contributes to pedestrian safety. The town is currently upgrading its street lights to provide better illumination and reduce energy consumption.
- c) Enforcement - Laws for the protection of pedestrians can be developed and implemented which are uniformly recognized by both pedestrian and motorists. These measures can be in the form of regulations specifying that vehicles always yield to pedestrians and restrictions on heavy traffic, either partial or absolute, during certain hours of the day. These have been successfully applied and enforced in other parts of the country.

## 2) Circulation Improvements

Pedestrian circulation can be improved by providing widened sidewalks and locating fire hydrants, sign posts, light poles and curbing with the pedestrian (including the wheelchair pedestrian) in mind. Wheelchair ramps are now required at all painted crosswalks and must be provided when sidewalk construction work is undertaken.

## 3) Aesthetic and Amenity Improvements

Planning for improvements must include consideration of aesthetics and amenities along the heavily used pedestrian routes. Their location in relation to major generators of pedestrian traffic (such as parking lots and department stores) creates a strong overall impression of the general area. If these routes are made more attractive to the pedestrian, substantial benefits will be realized by the economy of the general area.

## Bicycles

The 1970's saw a sharp increase in the use of bicycles as a means of transportation. There were increases in the numbers of adult, as well as youth, cyclists. This growth in bicycle popularity has intensified the demand for improved bicycle facilities and concern over the rise in bicycle-related accidents.

Signed bicycle routes are often developed to deal with increased bicycle ridership. Routes along roadways which have low auto traffic volumes, gentle grades and/or scenic views are most desirable. Special bicycle lanes have come into widespread use in the last several years and have proven quite effective in separating flows of motor vehicle and bicycle traffic. Bicycle lanes add legitimacy and credence to the cyclist's presence on the road and delimit a physical area reserved for cycle riding. Provision of designated space for cyclists, when properly dimensioned, eliminates the tendency for cyclists to distribute themselves over the roadway cross-section and gives the cyclist a sense of security. Establishment of predictable cyclist position on the roadway also gives motorists a sense of security. Properly designated bicycle lanes can increase overall capacity in many instances. Finally a completely separate bicycle path, often located some distance from the roadway, is provided to separate the cyclist from motor vehicles. A special town committee is active in developing a system of bicycle paths and lanes. This work should be encouraged with a goal of developing an overall system.

### TRAFFIC AND STREET CLASSIFICATION PLAN

The Classification Plan considers whether traffic is:

- 1) through traffic with neither "origin" nor "destination" in the town;
- 2) inter-town traffic which has either an "origin" or "destination" in the town; and,
- 3) local (intra-town) traffic with both an "origin" and a "destination" in Wellesley.

It would be desirable to provide a separate roadway for each type of traffic, but it is both physically and economically unrealistic to expect to do so. Often several components of traffic are mixed with individual streets carrying different percentages of each type.

Recognizing that Wellesley's major streets carry varying proportions of each type of traffic, it is still desirable to attempt to separate local from through traffic to the extent possible. This separation permits a town to provide a system of streets

that have different traffic characteristics. The number of lanes, width of lanes, control of parking, access and speed, and traffic control devices (signals, signs, turning restrictions, etc.) can be tailored to meet the needs of the particular traffic classifications. The Town's street system has been classified by the State Department of Public Works into six categories:

- 1) Interstate Principal Extensions - Route 128 and Worcester Street (Route 9). These highways have the function of carrying high volumes of through traffic at relatively high speed. Access to and from Route 128 is limited to grade separated interchanges. Access to and from Worcester Street is limited to intersecting streets wherever possible. Direct driveway access is discouraged. There are grade separated interchanges at Weston Road, Wellesley Hills, Cedar Street and Route 128.
- 2) Minor Extensions - Washington Street (Route 16). This street has the dual function of carrying high volume through and local traffic, and providing access to adjacent businesses. Access to abutters and on-street parking are permitted but both are heavily regulated to maintain the street's traffic-carrying capacity. Ideally, on-street parking should be discouraged, but the need to serve adjacent commercial development precludes its being eliminated.
- 3) Other Principal Extensions - Route 135 (Central Street, portion of Wellesley Avenue and Great Plain Avenue). These streets carry a lesser volume of traffic than minor extensions but the same comments apply. Wellesley Avenue, Great Plain Avenue and the portion of Central Street west of Weston Road pass through residential areas. Parking is infrequent and traffic flows quite freely. The section of Central Street east of Weston Road serves part of the Wellesley Square business district, and has many of the characteristics of Washington Street.
- 4) Minor Arterials - Cedar Street, the section of Wellesley Avenue serving Babson College and the Wellesley Country Club, Hunnewell Street, Kingsbury Street and Weston Road. These streets inter-connect with and augment the principal extensions.
- 5) Collector Streets - Bacon Street, Oak, Westerly and Everett Streets, Linden Street, Grove Street, Benvenue Street, Forest Street, Cliff Road, Glen Road, Oakland Street and Standish Road. These streets have the function of collecting and distributing traffic to and from residential subdivisions and other internal areas such as business districts. They are an intermediary between

local streets and arterials. Travel speeds are lower and there are fewer limitations on curb parking and access to abutters than on the arterials. Linden Street between Crest Road and Kingsbury Street serves commercial and office development. The other sections of Linden Street and all of the other streets pass through residential areas. Parking along all of the streets is infrequent and does not interfere with traffic to an significant extent. The existance of adequate off-street parking in the business areas served by Linden Street makes it possible to prohibit on-street parking along that section of Linden Street.

- 6) Local Streets - All remaining streets in Wellesley. These streets are intended to give access to residential, business, or other abutting property. Traffic volumes are low and geometric design standards are relatively simple, based on the requirements of smaller vehicles and the lower traffic volumes.

#### PARKING FACILITY CONSIDERATIONS

Parking facilities must be properly located if they are to provide maximum benefit. The factors that determine appropriate sites for individual facilities include:

- 1) location and degree of parking shortages;
- 2) patron considerations (walking distances);
- 3) land availability and cost; and,
- 4) street system elements such as capacity, directional flows, and turn restrictions.

- 1) Location and Degree of Parking Shortages - The information gathered through parking surveys becomes important in determining use and shortages. It can identify the relative needs for short-term and long-term facilities.
- 2) Patron Considerations - Parking facilities destined to serve short-term parkers on shopping or business trips should be located within easy walking distance of the major generations of parking demand. This is generally considered to be not more than 400 feet. Facilities to serve longer term parkers can be more remote, but should not be more than 900 feet away.
- 3) Land Availability and Costs - The ability to satisfy parking demands in a particular Wellesley location is influenced by the availability and cost of land in that location. The closer the land is to the core of a business area and, therefore, the better it meets the needs of the short term parkers, the more expensive the land is likely to be. This does not mean that the land

should be eliminated from consideration. Rather, a closer look must be given to the methods of financing (both public and private) and to the type of facility to be built. For example, a garage has higher development costs, but it might be the only way to meet parking demands in areas where land is scarce and expensive. Also, it is unlikely that private developers could afford to purchase or the Town would be willing to undertake a public policy of acquiring and demolishing adjacent residential structures in order to provide parking for the business areas.

- 4) Relation to Street System - In selecting a location for a new parking facility, the character of streets immediately adjacent to the proposed site and the site's accessibility to major traffic approaches must be considered. The entrance and exit system must be located to avoid congesting street traffic and provide good connections to the internal circulation system.

Table VI  
 PARKING IN WELLESLEY'S COMMERCIAL AREAS  
 PARKING SURVEY - OCTOBER-NOVEMBER, 1981  
 TOWN OWNED LOTS

Name/Location of Lot	Capacity	Weekday Ave. % Filled
River St. (m)	64	35.8%
Wellesley Farms R.R. Lot	135	85.7%
Eaton Court	59	95.7%
Intermediate Building	65	91.6%
Wellesley Hills R.R. (m)	56	83.2%
Town Hall Lot	38	111.0%
Cameron St. Lot (m)	116	96.0%
Tailby Lot (m)	193	88.6%
Wellesley Sq. R.R. Lot (m)	61	78.7%
Noanette Lot (m)	33	95.1%
Fraser Lot (m) **	114	36.5%

(m) - metered lot

\*\* - leased by Town

Table VII  
 PARKING IN WELLESLEY'S COMMERCIAL AREAS  
 PARKING SURVEY - OCTOBER-NOVEMBER, 1981  
 PRIVATELY OWNED LOTS

Name/Location of Lot	Capacity	Weekday Ave. % Filled
Old A & P Lot 165-175 Worcester St.	176	28.5%
1 Washington St.	186	40.1%
Grossman's Lot 27 Washington St.	165	41.5%
Bread & Circus Lot	34	78.2%
Fraser Medical Lot	101	71.8%
Community Playhouse	95	56.4%
Star Market Lot	225	44.3%
Roche Bros. Lot **	104	89.5%
Gloria Stevens Lot	82	54.1%
F. Diehl's Lot (Hardware Side) ****	49	49.3%
F. Diehl's Lot (Hoffman's Side)***	49	80.4%
CVS Lot Central St.	67	60.1%
Cross Street Lot	118	71.8%
Holman's Lot (E.A. Davis)	86	75.2%

- \*\* - includes parking spaces in front of Roche Bros. to Professional Pharmacy only.
- \*\*\* - includes parking spaces to the right of building when facing F. Diehl's from Linden Street.
- \*\*\*\* - includes parking spaces to the left of building when facing F. Diehl's from Linden Street up to potted trees.

### Parking Problems in Wellesley's Commercial Areas

Many of the municipal parking lots are filled to capacity during the day. Business owners complain that the on-street spaces are taken by long-term parkers who continually "feed" the meters. Others contend that the parking lots in the commercial areas near the railroad station should be reserved for employees in the Wellesley Square area, and the railroad commuters directed to the under utilized Wellesley Farms lot. If this were done, the on-street spaces would be available to patrons. This change would inconvenience many commuters from the westerly part of town, who would have to drive the length of the town. Also, the Farms Parking Lot is now more heavily utilized and these additional commuters might overflow the lot, causing overflow parking on nearby residential streets. The problem of providing adequate parking is a subject of continuing study by both the Board of Selectmen and the Planning Board. Another alternative would be to relocate the Wellesley Square railroad station to the vicinity of Weston Road and build a parking facility on town owned land at that location. This would permit some of the parking spaces now used by commuters to be made available to Wellesley Square shoppers and employees.

### On-Street Parking vs. Off-Street Parking

The responsibility for moving traffic generally conflicts with the desire of abutters, local merchants, to use a portion of the street, near the curb for parking in commercial areas. It is an established principle that streets are for the movement of vehicles and not for their storage. Parking should be permitted only if the pavement is not needed to accommodate traffic flow. This conflict is likely to be aggravated in the years ahead. If the number of motor vehicles increases, additional restrictions on curb parking will be needed. Concurrently, the increased number of vehicles means increased demand for parking. The problem will become even more acute if additional development is permitted without a requirement that concomitant additional parking be provided, and become a crisis if additional development is permitted that preempts existing off-street parking. Studies made by the Planning Board indicate that the overall parking demand and parking supply are in balance. The construction of additional office or commercial space without providing additional parking would upset this balance. The inability of the town to provide additional parking except at high financial cost or great social disruption means that the private developer who proposes the additional floor space must provide the necessary additional parking.

Additional off-street parking will be needed in the years ahead to serve a variety of users -- transit commuters, shoppers, clients, employees, students and possibly residents. Off-street parking is both a public and private responsibility. The public ex-

ercises its responsibility through zoning, requiring off-street parking for new construction and insisting that it be provided. The private developer fulfills his or her responsibility by providing the parking and considering it to be a cost of undertaking the development. In recent years, standards have been established to determine the ratio of parking spaces required to serve a variety of land uses. Developing parking policy on a use basis, not a site coverage basis as presently done, would provide adequate guidelines for parking. Zoning must be used as a primary tool to insure there is adequate parking for new and existing buildings. Only where the zoning fails should public funds be expended to assist local businesses to provide for the needs of their customers and that parking should be provided on a revenue producing basis so that there is no net cost to the town.

### Parking Programs

Constructing new facilities is not the only option available to meet expected parking demands. There are a number of programs that Wellesley and downtown businesses should consider first to lower parking costs and allow more efficient use of existing parking facilities. These programs can substantially aid in reinforcing the commercial nodes as desirable shopping areas. This section divides them into two categories:

- 1) promotional programs; and
- 2) parking system integration programs.

1) Promotional Programs - Many parking promotional programs concentrate on the price of parking because of its importance to shoppers and other patrons of downtown areas. Examples of these are:

- a) Tokens - Through the use of tokens, merchants can rebate all or part of the shoppers' parking fee. Automatic gates in downtown parking lots can be actuated by tokens given by merchants to shoppers. In addition, on-street parking meters are available which accept both coins and tokens. These meters cost the same as standard meters. Some existing meters can also be adapted to accept tokens. Merchants could purchase the tokens at face value or at discount from the town.
- b) Special Services - The following special services may be offered:
  - free parking during the summer;
  - free parking after 4 P.M.;
  - free parking or low first hour rates for short-term parkers combined with higher long-term rates in parking facilities within the central area (to encourage workers to park outside the core);
  - free fringe parking for employees paid for by employers (to vacate closer-in parking facilities for shoppers), or,

- special park-and-ride services from fringe lots using a touring station wagon or small bus on a loop route through the business area. Park-and-ride programs can be set up for both shoppers and downtown employees.

c) Advertising - Advertising to build up parking utilization may be sponsored by the town, a merchant's group, or jointly. Maps of commercial areas can be distributed which show parking lots, stores, parking rates, data on validation plans, and other helpful information.

2) Parking System Integration Programs - These programs are designed to make the search for a parking place much easier and to make the downtown parking facilities operate as a system.

a) Coordinated parking directions may be given by placing signs at key access points to the downtown area, specifying how to get to the parking facility and whether it is for short-term or long-term parking.

b) An agreement can be reached with the owners of office buildings, warehouses, utility companies, schools, and churches for the use of their parking facilities at "off-times" such as Saturdays and evenings.

c) Common internal parking facility signs and logos may be designed to build up the image of a unified downtown parking system.

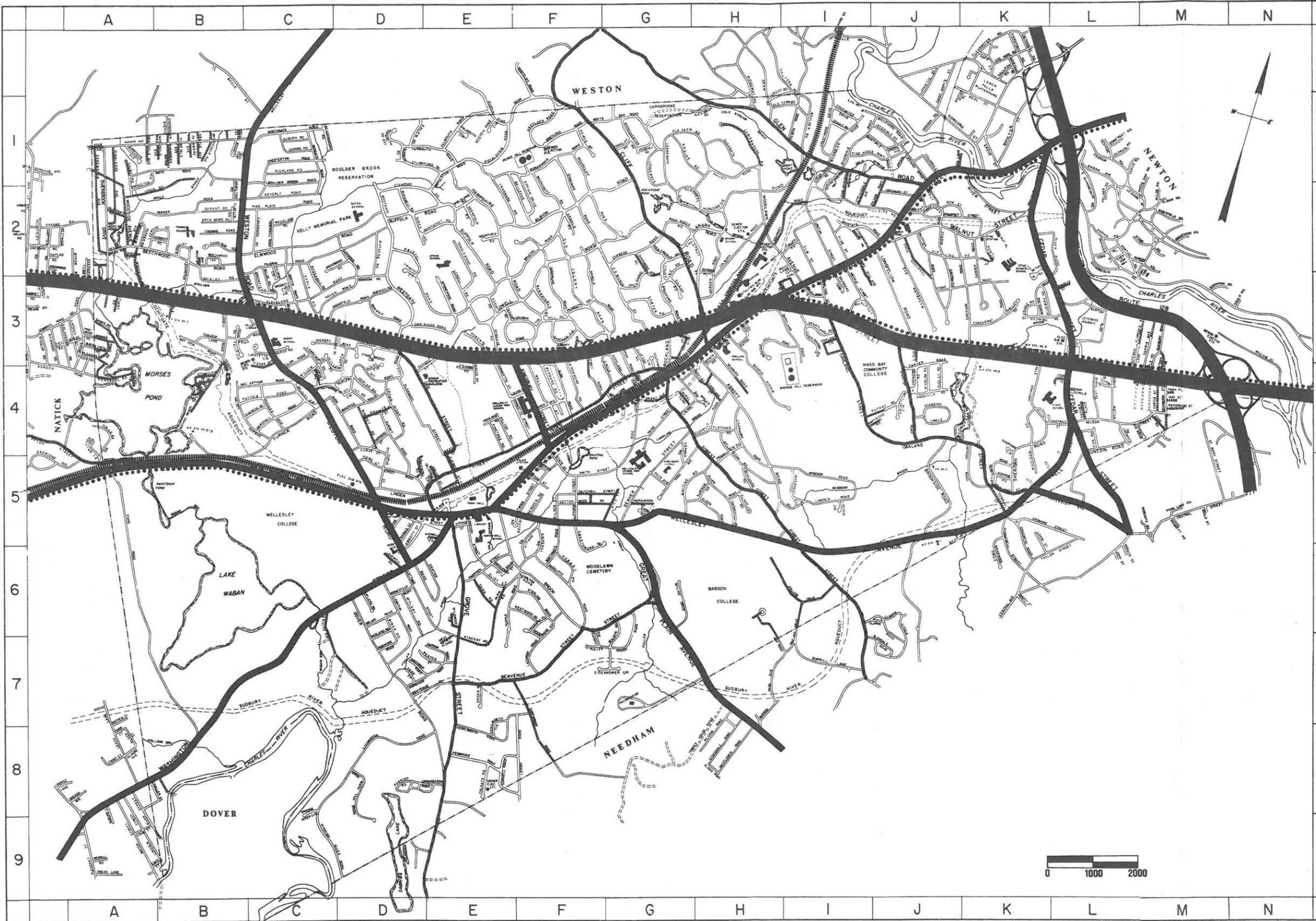


TOWN OF WELLESLEY  
 MASSACHUSETTS  
 COMPREHENSIVE PLAN

PREPARED BY  
 WELLESLEY PLANNING BOARD  
 SEPTEMBER 1, 1980

**TRANSPORTATION**

-  HIGHWAY
-  ARTERIAL
-  COLLECTOR
-  ACCEPTED
-  UNACCEPTED
-  RAIL
-  BUS



COMMUNITY FACILITIES  
POLICIES AND PROPOSALS

4.100 ALL COMMUNITY FACILITIES

4.110: Anticipate the Town's needs for land and buildings.

Proposal A - Develop a systematic program for the replacement, or rehabilitation of obsolete town buildings or facilities.

Proposal B - Emphasize the multi-purpose use of existing facilities and multi-agency development of new facilities.

4.120: Make the sale or lease of any surplus public land or building subject to use restrictions that will benefit the town and to functional and design standards.

4.200 TOWN ADMINISTRATION FACILITIES

4.210: Integrate and coordinate the construction, alteration and reuse of town buildings for their most practical use for the town as a whole, while preserving important landmarks and protecting adjacent neighborhoods.

4.220: Continue to develop an overall plan for the town administrative offices to increase interdepartmental coordination and overall efficiency and improve public convenience.

Proposal A - Consider inclusion of the Town Hall and Hunnewell Park in an historic district.

Proposal B - Renovate the existing Town Hall building for efficient town administrative offices.

Proposal C - Encourage the restoration of the interior of the Town Hall with input from the Town Historical Commission.

Proposal D - Improve the usefulness of the Town Hall for town administrative offices by redesign of the parking lot.

Proposal E - Investigate the feasibility of converting the Intermediate Building to elderly housing.

Proposal F - As an alternative to E, investigate the feasibility of renovating the Intermediate Building for more efficient town office space, updating the heating and cooling system and making greater use of interior space with attention given to energy conservation, and the release of other space currently used as town administrative space.

Proposal G - Investigate the feasibility of renovating the Phillips School for more efficient office space.

4.300 SCHOOL FACILITIES

4.310: Due to the continually changing concepts of education, planning for additions and renovations to any of the town's school facilities should reflect the need for a high degree of adaptability and flexibility. This adaptability

should consider possible changes, including increases, in enrollment. School facility planning should be coordinated with other community facility planning and consideration of the reuse of school facilities in decisions in closing schools should be made.

- 4.320: Take the necessary steps to insure that the town's school buildings and facilities support and complement the educational program developed by the Wellesley School Committee.
- 4.330: Maintain proper care and maintenance of all elementary school buildings, including those declared to be surplus to educational needs, until definite future use is established and the buildings are transferred to other Town Departments.

#### 4.400 LIBRARY FACILITIES

- 4.410: Provide a library system with a wide selection of printed and recorded materials for the use and enjoyment of the town. Continue to develop the resources of the main library.
- 4.420: Periodically review continuation of branch libraries and in the event of discontinuation of branch libraries, reuse the present sites for other public or semi-public uses.

#### 4.500 OPEN SPACE PLAN

- 4.510: Promote and protect the following needs and values through the Open Space Plan:
  - a. preservation of the aesthetic character of the town's landscape;
  - b. protection of water supply and water quality;
  - c. protection of wetlands and floodplains;
  - d. preservation of a wide variety of types of open space;
  - e. reservation of land for future public needs; and
  - f. creation of areas for parks and recreation.
- 4.511: Maintain a balance of active and passive recreational areas in accordance with town-wide needs.
- 4.512: Reduce the need for expenditure of town funds for purchase of open space land by:
  - a. encouraging the practice of giving land to the town;
  - b. developing a program of granting tax relief on land which has been permanently set aside for conservation purposes;
  - c. establishing land use controls designed to preserve open space, including regulations and easements;
  - d. limiting town acquisition of open spaces to those deemed to be of unusual significance or value to the town when other proposed actions are insufficient to preserve the site as an open space; and

e. utilizing available federal and state financial assistance.

4.513: Encourage exchange of information and cooperation among town agencies whose activities involve open space.

Note: For a more detailed analysis of the town's open space and recreation needs, see the Comprehensive Open Space Plan for Conservation and Recreation, prepared by the Wellesley Conservation Commission - 1977 and its 1981 amendments.

#### 4.520 THE TOWNSCAPE

4.521: Recognize the role of landscape in making the town an attractive suburban community and work to preserve the aesthetic character of the landscape.

4.522: Continue the program of planting trees along streets, set back from the right-of-way, and in off-street parking areas.

Proposal A - Extend the Scenic Roads program to include Squirrel and Brookside Roads and other appropriate roads.

Proposal B - Encourage the Design Review Board to provide detailed review of the open space and landscaping aspects of uses and structures having substantial impact on the town.

4.523: Recognize the role that buildings, streets, street furniture and signage play in making the town an attractive place in which to live and to conduct a business.

4.524: Favor the continued contribution to the open character of the town made by lands presently used for golf courses, ceneteries, private educational institutions, estates, and agriculture.

#### 4.530 WATER RESOURCES

4.531: Acquire through gifts, conservation restriction, easements, purchase or other means, land where its use affects the quality of ground or surface waters, especially those areas which are up-gradient from the town's municipal wells.

4.532: Establish and maintain cooperation with surrounding towns to protect ground and surface water quality in the Waban Brook, Rosemary Brook, Morses Pond and other watersheds, which lie partly in other municipalities, from degradation by sanitary sewage, road salt, fertilizer and nutrients.

4.533: Continue to enforce the program of protecting the town's wetlands and water resources areas.

4.534: Continue the program of wetlands indentification and mapping to facilitate the administration of the Wetlands Protection Act.

Proposal - Establish a regular program of monitoring the water quality of brooks and ponds throughout the town.

- 4.535: Support the continued efforts to acquire land to form a continuous ownership along the banks of the Charles River to implement the goals of the Commonwealth's Corridor Plan.

#### 4.540 THE PARK SYSTEM

4.541: Develop a park system to include areas for: nature walks, hiking, picnicking, bicycling, concerts, swimming, boating, canoeing, fishing, and playgrounds for plan and recreation.

4.542: Maintain the more formal or urban parks, Hunnewell Park at Town Hall and Elm Park in Wellesley Hills Square.

4.543: Develop further the system of related open/natural spaces in and around Wellesley. Acquire by purchase, easement, or other means, land which forms complete or partial links with existing public recreation or natural lands in Wellesley and in neighboring towns.

4.544: Develop substantial sections of the system of "greenways" as trails for walking, bicycling, cross-country skiing, and access to schools, play areas and parks.

Proposal - Create improved bicycle and pedestrian ways along Fuller Brook and the two aqueducts.

4.545: Design the trail system including a physical fitness course to accommodate users of both full and impaired, physical capability.

4.546: Develop a number of park areas in or adjacent to residential areas.

Proposal - Investigate acquisition of additional areas for parks and recreation use:

- a. in the Lower Falls area; and
- b. elsewhere in town where land may be acquired at a reasonable cost.

#### 4.550 OTHER USES OF OPEN SPACE

4.551: Select high quality natural areas to be left free of trails and other easy means of human access.

Proposal - Establish wildlife sanctuary areas in the Susan Lee Memorial Sanctuary and in the Town Forest east of Longfellow Pond.

4.552: Encourage the use of conservation areas in educational programs to promote the understanding of natural processes and functions.

- 4.553: Preserve natural areas around schools as outdoor classrooms.
- 4.554: Provide areas suitable for community gardens in areas scattered throughout the town.

#### 4.560 RECREATION FACILITIES

- 4.561: Provide a system of diversified recreation programs and facilities to serve the interests of all age groups in town.
- 4.562: Locate facilities in relation to age-groups served and geographic distribution. Facilities for children of elementary school age should be provided on a neighborhood basis, preferably adjacent to an elementary school. Facilities for teenagers and adults should be provided on a district or town-wide basis.
- 4.563: Emphasize the multiple use of existing town facilities, especially school facilities. Continue to maintain and improve the playgrounds and playfields at the school sites.
- 4.564: Acquire additional open space suitable for playing fields, and develop into recreational areas to accommodate rapidly expanding programs and to rest and refurbish existing facilities. Continue the program of rotation of playing fields to avoid overuse.
- 4.565: Pursue programs of cooperation with Wellesley College, Babson College and Dana Hall School, to continue and expand town use of their sports facilities.
- Proposal A - Work with the state to continue the recreation use for the town of the former Stigmatine Fathers property in Dover.
- Proposal B - Urge construction by the Metropolitan District Commission of canoe launching facilities on the Charles River.
- 4.566: Maintain Morses Pond as an exceptional recreational asset, and devote particular effort to protection of the watershed of the pond.
- 4.567: Encourage acquisition of vacant land within Morses Pond watershed which is critical to the quality of the pond as a recreational facility.
- Proposal A - Retain ownership of tax title lots around Morses Pond.
- Proposal B - Monitor water quality at points of entry into Morse Pond of Bogle and Boulder Brooks and of Jennings Pond.
- Proposal C - Encourage the Town of Natick to begin a program to restore the quality of Jennings Pond which discharges into Morses Pond.
- 4.568: Investigate the need to develop playfields on the former Cartwright Road School site.

#### 4.600 UTILITIES

4.610: Relate changes in permitted land uses to the service capabilities of the several utility systems.

Proposal - Discourage further development, except at a very low overall density, in the area south and west of Lake Waban.

4.620: Continue the long range program to provide sewer connections to all houses in Wellesley where ecologically required.

4.630: Support programs to provide adequate trunk sewer capacity.

Proposal - Encourage the M.D.C. to upgrade the capacity of the Framingham Trunk Sewer Line which is inadequate, and its extension to Nut Island.

4.640: Improve the design and capacity of the storm drainage system throughout the town to prevent erosion and other property damage, pollution of water supply and to accommodate increased water run-off.

4.650: Favor acceleration of the program of installing electric, telephone and other utility lines underground.

## COMMUNITY FACILITIES COMMENTARY

### Introduction

"Community Facilities" is a term used to identify the areas, buildings and equipment which are required to provide public services. The Community Facilities Plan shows the location, type, capacity and area served by present and projected community facilities. These facilities include recreation areas, schools, libraries, office space for town departments, the fire and police departments and other public activities.

### Civic Design

A relatively unexplored area of municipal planning is the concept of civic design as an element of the Comprehensive Plan. Often, important design decisions are made by individuals who lack appreciation of the values which are being affected. However, opportunities do exist in the public sector to improve the community's appearance. The large number of architects and other residents trained in design give Wellesley extensive resources upon which it can draw.

The Design Review Board was established at the October 1977 Special Town Meeting. It is composed of five members and two associate members, a majority of whom are architects, landscape architects and other persons trained in design. The Design Review Board has specific authority to review all requests for special permits and site plans in some non-single family residential districts, and report its recommendations to the Planning Board. The Planning Board makes its own comments and forwards both reports to the Zoning Board of Appeals. The Design Review Board's jurisdiction is limited to only certain zoning districts. As a result, most of the major development projects in Business and Industrial Districts can be built without this review. We recommend that the powers and duties of the Design Review Board cover all major developments, additions or enlargements, in all districts except the Single Residence Districts. We also recommend that the Zoning Bylaw be amended to provide a separate section for Design Review, and relocate the present provisions found in the Townhouse District section.

### Recycling Public and Private Buildings

Until a few years ago, outgrown or outmoded public buildings would routinely have been programmed for demolition so that new, more efficient, and usually larger buildings could be built on the cleared site. Today, cost of materials and limited energy resources, coupled with a growing recognition of the values of a familiar physical environment and sound construction, have given impetus to rethinking the usual approach. This has encouraged a new movement aimed toward conservation of buildings. Attachment

of community residents to familiar physical structures does not represent a new surge of nostalgia. Familiar buildings give a community its character. It is now widely recognized that urban scale and a sense of community once destroyed cannot be recreated easily.

This thrust toward adaptive reuse is more than a no-growth philosophy. Professor Michael Seeling of the University of British Columbia, in an essay in Architectural Record, makes the point that "...in examining anti-growth sentiments being expressed in many communities today, it seems that citizens are not so much against growth per se as they are for those elements which presently make urban life pleasant and enjoyable to them." Recycling represents the convergence of many interests -- economic, aesthetic, historic, and the immediate neighborhood. Renovation and adaptive reuse of old buildings is a popular and sensible cause. The public sector can set an example by conserving and recycling publicly owned buildings wherever possible. Town owned land and buildings are depicted on the Town Owned Land map.

#### Existing Building Use

Not every old building should be saved, nor should every proposed new one be built. The decisions involving the disposition of a major public building, however, should be based on serious consideration of the feasibility of continuing use or reuse. It must not be taken for granted that an old structure is unuseable.

At present town offices are located at four major sites -- Town Hall in Wellesley Square; the Intermediate Building and the Phillips School (which includes School Department offices as well as classrooms) near Wellesley Hills; the Sprague Recreation Building, near the Linden Street shopping area; and the Public Works complex at the intersection of Route 9 and Route 16. The Fire and Police Departments have their own separate headquarters. The Fire headquarters is located adjacent to the Public Works complex; the Police headquarters on Washington Street (Route 16) between Wellesley Square and Wellesley Hills.

#### Town Hall

Completed in 1887 and donated to the Town of Wellesley by Horatio Hollis Hunnewell, the Town Hall has housed town administrative offices since that time. Until 1959, the Wellesley Free Library was also located in the Town Hall.

Over the years, there have been many proposals to relocate the various town administrative offices. The 1965 Comprehensive Plan proposed a new Civic Center to be located in the Wellesley Square area and house all town government offices. A study made by the Town Office Facility Study Committee in 1978 proposed interior remodeling. The 1979 Annual Town Meeting did not approve the alterations but funds were

approved for the cleaning and repairs to the exterior of the building.

Two studies are currently underway which may affect the future of the Town Hall. The Intermediate Building Relocation Committee has suggested that the Planning Board and Natural Resources Commission, the two largest agencies housed in the Intermediate Building, be relocated to the Town Hall in renovated third floor space. This work would not change the exterior of the building but would increase the demand for parking, possibly creating a need for increasing the amount of paving in the vicinity of the Town Hall. The second study being made by the Centralized Maintenance Study Committee proposes that all general government town offices be located in the Phillips School. This option would transfer the offices now located in the Town Hall into the Phillips School building. The Town Hall would be available for another use, such as a museum or center for the performing arts. Any such reuse would have to recognize the unique setting of the Town Hall on a knoll in a public park and the importance of the building as an historical landmark on the National Register of Historic Places.

#### Intermediate Building

The Intermediate Building was constructed in 1893 as the Town's first high school, converted in 1907 to the junior high school, and converted in 1950 to town office space. The Intermediate Building has been used as a Town Hall annex since that date, housing a variety of departments and agencies. Currently, four town agencies and the Wellesley Amateur Radio Society are housed in the building. The Advisory Committee and Board of Selectmen have questioned the continued use of the Intermediate Building for town office space due to high energy consumption and maintenance costs. The town is taking steps to close the building and relocate the four agencies.

While the Intermediate Building does not have the architectural character of the Town Hall, it is a significant building in Wellesley Hills Square, and is on the National Register of Historic Places. It is well located for housing for the elderly. It is currently zoned for Business and could be sold or leased, with suitable protective covenants, for rehabilitation as a private office building. There will be a need for off-street parking in connection with any proposed reuse. This will be more pressing for a commercial or office reuse than it would be for housing for the elderly. It will be difficult to provide any parking on-site unless the parking is provided on or under the green space between the building and Washington Street. Underground parking would be prohibitively expensive. Surface parking would be opposed by many, who wish to preserve the present green space.

## SCHOOL BUILDINGS

In view of the Long-Range Planning Committee Report to the Wellesley School Committee, recycling public school buildings is a matter of serious concern for Wellesley. Four elementary schools have been closed since 1978 because of declining enrollments. More consolidated classes and school closings are predicted. The new challenge is for Wellesley to decide what to do with sound school facilities that soon may be considered surplus. The traditional separation of school facilities planning from other resources planning is no longer appropriate. Contingency planning by the School Committee in conjunction with other community activities must guide the future use of school sites and buildings. The usual economic motive given for school closures is not always supported by experience. Cost savings that are assumed to result from school closing may in fact be minimal. Increased transportation cost, reduced school support, vandalism in the vicinity of a vacant school building, and disruption of educational programs are unrecognized costs that may result from a school closing. The town should retain sufficient school building capacity to accommodate a moderate increase in enrollments. The U.S. Bureau of the Census has estimated that a second "Baby Boom" wave may increase lower grade enrollments by the late 1980's to a level approximately 30% above those experienced in 1980. The Massachusetts Department of Education, for example, predicts that kindergarten enrollment will bottom out in 1984 and begin to rise in 1986.

### Reuse

The neighborhood school buildings suggest consideration of uses as centers for services that are pedestrian related. Neighborhood programs that serve the elderly or very young, health clinics, local meeting rooms, continuing education, day care, hot lunch programs for the elderly, hobby groups and vocational skills training are good examples. We recommend that the school department make an inventory of available school space and send summary results to all town departments, but particularly the Planning Board, on an annual basis. Some of this surplus space might be rented to these groups. Procedures for rental of surplus space should be standardized.

If it is not feasible to maintain an existing building as an elementary school, an alternate educational program is the next higher use. The scope of community colleges and adult education programs is increasing. All of these programs are adaptable to elementary or secondary school facilities. Private businesses and industries often support systematic educational programs that can use a school building with little alteration. Furthermore, these are ideal groups to lease a building on a short term basis while waiting to see if changes in future public school enrollment levels will indicate a need to reopen buildings that were closed only a few years earlier.

When no related educational or other public use can be found for sound school buildings, sale or long term lease to private companies may be the only feasible alternative to demolition of the building. Surplus school buildings often are successfully converted into housing for the elderly or market rental apartments. The residential location of school buildings, with existing urban services in place, often makes them particularly well suited for this type of adaptation. Proposed sales and renovations should be allowed only when it has been determined that the town will not need the facility to meet future school enrollment increases. Razing sound buildings should be rejected as wasteful, uneconomic, and destructive of the urban fabric -- the "Built Environment" -- if logical reuses are possible. The community as a whole should become involved in developing new programs that share facilities and in finding suitable new tenants.

#### Surplus School Buildings

The Sprague School has been turned over to the Recreation Commission for use as offices and to house its indoor programs. It is a successful conversion of a school building to uses that are compatible with the surrounding residential area. The Kingsbury School Building was considered for town offices, elderly housing and single family or condominium apartments. The building is currently being rehabilitated and converted to condominium apartments. Two other former schools are now vacant with their future undecided. Study committees have been appointed to make recommendations on future uses for the sites.

#### LIBRARY SYSTEM

Built in 1959, the Wellesley Free Library's main building is located adjacent to the Wellesley Square business district and across Washington Street from the Town Hall. It was designed to serve a population of 31,000. The increasing trend toward more independent research at all levels of education points to increased demand on library facilities. It is estimated that as much as 70% of the library's use is by students, and a further increase is expected. Also, intellectual demands of continuing adult education creates additional need for library facilities. As a result, while the town has not exceeded the 31,000 population estimate, the library was unable to keep up with demands placed on it. A major addition more than doubling the size of the main building was constructed in 1980. The retention of branch libraries is influenced by local factors, such as school library facilities and the growth of personal home libraries. Branch libraries can offer only a limited selection of materials, which may not be compatible with the increasing specialization of school-related work and the range of reading tastes of the general public. Despite these drawbacks, branch libraries have dis-

tinct advantages. Its clientele usually is not connected with school studies, and this limits the range of materials it must provide. In addition, the branch libraries serve as a convenient location where material may be selected or picked up. Finally, the two Wellesley branch libraries relieve traffic congestion and demand for parking at the main building. Although proposals are advanced from time to time to close one or both branches as cost saving measures, to date, the town has rejected these proposals. If either or both branches are closed, the building should be studied for reuse. Both are town-owned and located on small sites adjacent to major streets. Multi-family housing does not appear to be a likely possibility.

## OPEN SPACE

### Introduction

The open character of Wellesley is one of the qualities that is cited most often as making it a desirable community. The mounting pressure to provide additional buildings, highways and housing to meet the needs of an expanding population has already caused a significant reduction in the open character of the town. With its position in the center of a growing metropolitan area, Wellesley is under intensive pressure to permit additional development which would further reduce its open character.

In 1981 the Town's Natural Resources Commission updated the 1977 Comprehensive Open Space for Conservation and Recreation. This amended report includes an analysis of the conservation and recreation issues in Wellesley with recommendations for environmental programs and land acquisition. The Planning Department staff provided technical assistance. The Wellesley Planning Board reviewed the draft update and supports the goals and objectives of the Open Space Plan. The plan is incorporated by reference into this plan. The plan is available for examination in the Wellesley Free Library, the Office of the Natural Resources Commission and the Office of the Planning Board.

The concerns expressed below are intended to underscore the importance of a positive open space program. The term "Open Space" is a collective term encompassing land areas set aside to provide for the following needs of a community:

- 1) Protection of Water Supply - Wellesley's water is pumped from wells. It is extremely important that both the well fields from which the water is pumped and the aquifers around them which serve as the source of supply - the swamps, ponds, brooks, woodlands, and undeveloped areas which soak up rainfall, and leach it back into the ground water supply - be protected from contamination.
- 2) Flood Control - Rather than building dams and shore line rip-rap, the more effective and more economical means of flood control is by retention of water in the natural storage areas of ponds, streams, and marshes, near where it

falls, and to permit a gradual, rather than a rapid, runoff. Extensive urban development, with its numerous rooftops and pavements, reduces the amount of water which reaches and is absorbed into the soil. The result is rapid run-off and, in the extreme, flash flooding with its potential property damage.

- 3) Recreation - This includes a variety of uses, from playgrounds and playfields for strenuous athletic exertion, to parks for passive recreation, strolling and viewing of Nature's wonders.
- 4) Defining Urban Form - "Urban Sprawl" is a term which refers to the seemingly endless spread of undifferentiated urban development. An important function of open space is to provide relief from this endless development, and to group urban development into a recognizable pattern. A well defined, sized and located open space system will reinforce the "model" development pattern proposed as part of this Comprehensive Plan.
- 5) Natural Laboratory - The study of Nature may be conducted as part of the formal educational process, such as school science classes, or merely by the informal observations of citizens.
- 6) Scenery - Scenic qualities are important to open space. Special attention should be given to hilltops and their views, geological formations, and bodies of water. Scenic Road legislation was accepted by the town in 1974 to protect stone walls and trees along certain town roads. To date, the town has designated two roads for this kind of protection.
- 7) Land Reserve or "Bank" - As a matter of prudent planning, land should be set aside for future public buildings, and future active recreation areas. This will insure its availability when needed and will reduce considerably the cost of acquiring the needed sites.
- 8) Preservation of Open Character - The rural or suburban atmosphere of Wellesley comes largely from its undeveloped open areas. Open space also helps define urban forms and provides relief from undifferentiated developments. Preservation of this open character is considered essential to the preservation of property values by a number of people. This is also reflected by the concerns expressed during the Comprehensive Plan process that there has been too much development and the town has become too urbanized, particularly in the last ten years.

In developing an Open Space Program for Wellesley, emphasis was placed on a variety of types of open space, multiple purpose development, and a coordinated systematic program involving all town commissions and agencies with open space responsibilities. The open space character of the town is depicted on the Open Space map.

## Natural Resources Commission

The January 1978 Special Town Meeting adopted new bylaws creating a five-member elected Natural Resources Commission with jurisdiction to appoint three subcommittees as follows:

Wetlands Protection Committee. The Wetlands Protection Committee has the power and authority to administer and enforce the provisions of the Wetlands Protection Act, Chapter 131, Section 40 of the General Laws.

Landscape Advisory Committee. The Landscape Advisory Committee assists, advises and submits plans and recommendations to the Commission for preserving, improving and enhancing town-owned natural resources and the beauty of the town.

Long-Range Planning Committee. The Long-Range Planning Committee assists, advises and submits plans and recommendations to the Commission pertaining to the long-range use, acquisition, maintenance, protection and development of open space in, and natural resources of, the town.

Special legislation transferred the statutory duties and functions of the Park Commission, the Conservation Commission, the Tree Warden, the Moth Superintendent and the Superintendent of Insect Pest Control to the Natural Resources Commission. The Commission also consolidated under its jurisdiction the functions of the Park and Tree Board, the Town Forest Committee and the Open Space Coordinating Committee. The Natural Resources Commission is responsible for coordinating the activities of the subcommittees and developing policies concerning open space management.

### INVENTORY OF OPEN SPACE

A complete inventory of eighty-three parcels of land was prepared by the Conservation Commission and is included in their Comprehensive Open Space Plan for Conservation and Recreation.

### Townscape

Attractive community appearance in Wellesley has not occurred by accident or default. It is the result of dedicated adherence to a positive program for attaining and maintaining an attractive community. Public officials and private builders, backed by a concern on the part of the residents of Wellesley, have done much to improve the appearance of the town.

### Trees

The planting of trees along streets and highways is a long established means of civic beautification in Wellesley. Three ways to preserve and protect trees are:

- 1) Planning requirements which includes and encourage tree planting as part of

- private developments;
- 2) Active promotion of tree planting and preservation by business and civic groups and community officials; and
  - 3) Regulations to ensure provision of public trees, to prevent excessive cutting of trees on private property, and to spell out the means of planting and caring for trees including an ongoing watering policy.

#### Scenic Roads

Wellesley's character is enhanced by a skillful combination of man-made and natural elements. The Scenic Road designation program, administered under the Massachusetts Scenic Roads Act, Chapter 40, Section 15C of the General Laws, provides a means to perpetuate existing scenic roadside features. Under provisions of the law, no cutting of trees, destruction or alteration of stone walls or other scenic features of a scenic road designated by the Town or State is allowed prior to a public hearing and the written consent of the Planning Board. Pond Road and The Brookway/The Waterway have been designated as Scenic Roads. Squirrel Road, between Woodland Avenue and Croton Street, and Brookside Road from Oakland Street to Wellesley Avenue, have been recommended for designation as scenic roads for their pleasant and winding routes. Other roads suitable for scenic road designation are found in the Reed Pond area. Each of these roads should be studied to determine which should be recommended to Town Meeting for inclusion in the Scenic Road category.

#### Water Resources

Ignorance of the inter-relationships between wetland and the quality and quantity of water in wells, and the consequent alterations and elimination of many wetlands over the years, is now causing serious water supply problems for many communities. Wellesley cannot afford to have any additional impacts on its wells. The town has committed itself to the protection and preservation of the town's water supply, including all the lands that influence the water supply. This may mean that the town will have to consider buying outright, or acquire the development rights to, some of the larger open spaces if the private owners propose developments that would adversely impact the town water supply. These water resources are important for aesthetic and recreational amenities as well as a source of water for human consumption. The quality of water from town wells is related to the quality of nearby surface waters. Therefore, pollution of either ground water or surface water will affect the quality of the water in the town wells.

The Wellesley Natural Resources Commission, in its statement of conservation policy for the Town of Wellesley, states that the protection of water resources should have top priority in conservation policy. These water resources include marshes, brooks, streams,

ponds and the Charles River. The Planning Board concurs in this recommendation.

### The Park System

The town park system is an integral part of the broader open space system. Only 250 acres of over 1,000 acres of public open space in Wellesley is publicly owned park land and approximately 67 acres of that land is within the MDC Charles River Reservation. The single largest piece of parkland is Centennial Park on Oakland Street (43 acres), which was acquired in 1980. The second largest single parcel of parkland is Hunnewell Field (36 acres), which was assembled over a period of years through acquisition of several adjoining parcels.

Large park areas are found in several sections of Wellesley. Such park holdings should be expanded where possible by adding adjacent land. The upper streams and wetlands of Boulder Brook and the Rocky Ledges on the Weston town line are examples of land that would be desirable to add to the present park area. Informal parks scattered throughout the town are a valuable part of the open space system. Essentially, they are a larger version of the neighborhood "vacant lot" which presents opportunities for free and imaginative recreation without the regimentation of "organized" facilities. The open space adjacent to school buildings which is not used for the supervised recreation program is an additional form of recreation space, and is not included in the informal park category. Many areas which fulfill this neighborhood recreation need already exist, such as the small lot on Overbrook Drive, the McKinnon lot off MacArthur Road, and the site of the Oulette Playground near Barton Road. Similar recreation space should be provided in each neighborhood. Small ponds scattered throughout town are another type of informal park. Some of the ponds are used for ice-skating in the winter, but they are especially valuable for their potential for scenic viewing and walking in all seasons of the year. Reeds Pond between Woodside Avenue and Overbrook Drive, Abbotts Pond near Arnold Road and Worcester Street, and Rockridge Pond between Cliff Road and Hundreds Circle are examples. We recommend that public access to these areas be reinforced and guaranteed where they exist through covenants, donation of land, easements and other techniques.

Specialized parks in, and adjacent to, business districts may be of a different character than the informal parks scattered throughout the residential areas. Hunnewell Park at the Town Hall (not to be confused with Hunnewell Field near the high school) and Elm Park in Wellesley Hills Square are examples of specialized parks accessible to great numbers of pedestrians, shoppers, business people and the motoring public. These parks may be more formal, and hence may be designed in greater detail, emphasizing plant materials and a system of walk ways than some of the other categories. We recommend that they be retained for passive recreation and as settings for important buildings and memorials.

## Greenways

Open space planning at the community level has traditionally advocated developing linear connectors stretching out like green fingers linking the major park facilities. The concept has received several names - greenbelts, linear linkages, buffer strips. The spaces might vary in width from a small scale greenbelt which serves to separate various neighborhoods from incompatible land uses, to a narrow walkway for pedestrian travel. Consistent with the concept of open space itself, these greenways serve a multiplicity of purposes, including walking, bicycle riding, horseback riding, hiking, preservation of stream beds, and pathways for access to schools, parks and playgrounds. Planning for the greenway system should distinguish between those trails and paths particularly useful to children, which need to be well cleared and surfaced suitably for bicycling, and those paths which are to be maintained in their natural state, when establishing linkages and connections. The greenway system does not have to be uniform in type or form follow streams or brooks, or be separated from the adjacent street. In some instances, a wide sidewalk and planting strip along the street is perfectly adequate for use and provides a variety of visual experiences for the users of the greenway system.

While each element is in itself often intrinsically valuable, the emphasis in the Wellesley Comprehensive Plan is on linkage between the various elements of the open space system. We believe that proper linkages can increase substantially the value of the whole so that it is greater than the sum of the individual parts. The Fuller Brook and Bogle Brook systems are important components of the greenway system. The Charles River Corridor Plan of the Commonwealth, when completed, will be a continuous shoreline protection along both sides of the river. Wellesley should encourage and support this plan, it will directly benefit the aesthetics of the areas in the immediate vicinity of the river.

## Trail System

Development of a trail system would provide increased access for Wellesley residents to the open space areas. A trail system, allowing circuitous travel through open space in Wellesley and Needham could effectively serve the portion of town south of the railroad. Such a development necessitates a program of trail construction and some land acquisition by purchase, easement or other means. It should be designed to accommodate a range of physical capabilities among its users. Trails should give pleasure to those who are athletically inclined, to very young and very old, and to those with impaired capabilities. Consideration should be given to making trails or at least sections of trails which are assessible to handicapped persons. A similar trail system might be developed linking several open spaces in Weston and Wellesley along the common border be-

tween the two towns.

#### Community Gardens

A limited number of community gardens is available for residents on property owned by Wellesley College north of the railroad. A garden plot has also been made available by the Department of Public Works on its old tree dump site at the corner of Oakland Street and Brookside Road. These and similar programs should be encourage.

#### RECREATION

A distinction is made in this Comprehensive Plan between recreation and open space (park and conservation areas). Recreation facilities refer primarily to the land, buildings and water bodies where the programs of the Wellesley Recreation Commission are conducted. Providing for the recreation needs of a community should be done as part of a comprehensive approach to town planning. The location of recreation facilities must be related to the distribution of the town's population, transportation facilities and other public uses, especially schools. Emphasis was placed on the multiple use concept in the 1977 Open Space plan and its 1981 update. The most efficient use of the town's physical plant requires the multiple use of existing facilities, especially school buildings.

The concept of recreation as a municipal responsibility has broadened considerably. Increasingly, it is being recognized that recreation is an end in itself, that it is necessary for the physical, mental and emotional health and well being. The basis for this change in attitude is the enormous increase in leisure time pursuits. The scope of the town's recreation programs reflects the great diversity of leisure time activities in which the public has an interest. Activities for the elderly are now as common elements as athletic programs.

The provision of a variety of leisure time activities in Wellesley is a blend of public, charitable non-profit, and commercial recreation programs. In Wellesley, for example, golf courses are provided as private recreational activities, open to public membership. Nevertheless, it should be recognized that non-profit charitable and commercial recreation programs may not be permanent and may not be capable of providing certain facilities, or serving all groups. The "traditional" approach to planning for recreation facilities is to determine their need and size in terms of the community's population. However, such factors as age group composition of the population, income distribution, pattern of residential development, special features such as lakes, sea-shore, or mountains, availability of non-profit and commercial programs and the preferences of families must be taken into consideration. This requires that these standards be evaluated and interpreted before being applied. The shortcomings of applying directly any national set of standards are readily apparent when the recreational needs of

diverse but well served communities are compared. A detailed analysis of Wellesley's recreation facilities is included in the 1977 Open Space Plan and its 1981 amendments.

## UTILITIES

A close relationship exists between land development and utility systems. On the one hand, utility lines are provided, or increased in capacity, to serve land development; on the other hand, land development beyond a certain density may not be feasible unless adequate utility service is provided. Wellesley's "policy" on utilities in the past has been to let the land use determine the program for installing, upgrading and replacing utilities, rather than letting the capacities of existing utilities and their replacement determine the type and amount of adjacent land use. The Planning Board has discouraged further development of the open area south and west of Lake Waban in order to retain its open space qualities and avoid constructing substantial new utility services. The Planning Board also recommends that development densities in other parts of town be reviewed and zoning provisions be adjusted as needed to limit development to levels that can be served by the utility system. This limitation is especially critical with respect to water supply, if the town wants to rely on ground water and not be forced to join the MDC system.

### Sanitary Sewer System

Wellesley's sewage system is operated and maintained by the Water and Sewer Division Town's Department of Public Works. Wellesley is a member of the MDC Sewer District. Before the construction of the forced main to Newton, all sewage flowed into the MDC Framingham Trunk Line located in the southwest corner of town, through Needham to the Nut Island Treatment Plant in Quincy. With the completion of the forced main which relieved some of the burden on the overloaded Framingham Trunk Line, a significant portion of sewage now flows through Newton to the Deer Island Treatment Plant in East Boston.

There will be greatly increased demands on the Framingham Trunk Line in the near future as a result of the completion of the 125 unit Glen Grove Housing Project and several major developments in Natick and Ashland. These developments are increasing the pressure on the sewer main between Framingham and Needham. The Planning Board has recommended that the Board of Health impose a moratorium for new sewer connections in the section of town that discharges into the Framingham Trunk Line until this trunk line capacity problem is resolved. The town's representative to the Metropolitan Area Planning Council has also urged that the sewer trunk section between Needham and the Nut Island Treatment Plant be upgraded and its capacity be increased in order to accommodate the increased flows that will be discharged into Framingham Trunk sewer by the new developments. This new sewer capacity is required to avoid overflow of sewage materials

into the Charles River and, in some instances, basements of private homes.

#### Storm Drainage System

Wellesley's storm drainage system is maintained by the Highway Department of the Town's Department of Public Works. Storm drainage is provided in most public ways in Wellesley, in many private ways and in other areas such as municipal parking lots. The combined length of streets in towns of over 100 miles translates into a storm drain requirement of over 100 miles of storm drain pipe and 3,500 catch basins. This in turn translates into a substantial maintenance requirement. Inadequate storm drainage, clogged or sediment-filled pipes and catch basins, and undersized lines can cause localized flooding during and after severe storms. Where this flooding causes damage, corrective improvements should be taken by cleaning existing facilities and, if necessary, by installing larger or additional drain lines. The Board of Public Works is preparing a master drainage study to determine deficiencies in the present system and develop a program of action for future improvement and replacement projects. This study should clearly state the development assumption upon which its future demand estimates are based.

The board of Public Works Engineering Division, Building Department, Board of Appeals, Natural Resources Commission and the Planning Board are encouraged to work cooperatively toward preparing and enforcing plans showing areas subject to flooding, inadequate storm drainage and wetlands. The completed Master Drainage Plan should be used as an input to review development densities permitted under zoning provisions to see if adjustments in zoning should be recommended to limit development to a lower level than now permitted in order to avoid overloading the improved storm drainage system.

TOWN OF WELLESLEY  
MASSACHUSETTS  
COMPREHENSIVE PLAN

PREPARED BY  
WELLESLEY PLANNING BOARD  
SEPTEMBER 1, 1980

TOWN OWNED  
LAND

-  OPEN
-  SCHOOL
-  GENERAL

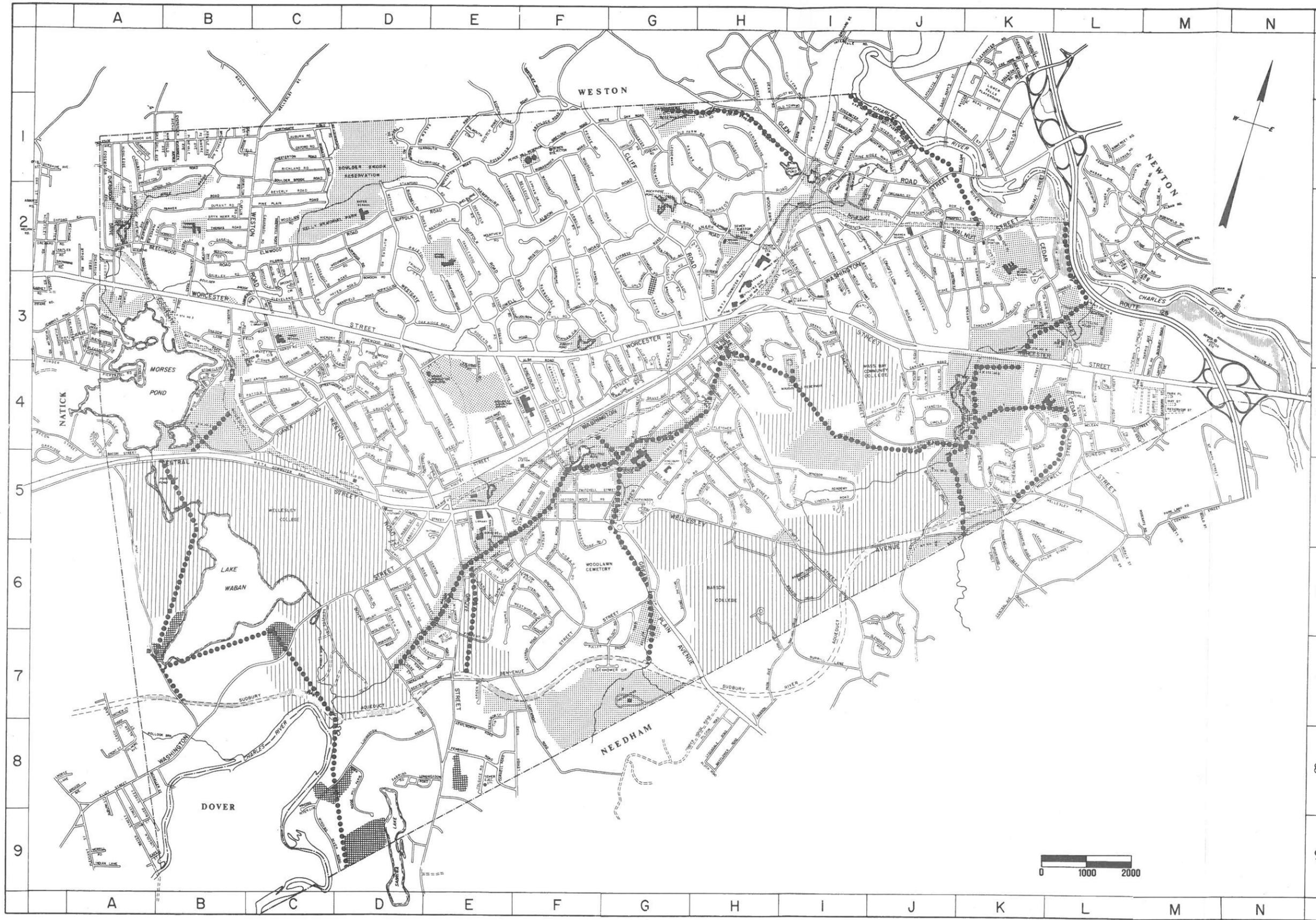


TOWN OF WELLESLEY  
MASSACHUSETTS  
COMPREHENSIVE PLAN

PREPARED BY  
WELLESLEY PLANNING BOARD  
SEPTEMBER 1, 1980

**OPEN SPACE**

-  TOWN
-  STATE
-  PRIVATE RESTRICTED
-  INSTITUTIONAL
-  PROPOSED TRAILS



## IMPLEMENTATION PLAN

This Implementation Plan is a framework for action to implement the planning policies and proposals of the Land Use, Transportation and Community Facilities sections of the Comprehensive Plan.

### IMPLEMENTATION PROCESS

- A. The Planning Board will maintain at the Planning Board Office a list of Comprehensive Plan policies and proposals, organized in order of priority for study and/or implementation as appropriate. This list is a separate document updated frequently and not contained within the published Comprehensive Plan. This list is a public document which may be examined during regular office hours.
- B. The Planning Board will conduct certain studies leading in appropriate instances to proposals for action by the town to implement the recommendations of the Comprehensive Plan.
- C. The Planning Board will review the various federal, state and regional programs of technical assistance and financial aid which may be utilized to implement the recommendations of the Comprehensive Plan.
- D. The Planning Board will seek the cooperation of adjacent communities in addressing problems of mutual concern such as maintaining compatible land uses on both sides of municipal boundaries. Examples of these are:
  - Needham - (1) Maintaining wetlands on both sides of the boundary with particular emphasis on Rosemary and Fuller Brook; and (2) Developing a greenway along the Sudbury River Aqueduct.
  - Dover - Maintaining the open character of land on its side of the Charles River, compatible with Wellesley's open space program.
  - Natick - (1) Maintaining the open character of the land between Routes 16 and 135 compatible with Wellesley's community-wide open space; and (2) Protecting that portion of the Morses Pond watershed which lies in Natick.
  - Weston - Preserving open space areas on both sides of the boundary, and linking the greenway systems of the two towns.
- E. The Planning Board will exert influence with state and regional agencies such as the Metropolitan Area Planning Council and federal and state legislators toward implementing those recommendations of the Comprehensive Plan which Wellesley cannot achieve either by itself or in conjunction with adjacent communities.
- F. In appropriate instances the Planning Board may encourage participation by

institutional land owners in studying and/or resolving issues relating to certain recommendations of the Comprehensive Plan.

- G. The Planning Board will communicate with town agencies as necessary to encourage action to implement the recommendations of the Comprehensive Plan.

#### UPDATE PROCESS

- A. The Planning Board will conduct public meetings prior to updating and revising the above referenced implementation schedule and will periodically update and revise the Comprehensive Plan.
- B. The Planning Board will conduct public meetings to receive input prior to periodically updating the subdivision rules and regulations or recommending amendments to update and revise the Zoning Bylaw in the interest of implementing the recommendations of the Comprehensive Plan.
- C. The Planning Board will conduct research and gather data on matters addressed in the Comprehensive Plan and communicate its findings to town agencies and the general public as may be appropriate.
- D. The Planning Board will submit reports to the town periodically in connection with the use of land in town. The reports shall describe the relationship of the proposed land use to the recommendations of the Comprehensive Plan and shall include the recommendation of the Planning Board concerning the desirability of approving the proposed land use.

MUNICIPAL FINANCE

Local assessed value is estimated to be 100% of full market value, up from 85% of full market value in 1978. The town revalued its property in 1967, and updated those values in 1979 and 1981.

Table VIII  
FINANCIAL DATA

Year	Amount	
1981	\$26.20/\$1000	
1978	\$66.80/\$1000	
	TAX LEVY**	PER CAPITA***
1981	\$21,700,942	\$804
1978	\$19,824,769	\$707
	Total Assessed Valuation	
1981	\$955,988,660	\$35,407
1978	\$298,457,451	\$10,306
	Total Net Debt Jan. 1	
1981	\$2,910,000	\$108
1978	\$3,270,000	\$116

\*\* - Includes Personal Property

\*\*\* - The Per Capita figures are based on the U.S. Census of Population.



## EMPLOYMENT CHARACTERISTICS

A total of 10,792 Wellesley residents are estimated to be employed full time. This is 75% of the population between the ages of 20 and 64. Professional and managerial positions are the most common forms of employment followed by clerical and sales positions. These account for almost 80% of the occupations. A majority of these positions are located either in Wellesley or in Boston.

Prior to the development of Route 128 as a business and industrial area, Wellesley had been almost exclusively a bedroom suburb for Boston and part of the town's attractiveness was based on the ease of accessibility to the core. Wellesley has been influenced by this development in that the town has recently attracted an increased number of residents whose work destination is not the core city, as it has been in the past. Work destinations now are more dispersed which necessitates the use of more cars. The following table shows locations of employment from the 1970 census data.

Table IX  
LOCATIONS OF EMPLOYMENT

Wellesley	3807**	35.4%
Boston (Regional Core - CBD)***	1706	15.8%
Boston CBD	707	6.5%
Newton	587	5.4%
Natick	308	2.8%
Framingham	239	2.2%
Needham	180	1.6%
	7,534	69.7%

These locations account for almost 70% of Wellesley workers. Boston and Wellesley alone account for 57.7% of the work destinations.

\*\* - This number represents the persons commuting from their homes in Wellesley to employment locations in Wellesley. It does not represent the number of persons employed in Wellesley.

\*\*\* - Boston and Cambridge less Boston Central Business District



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