

2.1.1

Comprehensive Plan



Wellesley, Massachusetts

Comprehensive Plan

Prepared by the
Wellesley Planning Board

Technical Assistance by
The Planning Services Group
Cambridge, Massachusetts

August 1965

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Wellesley Planning Board

Lewis H. Parks, Chairman
Beverly F. Ottaway, Secretary
Harold A. Mock
Jerome Preston, Jr.
Donald P. Babson

Thomas E. Lee, Executive Secretary

The Planning Services Group

Staff Participating in the
Wellesley Planning Program

Partners: Justin Gray
Dorn C. McGrath, Jr.
Morton B. Braun

Planner-in-charge: Robert A. Bowyer

Planners	Research	Graphics
Katherine A. Kulmala	Nan H. Graves	Ulla W. Soforenko
Joseph E. Vitt	Judy M. Beram	Nancy H. Dutton
Richard J. Alexander		Constance M. Zachmann

Editor: Nancy R. Donahower

The staff of The Planning Services Group appreciates greatly the assistance, time, and valuable suggestions contributed so willingly by town officials and citizens, especially by Thomas E. Lee, Executive Secretary of the Wellesley Planning Board.

Publications

As part of the Wellesley Planning Program, a number of reports, listed below, were prepared to provide background information for the Planning Board prior to preparation and adoption of the Comprehensive Plan. Copies of individual reports generally may be obtained from the Wellesley Planning Board, 324 Washington Street, Wellesley Hills. The reports are available at the Wellesley Free Library. A copy of each report has been furnished to the libraries of Wellesley College, Babson Institute, the Metropolitan Area Planning Council, and the Massachusetts Department of Commerce and Development.

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Selected Characteristics of Wellesley's Population	Jul, 1964	24
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A Special Report: Apartments in Suburbia	Mar 19, 1964	14
Development Trends: Land Use		
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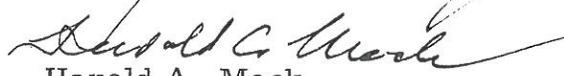
Amendments

Adoption

BE IT RESOLVED, the Wellesley Planning Board, after due consideration and review, hereby adopts the following as the Comprehensive Plan of the Town of Wellesley, Massachusetts.


Lewis H. Parks, Chairman


Beverly F. Ottaway, Secretary


Harold A. Mock


Jerome Preston, Jr.


Donald P. Babson

August 30, 1965

Preamble

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 of Wellesley.

The Comprehensive Plan 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 a text and graphic representations of the goals and policies contained in the Comprehensive Plan.

The Comprehensive Plan is expressed in terms of goals, policies, and proposals. Planning goals are the most basic community objectives, are 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

While the main emphasis of the Comprehensive Plan is on the period 1965-1975, factors affecting the Plan through 1985 and beyond have been considered.

Town Goals

Town Goals

1. 100 Basic Goal

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

1. 200 Population Goal

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

1. 300 Public Service Goal

Provide a high quality of education and other public services and strive for efficiency and reasonable cost without compromising quality.

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 visual character and features of the natural and man-made physical environment and reduce or remove unsightly features from the community.

Goals

1. 500 Transportation Goals

1. 510: Facilitate convenient and safe transportation in and through Wellesley with minimum adverse effects upon residential areas.

1. 520: Strive for limited access, or bypass highways to accommodate through transportation.

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 predominant 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 wherever advisable to achieve the town's other 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 to the extent advisable for the achievement of the town's other 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 of dedicated citizens and skilled and 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.

The Land Use Plan

The Land Use Plan consists of (1) a text and (2) a graphic representation of the policies and proposals of the text.

2.100 All Land Uses

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

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

- a. serve residents of Wellesley,
 - 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,
- or,
- d. otherwise enhance the interests of Wellesley residents.

Policy 2.130: In the face of competition from expensive newer housing in other communities and the fact that the town's housing stock and its public physical plant will be growing older in the years ahead, maintain Wellesley as a desirable residential community 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 downtown Boston.

2.200 Residence Uses

2.210 All Residence Uses

LF → Policy 2.211: Prohibit further development of residence uses in business or industrial areas, except for hotels, motels, inns or tourist homes, and except for apartments in office areas.

2.220 Detached Single-Family Residence Use

LF → Policy 2.221: Protect existing residential areas against depreciation in economic value or livability by incompatible uses, activities, or through traffic. Provide ample buffer strips to separate single-family residence areas from apartments, business or industrial areas.

Policy 2.222: Permit development of additional detached single-family homes primarily in those areas indicated on the accompanying graphic representation at the following densities:

a. in areas of substantial vacant land, one housing unit per one to two net residential acres. In such areas, encourage the desirable clustering of homes and the preservation of open space in residential development.

b. in areas already substantially developed, two to three housing units per net residential acre.

Policy 2.223: Strive for open, natural areas, in and adjacent to each neighborhood. Encourage builders to set aside natural areas by adopting cluster zoning.

Policy 2.224: Provide a suitable level of town services, such as sewer, water, and streets, for all housing units in town where a reasonable cost-benefit relationship exists.

Policy 2.225: Continue the neighborhood system of elementary schools and develop further a neighborhood system of child-centered and family-centered recreation facilities.

Policy 2.226: Resist conversion of one- and two-family houses into additional housing units.

2.230 Attached Single-Family and Two to Four Family Residence Use

For the purposes of the Plan, an attached single-family residence unit is defined as a housing unit having the following characteristics:

- a. Each unit has front and rear entrance to ground level.
- b. Each unit has private yard space.
- c. All units are separated by a vertical party wall.
- d. Each unit and yard is so designed that it may be individually owned, including the cooperative and condominium forms of ownership.
- e. Proper aesthetic requirements are satisfied.

Policy 2.231: Maintain detached single-family units as the predominant type of residence by limiting the number of all attached single-family units to two per cent of the total number of detached single-family homes in Wellesley. Permit gradual development of new attached single-family units by changing the zoning district designation, only in the areas indicated in Policy 2.233, when proposals for sound and attractive developments are made to the Town.

Policy 2.232: Limit the density of attached single-family units to a maximum of 12 units per net residential acre.

Policy 2.233: Limit development of new attached single-family units to areas of existing higher density housing or near business districts, as indicated on the accompanying graphic representation.

Policy 2.234: Permit continuation of existing two-, three-, or four-family units and the conversion of a structure to smaller units in a few of the areas designated on the accompanying graphic representation for attached single-family and two-to four-family residence use, subject to zoning regulations on changes in exterior appearance of the structure and on density, but in no case in detached single-family residence use areas.

2.240 Apartments

For the purposes of the Plan, an apartment building is defined as a structure with 7 or more housing units.

Policy 2.241: Permit the construction of a limited number of apartment units--primarily to meet the needs of older residents, and secondarily as a means of effecting a more desirable use of particular parcels of land or of broadening the tax base.

Policy 2.242: Maintain detached single-family units as the predominant type of residence by limiting the number of all apartment units (housing units in apartment buildings) to ten per cent of the total number of detached single-family homes in Wellesley. Permit gradual development of new apartment buildings by changing the zoning district designation, only in the areas indicated in Policy 2.243, when proposals for attractive

Land Use

developments, meeting the criteria set forth in Section 2.241 of the Plan, are made to the Town.

LF → Policy 2.243: Limit the location of apartment buildings to those areas shown on the accompanying graphic representation, which are described as follows:

- 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,
- e. some of the areas indicated for office use on the accompanying graphic representation, or
- f. areas which do not appear suitable for development for desirable detached single-family homes,

provided that all such areas: 1) are adequately served by utilities, 2) will not overtax the traffic-carrying capacity of streets, and 3) are capable of being separated from detached single-family residence areas by ample buffers.

Proposal A - Permit the privately-sponsored redevelopment of the Eastman Circle area for apartment use.

Policy 2.244: Of those apartment units permitted, encourage types of building construction which appeal to older residents, so as not to create an additional burden on the school system.

LF → Policy 2.245: Permit several types of apartment development with a maximum density for two to three story apartments of 15 apartment units per net residential acre, and for higher buildings of up to 35 units per net residential acre.

Policy 2.246: Encourage more usable open space, less site coverage, and buildings catering to older residents, by permitting some apartment buildings with elevators, not to exceed six stories in height and not to rise above either the tree line or the skyline in areas where permitted.

Policy 2.247: Encourage the cooperative or condominium forms of ownership of apartment units.

2.250 Low-Cost or Moderate-Cost Residence

Policy 2.251: Favor private financing for the provision of housing for the residents of the town, excepting for the needy elderly.

Policy 2.252: Encourage the use of limited-dividend, or nonprofit sponsors to provide housing for the needy elderly. Only if it has been demonstrated that these sources are not adequate, resort to public housing or

other forms of Town-supported subsidy

2.260 Uses in Residence Areas Warranting Special Mention

Policy 2.261: Encourage and facilitate, with public assistance if necessary, the relocation of residence structures now east of Route 128 to other areas of town where the complete range of town services can be provided.

Policy 2.262: Limit the areas along Route 9 from Weston Road to Cedar Street to detached single-family residence uses.

Policy 2.263: Encourage the development of the "triangle" area, (bounded by Washington and Central Streets and Weston Road) for off-street parking, and office use.

2.300 Institutional Uses

Policy 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 dimensional requirements and off-street parking requirements compatible with residential areas.

Policy 2.320: Favor retention of institutional lands in their present character, but in the event of their sale, favor development, first for public or private recreational or other public use and second for single-family residence use or other use as indicated elsewhere in the Plan.

Proposal A - Investigate the potential for both immediate and long-range public and semi-public use of the buildings and land of Dana Hall Schools, which may be available for purchase, east of Grove Street and north of Fuller Brook within the boundaries of the proposed Civic Center. (See The Community Facilities Plan.)

Proposal B - Permit the privately-sponsored redevelopment of the Eastman Circle area for apartment use.

2.400 Business and Industrial Uses

2.410 All Business and Industrial Uses

Policy 2.411: Concentrate business and industrial uses in a few well-defined areas, each adequately separated, screened, or buffered from residential areas. Insure that the impact of such uses as to appearance and operation does not detract from adjacent properties.

Policy 2.412: Discourage attenuated development of business and industrial uses along arterial streets. For those uses providing parking on their own property, encourage grouping of such uses in a well-designed complex with limited points of access, preferably to service roads rather than directly on to arterial streets.

Policy 2.413: Discourage fragmentation of business and industrial use areas by the intrusion, or continued existence of residence use except for apartments in some office use areas.

2.420 Office Uses

Policy 2.421: Encourage region-oriented office use, including research and development firms:

- a. in the Lower Falls area,
- b. in the area east of Route 128,
- c. along Route 9 west of Weston Road.

Policy 2.422: Permit region-oriented general office uses in Wellesley Square.

Policy 2.423: Provide for town-oriented office use in other areas of the town where office use is indicated on the accompanying graphic representation.

2.430 Retail Uses - General Policies

Policy 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 maintaining residential property values and a healthy tax base. Take steps to enable existing business districts to meet competition from regional shopping centers.

Policy 2.432: Resist development of new retail centers elsewhere in town which could compete with existing retail districts.

LF → Policy 2.433: In business districts, separate through traffic, both inter-town and intra-town, from local business district traffic, and strive to separate motor vehicle traffic from pedestrian circulation.

Policy 2. 434: Permit hotel, motel, or restaurant use oriented to the traveling public along Route 9 west of the Cochituate Aqueduct near Woodside Avenue, along Route 9 east of Dearborn Street, and in the Wellesley Square area.

2. 440 Region-Oriented Retail Uses - Wellesley Square

Proposal - To accomplish all the following policies, prepare a detailed development plan for the functional and visual re-organization of the Wellesley Square business district and its environs.

Policy 2. 441: Provide a wide range of goods and services for Wellesley residents by developing easy and convenient access over an improved street system and adequate off-street parking to accommodate residents of Wellesley and surrounding communities who have similar purchasing patterns and who will help support the business community which makes available such goods and services.

Policy 2. 442: Facilitate the movement of traffic, especially through traffic, around the retail area.

Proposal - Build a bypass for eastbound traffic parallel to Central Street on the south from Weston Road to Washington Street or beyond. If adequate space is available, build a bypass for westbound traffic on the railroad right-of-way.

Policy 2. 443: Encourage private financing of off-street parking to be supplemented by public powers of land acquisition and assembly, and if private financial resources prove inadequate, provide public funds for such a purpose.

Policy 2. 444: Strive for a ratio of one and one-half square feet of off-street parking area for each square foot of retail floor space in Wellesley Square. Locate parking areas which will be accessible from the principal streets approaching Wellesley, and favor a few large parking areas rather than numerous small ones.

Proposal - Develop off-street parking areas for at least 475 additional automobiles particularly in the area: 1) south of Central Street between Weston Road and Washington Street, 2) east of Grove Street and south of Washington Street, and 3) between Crest Road and Grove Street, being careful to enhance the existing public park in the process.

Policy 2. 445: Provide a safer and more attractive environment for the pedestrian shopper. Preserve the continuity of the pedestrian shopping experience by discouraging the disruptions of streets, driveways, and non-retail establishments.

Land Use

Proposal - After provision of traffic bypasses to the north and south, and the provision of adequate off-street parking, evaluate the feasibility of converting Central Street, between Crest Road and Weston Road, into a pedestrian mall.

Policy 2.446: Favor region-oriented retail uses along Central Street and Church Street, and discourage expansion of region-oriented retail uses beyond these streets. Locate region-oriented and town-oriented office uses in other parts of the Wellesley Square district.

Policy 2.447: Emphasize the desirability of having branches of Boston or New York stores offering high quality lines.

2.450 Town-Oriented Retail Uses - Wellesley Hills Square

Policy 2.451: Separate through traffic, both inter-town and intra-town, from local shopping traffic.

Proposal - Provide a service road parallel to, and south of, Washington Street from Forest Street to Eaton Court to accommodate business district traffic, and facilitate the movement of through traffic along Washington Street.

Policy 2.452: Strengthen the Wellesley Hills business district as a viable economic unit.

Proposal - Encourage a larger supermarket and a moderate-size department store.

Policy 2.453: Favor town-oriented retail uses between Maugus Avenue and Maugus Hill, and office uses between Maugus Avenue and Forest Street.

Policy 2.454: Encourage private financing of off-street parking to be supplemented by public powers of land acquisition and assembly, and if private financial resources prove inadequate, provide public funds for such a purpose.

Policy 2.455: Strive for a ratio of two square feet of off-street parking area for each square foot of retail floor space, and one square foot of off-street parking area for each square foot of office floor space.

Proposal - Develop off-street parking areas for at least 150 additional automobiles between the commercial buildings on Washington Street and the proposed new service road from Forest Street to Eaton Court.

Policy 2.456: Discourage further retail uses, or the expansion of existing retail uses, on the north side of Washington Street westerly from Route 9 to the Wellesley Hills railroad station parking lot. Favor uses with low traffic-generating potential or apartments for the area.

2.460 Neighborhood-Oriented Retail Uses

Policy 2.461: Retain neighborhood-oriented food and convenience goods outlets clustered around supermarkets at existing locations on Linden Street, State-Washington Streets and Route 9-Cedar Street.

Policy 2.462: Discourage establishment of neighborhood-oriented retail uses in new locations, expansion of the other existing neighborhood-oriented retail outlets not cited in Policy 2.461, and expansion of the floor area (but not of off-street parking), at the State-Washington outlet.

Policy 2.463: Discourage further neighborhood or town-oriented retail development at the Weston Road-Fells area, while encouraging conversion in the area to alternative uses with lower traffic-generating potential.

Policy 2.464: Require a minimum of three square feet of off-street parking area for each square foot of retail floor space in neighborhood-oriented retail use areas, without direct public participation. ← LR

2.470 Other Business Use Areas

Policy 2.471: Retain convenience goods outlets in the Lower Falls area while encouraging region-oriented office use, including research and development firms, or apartments.

Policy 2.472: Consider public action on providing off-street parking in the Lower Falls area as a lower priority than off-street parking in Wellesley Square and Wellesley Hills, while remaining alert to opportunities to provide off-street parking through public powers or funds. Strive to eliminate curb parking on the approaches to the bridge over the Charles River by encouraging the provision of off-street parking.

Proposal - In the Lower Falls area, develop an off-street parking area for 75-100 automobiles on the land recently acquired by the Town.

2.480 Industrial-Type 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.

Policy 2.481: Permit and concentrate town-oriented industrial-type services:

- a. along Linden Street between Kingsbury Street and Crest Road,
- b. near the south side of the Cedar Street-Route 9 interchange,
- c. in the River Street-Walnut Street area, north of the Cochituate Aqueduct,

Land Use

d. along both sides of Route 9 west of Woodside Avenue near the Natick line.

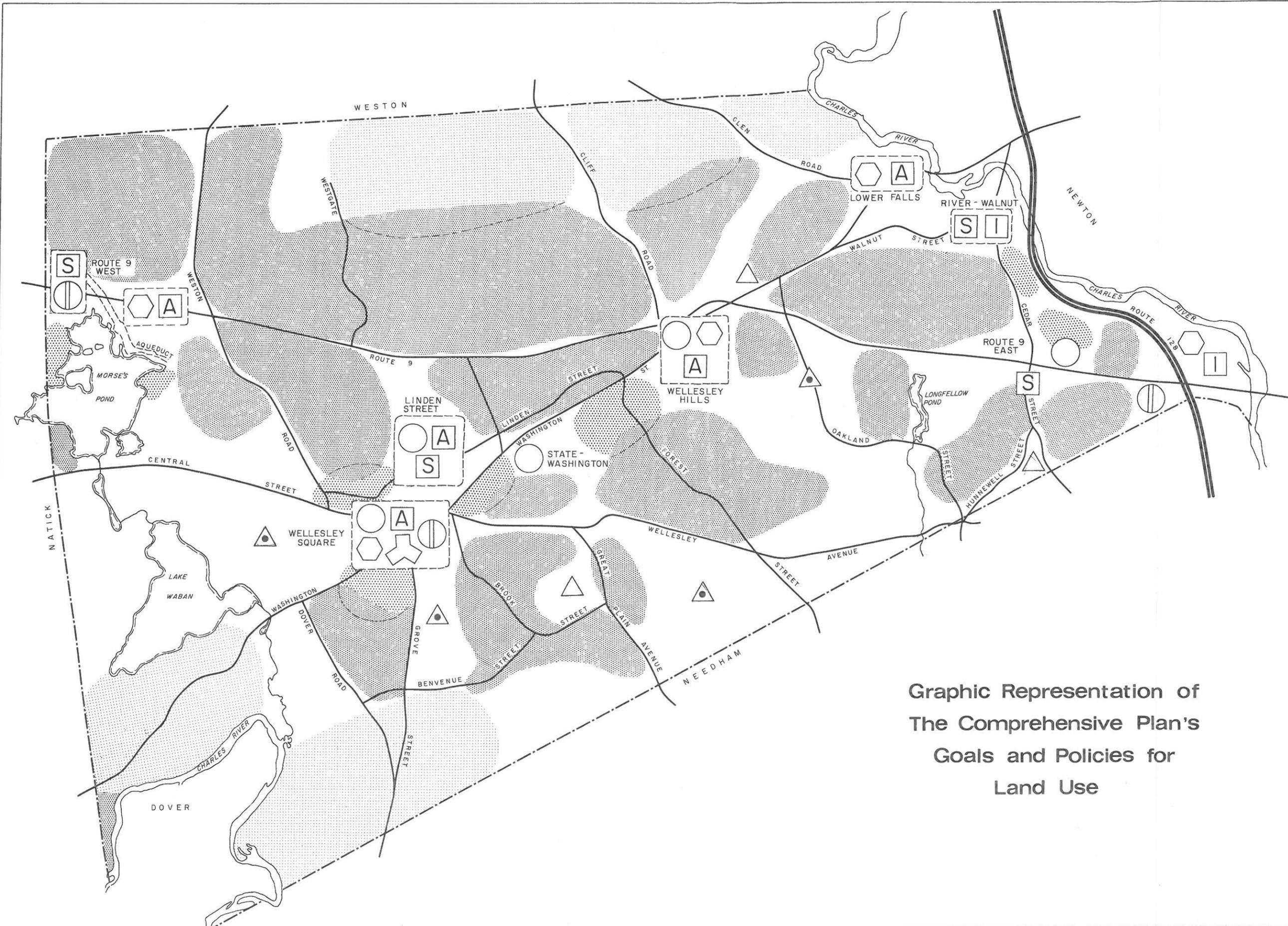
2.490 Industrial Uses

For the purposes of the Plan, industrial uses are defined as consisting of uses such as the manufacture of electrical equipment, instruments, photographic and optical goods, or printing which do not necessarily provide services to Wellesley residents and may be considered region-oriented.

Policy 2.491: Permit region-oriented industrial uses only in areas which will be well isolated from, and will have minimum effects on residential, public, institutional, or business use areas.

Policy 2.492: Broaden the tax base by permitting region-oriented industrial uses, under rigid design controls:

- a. along Walnut Street north of the Cochituate Aqueduct, or
- b. east of Route 128, at a relatively high density, in the area isolated from the rest of town.



Graphic Representation of
The Comprehensive Plan's
Goals and Policies for
Land Use

LEGEND

RESIDENTIAL USES

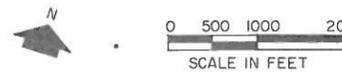
- STRUCTURE TYPE: SINGLE-FAMILY
DENSITY: 1 HOUSING UNIT PER
2 NET RESIDENTIAL ACRES
- STRUCTURE TYPE: SINGLE-FAMILY
DENSITY: 2-3 HOUSING UNITS PER
NET RESIDENTIAL ACRE
- STRUCTURE TYPE: SINGLE-FAMILY
ATTACHED SINGLE-FAMILY
TWO- TO FOUR-FAMILY
DENSITY: 4-12 HOUSING UNITS PER
NET RESIDENTIAL ACRE
- STRUCTURE TYPE: APARTMENT
DENSITY: 13-35 HOUSING UNITS PER
NET RESIDENTIAL ACRE

NON-RESIDENTIAL USES

- OFFICE
- BUSINESS
- HOTEL, MOTEL, RESTAURANT
- INDUSTRIAL-TYPE SERVICES
- INDUSTRY
- PRIVATE EDUCATION
- INSTITUTIONS
- CIVIC CENTER

NOTE: AREAS NOT IDENTIFIED ARE EDUCATIONAL OR INSTITUTIONAL LAND, ARE SHOWN ON THE COMMUNITY FACILITIES GRAPHIC REPRESENTATION

WELLESLEY PLANNING BOARD
AUGUST 1965



The Transportation Plan

The Transportation Plan consists of (1) a text and (2) a graphic representation of the policies and proposals of the text.

Note: The Transportation Plan should be re-evaluated upon completion of the transportation inventory work of the Boston Regional Planning Project, and the Town should participate in the development of the BRPP's Regional Transportation Plan.

3.100 General Transportation Policies

Policy 3. 110: Recognize the continued increase in the number of motor vehicles, the prospects for even more serious congestion in years ahead, and the high rate of auto ownership and of multicar families in Wellesley, and make a contribution to the solution of local and regional transportation problems.

Policy 3. 120: Insure that transportation planning and decisions are compatible with the Land Use Plan.

Policy 3. 130: In developing major transportation facilities, preserve and enhance adjacent visual features, both natural and man-made, insofar as possible.

Policy 3. 140: Separate major transportation facilities from single-family residence use areas to the maximum degree possible.

3.200 Traffic Policies

3.210 Regional Traffic Policies

Policy 3.211: Encourage state, metropolitan, or county agencies to build, or improve, highways which will divert regional through traffic away from residence and business use areas in Wellesley.

Proposal - Recommend to the appropriate agencies consideration of a new highway from the Ashland-Holliston area to Route 128 and beyond, roughly 3 to 5 miles south of, and parallel to, Route 9 to serve as a replacement for Routes 135 and 16.

Policy 3.212: Emphasize highway projects, where Town funds are involved, which will meet regional responsibilities in the short term, while providing solutions to potential long-term local traffic problems. 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.

Policy 3.213: Expedite the passage of regional traffic through town on a few channels, (expressways, divided highways, and metropolitan arterials) and control land development along those channels so that a high vehicular carrying capacity can be maintained. Restrict and reduce the number of intersecting streets and driveways on streets designated as metropolitan arterials in the Street Classification Plan (3.230) and encourage the construction of service roads for local traffic parallel to Route 9.

Proposal - Conduct a detailed engineering feasibility survey to determine to what extent part of the railroad right-of-way can be used for motor vehicles.

Policy 3.214: Route 9 - Encourage state officials to upgrade the vehicular carrying capacity of Route 9 while providing the Town with at least one means of crossing the highway (either by underpass-overpass or traffic signal) in every mile. Discourage high traffic generating uses along Route 9, and encourage the provision of service roads for business and industrial uses.

Proposal A - Request the provision of traffic signals or an underpass-overpass first at Oak Street-Westgate and second in the Kingsbury-Sprague-Audubon area.

Proposal B - Require construction of a service road as part of any development of vacant land along Route 9 and specifically of the area from near Weston Road westerly to near

the Cochituate Aqueduct.

Policy 3.215: Cooperate with the Town of Needham, and such other towns as may be interested, in the relocation of Route 135 to bypass business districts and town centers in the several towns, in the absence of action by state, metropolitan, or county agencies, to solve regional traffic problems.

Policy 3.216: Provide additional vehicular carrying capacity between Weston and Wellesley.

Proposal - Confer with Weston officials on the extension of Westgate to a connection with Wellesley Street in Weston.

3.220 Local Traffic Policies

Policy 3.221: Recognize that in the years ahead local traffic will increase to the point that significant steps will be required to cope with the increased traffic congestion. Accelerate the Town's program of traffic engineering improvements and off-street parking.

Policy 3.222: Divert regional and intra-town through traffic around business districts and separate it from business district traffic.

Proposal A - In Wellesley Square, if adequate space is available, use the railroad right-of-way as a bypass for westbound traffic. Build a bypass for eastbound traffic parallel to Central Street on the south from Weston Road to Washington Street or beyond.

Proposal B - In Wellesley Hills Square, facilitate the movement of through traffic along Washington Street, and accommodate local business district traffic by providing a service road parallel to, and south of Washington Street from Forest Street to Eaton Court.

Proposal C - In the Lower Falls area, concentrate eastbound traffic on Walnut Street and westbound traffic on Washington Street.

Proposal D - Investigate the extension of a bypass road on the railroad right-of-way from Wellesley Hills to Park Road in Weston and hence to the Massachusetts Turnpike.

Policy 3.223: Maintain traffic-carrying capacity on streets designated as metropolitan arterials or divided highways in the Street Classification Plan (3.230) by discouraging land uses with high traffic-generating capacity along such streets, and by encouraging the construction of service roads for local traffic.

Transportation

Policy 3.224: Strive to obtain maximum traffic-carrying capacity from those existing streets designated as metropolitan arterials in the Street Classification Plan (3.230) by employing modern traffic engineering techniques in addition to building new streets.

Proposal - Install an inter-connected traffic signal system of advanced capability on Washington-Central Streets.

Policy 3.225: Insure that the neighborhood collector street system permits ready access by emergency vehicles to all sections of town.

Proposal - Complete the missing section of McLean Street.

Policy 3.226: Maintain and improve existing streets and bridges in accordance with the Street Classification Plan.

Proposal - Rebuild the old bridges over the railroad right-of-way to modern design standards capable of performing the functions designated in the Street Classification Plan.

Policy 3.227: Regulate the location and size of points of access (curb cuts) to public streets.

Policy 3.228: Regulate the use of Wellesley streets by heavy-duty commercial vehicles.

3.230 Street Classification Plan

Policy 3.231: Adopt and maintain standards for street classification (as shown in the table on page 19.)

Policy 3.232: While recognizing that principal 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 as indicated on the accompanying graphic representation. Streets not shown on the graphic representation are designated as local streets.

3.300 Parking and Loading Policies

Policy 3.310: Require ample 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 off-street parking on the same property would be disruptive and should be provided on the periphery of the districts.

Policy 3.221 - Street Classification Plan - General Standards

N. B. All standards are general and may need to be modified in particular situations depending on varying local conditions.

Description	Expressway, Divided Highway	Metropolitan Arterial	Town Arterial	Neighborhood Collector	Local
1. Function	Regional through traffic	Inter-town traffic	Intra-town traffic	Link local streets to arterials	Local traffic
2. Types of vehicles	(a)	Regulate, restrict heavy duty commercial vehicles			
3. Access by abutters	Prohibited, Controlled on Route 9	Controlled	Curb-cut regulations	Curb-cut regulations	Curb-cut regulations
4. Functional Speed Limit in m. p. h.	(a)	30 - 40	30	25	20
<u>General Standards - Traffic Control</u>					
5. Parking	(a)	Prohibit peak hours	Prohibit peak hours	General restrictions	General restrictions
6. Left turn storage lane	(a)	Require	Desirable	Not required	Not required
7. Traffic control preference priority	1	2	3	4	5
<u>Minimum Standards - Geometric Design</u>					
8. Travel lanes	(a)	4	2 or 4	2	2
9. Width of travel lanes	(a)	12'	11'	10'	10'
10. Parking lanes	(a)	1 2 in business	1 districts	1	Not required
11. Width of parking lanes	(a)	10'	8'	8'	
12. Pavement width	(a)	58' - 68'	30' - 60'	28'	24' (b)
13. Snow storage - planting strip	(a)	2 5' each	2 5' each	2 5' each	2 5' each
14. Sidewalk	(a)	2 5' each	2 5' each	2 5' each	2 5' each
15. Right-of-way width	(a)	78' - 88'	50' - 80'	48'	40'
16. New street trees		Minimum of 10' back from property line			

Notes:

(a) Standards and controls for Route 128 and Route 9 are determined by the Commonwealth of Massachusetts. Refer to relevant state and federal standards.

(b) The minimum pavement width includes 4 feet of paved snow storage area in addition to the 20 feet for travel lanes for a total of 24 feet of pavement.

Transportation

Policy 3.320: Encourage private financing of off-street parking to be supplemented by public powers of land acquisition and assembly, and if private financial resources prove inadequate, provide public funds for such a purpose.

Proposal A - In Wellesley Square, develop off-street parking areas for at least 475 additional automobiles, particularly in the area: 1) south of Central Street between Weston Road and Washington Street, 2) east of Grove Street and south of Washington Street, and 3) between Crest Road and Grove Street, being careful to enhance the existing public park in the process.

Proposal B - In Wellesley Hills, develop off-street parking areas for at least 150 additional automobiles between the commercial buildings on Washington Street and the proposed new service road from Forest Street to Eaton Court.

Proposal C - In the Lower Falls area, develop an off-street parking area for 75 - 100 automobiles on the land recently acquired by the Town.

Policy 3.330: Permit limited off-street parking in residence areas for adjacent business or industrial uses, but only under strict functional and aesthetic controls.

Policy 3.340: Utilize the following general standards for off-street parking and loading for principal uses in Wellesley:

Off-street Parking:

Detached single-family residence	2 spaces per housing unit
Attached single-family residence	1.5 spaces per housing unit
Two- to four-family residence	1.5 spaces per housing unit
Apartments	1.5 spaces per housing unit
Office	1 s.f. parking for 1 s.f. floor area
Region-oriented retail	1.5 s.f. parking for 1 s.f. floor area
Town-oriented retail	2 s.f. parking for 1 s.f. floor area
Neighborhood-oriented retail	3 s.f. parking for 1 s.f. floor area
Industry, Industrial-type service	1 s.f. parking for 2 s.f. floor area

Off-street Loading:

Business and industrial uses: 1 loading bay for each structure with more than 1,000 square feet of floor area; additional loading bays proportional to the amount of floor area and the use.

Proposal - Develop these standards further by specific use categories and include them in the Zoning Bylaw.

Policy 3.350: Recognize that the paved surface of streets is primarily for the movement of vehicles and secondarily for their storage and permit curb parking and loading on arterial streets only at times of the day when the volume of traffic is low.

Policy 3.360: Take necessary steps, in view of the growth in traffic volumes, to provide off-street parking and loading as a replacement for existing curb parking and loading on streets designated as arterial streets.

3.400 Public Carrier Transportation Policies

Policy 3.410: Work for the continued availability of railroad service to Boston, or in the event of its discontinuance, work for the extension of some form of transit service from Boston through Wellesley, both as high priority policies.

Proposal - In conjunction with other communities in the western suburbs, work with officials of the Massachusetts Bay Transportation Authority to continue railroad service until some form of transit service, on a separate right-of-way, can be provided through Wellesley.

Policy 3.420: Place a higher priority on the use of the right-of-way of the New York Central Railroad for railroad or transit use than for highway use.

Policy 3.430: Preserve opportunities for alternative rail or transit systems until the future of the New England railroad system is clarified and the planning of the Massachusetts Bay Transportation Authority relative to an extension to the western suburbs can be developed to greater detail. Reserve sufficient height and width along the right-of-way for railroad or transit use.

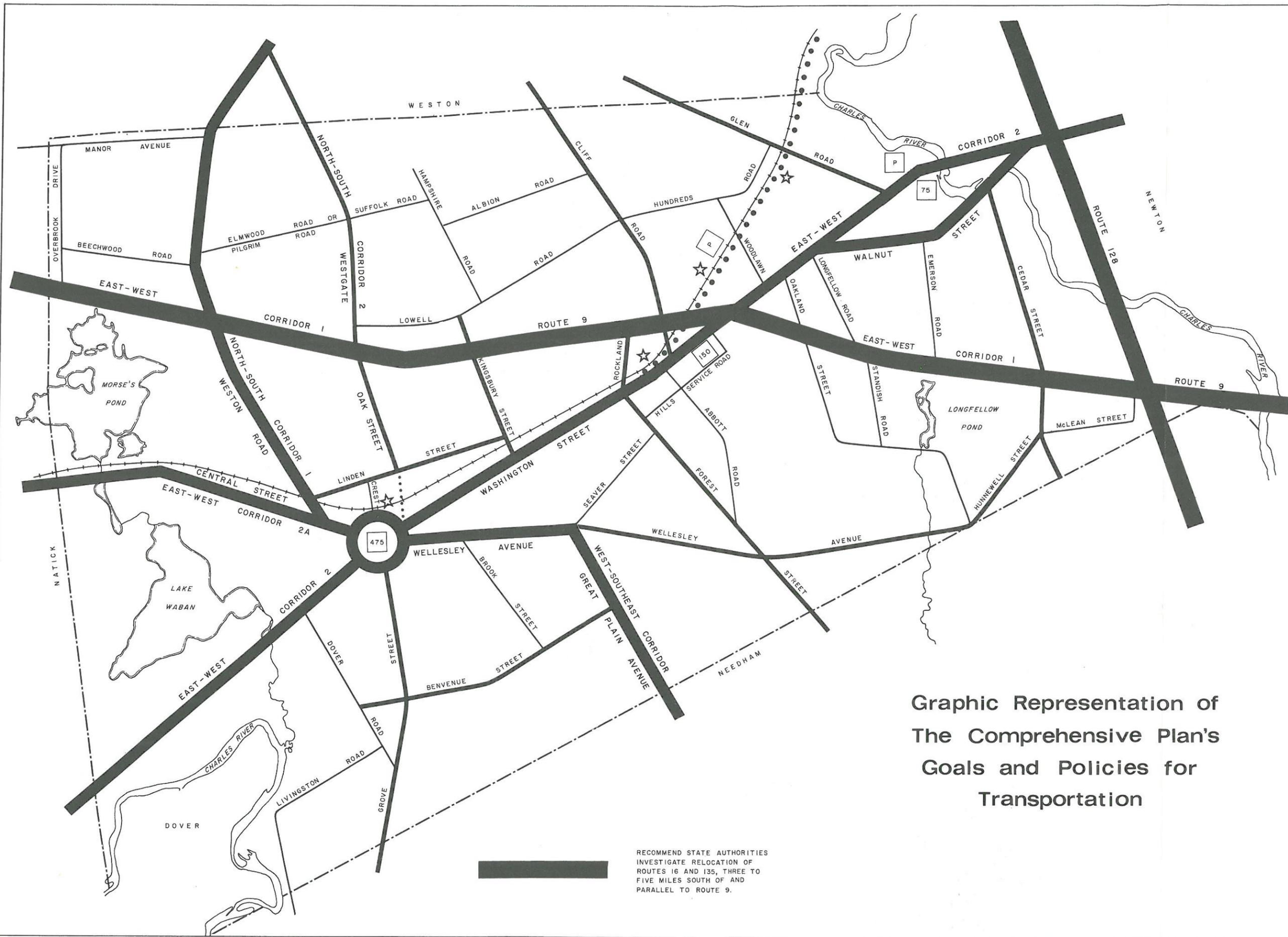
Proposal - Maintain existing railroad stations and also protect, for possible future use as rail or transit station locations, the areas: 1) adjacent to or on the Tailby parking lot, and 2) on the north side of the tracks opposite the Public Works yards.

Policy 3.440: 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 of adjacent towns, to encourage a high enough level of transit patronage to make transit service more economically feasible.

Transportation

Policy 3.450: Maintain a level of bus service adequate for the needs of town residents and business and educational institutions, and their employees.

Policy 3.460: Resist location of airports or heliports in the town, except in areas remote from residential uses.



Graphic Representation of The Comprehensive Plan's Goals and Policies for Transportation

RECOMMEND STATE AUTHORITIES
INVESTIGATE RELOCATION OF
ROUTES 16 AND 135, THREE TO
FIVE MILES SOUTH OF AND
PARALLEL TO ROUTE 9.

- LEGEND**
-  DIVIDED HIGHWAY, EXPRESSWAY
 -  METROPOLITAN ARTERIAL
 -  TOWN ARTERIAL
 -  NEIGHBORHOOD COLLECTOR STREET
 -  BY-PASS SYSTEM - WELLESLEY SQUARE
 -  SUGGESTED FOR STUDY
 -  RAIL OR TRANSIT LINE
 -  ALTERNATIVES FOR RAIL OR TRANSIT STATION
 -  PUBLIC OFF-STREET PARKING
 -  100 = PROPOSED NUMBER OF SPACES
 -  P = OTHER PUBLIC OFF-STREET PARKING

WELLESLEY PLANNING BOARD
AUGUST 1965

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SCALE IN FEET

The Community Facilities Plan

The Community Facilities Plan consists of a text and a map which identify the policies and proposals of the text.

4.100 All Community Facilities

Policy 4. 110: Anticipate the Town's needs for land and buildings and acquire or retain needed land and buildings.

Proposal - Investigate the potential for both immediate and long-range public and semi-public use of the buildings and land of Dana Hall Schools which may be available for purchase.

Policy 4. 120: Develop a systematic program for the replacement, or rehabilitation of obsolete Town buildings or facilities.

Policy 4. 130: Emphasize the multi-purpose use of existing facilities and multi-agency development of new facilities.

Policy 4. 140: Make the sale or lease of any surplus public land or building subject to use restrictions and functional and design standards.

4.200 Town Administration Facilities

Policy 4. 210: Increase interdepartmental coordination and overall efficiency and increase public convenience by concentrating Town administrative offices and services in central locations.

Community Facilities

Proposal - Investigate the feasibility of: a centralized data collection, storage and processing system; centralized map files; and centralized duplicating services to serve Town departments.

Policy 4.220: Locate Town departments and services requiring frequent contact with the public in central locations, primarily in the Wellesley Square area.

Proposal A - Develop further the concept of a Civic Center in the Wellesley Square area. Prepare a detailed development plan for the Civic Center in the area defined as follows: on the north--the railroad right-of-way; on the west--Crest Road, Abbott Street Extension, Church Street and Grove Street; on the south--Fuller Brook; on the east--Brook Street, Washington Street and Morton Field.

Proposal B - Investigate the potential for both immediate and long-range public and semi-public use of the buildings and land of Dana Hall Schools, which may be available for purchase, within the Civic Center boundaries.

Proposal C - Conduct a detailed architectural survey of the Intermediate Building to determine its condition, foreseeable major repairs, and potential for and cost of rehabilitation for public or private use. Conduct a marketability survey of the building and land to determine potential revenue for the Town from private development of the site. Compare the results of the two surveys and the cost of moving the departments now in the Intermediate Building to the Civic Center.

Proposal D - Undertake design studies of the feasibility of building an addition or annex to the Town Hall while still preserving its character.

Proposal E - Retain a landscape architect to prepare a comprehensive site plan for the Civic Center showing the inter-relationship between buildings, vehicular and pedestrian circulation, off-street parking areas, and park areas.

Proposal F - Favor a location in the Civic Center for a privately financed and operated Town Museum, or other semi-public uses.

Proposal G - Maintain the Police, and Fire Department headquarters, Public Works Department operations, and School Department offices in their present location.

4.300 Library Facilities

Policy 4.310: Provide a library system with a wide selection of printed and recorded materials for the use and enjoyment of the town. Develop further the resources of the main library building.

Proposal - Transfer away from the main library building to other locations in the Civic Center, exhibits, meetings and lectures, as the space needs of the library collection increase. Reserve land on the library site for an addition to the building to house an expanded collection.

Policy 4.320: Continue expansion of the school library system.

Policy 4.330: Periodically review whether continuation of branch libraries is justified.

Proposal - In the event of discontinuation of branch libraries, favor reuse of the present sites by semi-public uses.

4.400 Open Space Plan

Terms - Open Space is a collective term embracing a number of land use needs, the common element of each being the general absence of buildings or streets.

Recreation areas (presented in section 4.500) are open areas highly developed for a program of activities.

Parks are natural areas modified and adapted by man for his use.

Conservation areas are those where the natural features are retained as close to their natural state as possible.

4.410 All Open Spaces

Policy 4.411: Promote and protect the following needs and values through the Open Space Plan:

- a. protection of water supply and well fields,
- b. control of floods and erosion,
- c. areas for recreation and parks,
- d. resistance to the hodge-podge spread of undifferentiated land development often called urban sprawl,
- e. preservation of the balance of nature,

Community Facilities

- f. provision of scenic vistas and views,
- g. preservation of an open character near residential areas,
- h. reservation of land for future public needs

Policy 4.412: Emphasize the provision of a wide variety of types of open space and multiple purpose development of open spaces.

Policy 4.413: Insure a coordinated and systematic open space program by the participation in the program of all Town boards, departments, and commissions with open space responsibilities.

Proposal A - Establish an Open Space Council, a Town-wide board, composed of representatives (or staff designates) of: the Recreation Commission, the Park and Tree Board, the Conservation Commission, the Town Forest Committee, the Board of Selectmen, the Board of Public Works, the School Committee, the Planning Board, and the major educational institutions.

Proposal B - Secure professional assistance to advise upon and prepare designs for the execution of the Open Space program, with particular emphasis on multiple purpose development of open spaces.

Proposal C - Include a substantial annual appropriation in the Capital Improvement Program for the acquisition or development of open spaces.

Policy 4.414: Reduce the need for outright purchase by the Town of open space land by:

- a. encouraging the practice of giving land to the town,
- b. favoring the use of zoning, subdivision regulations and enlightened real estate assessing policies, designed to preserve open space, and
- c. utilizing available federal and state financial aids.

Policy 4.415: Emphasize protection of the watershed and shores of Morse's Pond.

Policy 4.416: Require that for any public open space land diverted to other public use, such as buildings, streets or parking areas, funds be appropriated for the acquisition of equivalent replacement land. The sole exception to this policy will be land acquired or reserved for future public needs in pursuance of Policy 4.411 h.

Proposal A - Adopt the policy as a Town Bylaw.

Proposal B - Conduct an inventory to establish which sites have already been acquired and are being reserved for building, street, or parking use.

Policy 4.417: Favor the continued contribution to the open character of the town made by lands used for golf courses, cemeteries, private educational institutions, estates, and agriculture.

4.420 Parks

Policy 4.421: Develop a park system to include areas for: nature walks, hiking, camping, picnicking, bicycling, horseback riding, concerts, swimming, boating, canoeing, fishing, general play and recreation such as playfields and playgrounds.

Policy 4.422: Favor development of a large community-wide open space providing areas for nearly all the activities cited in Policy 4.421.

Proposal A - Maintain the area generally south of Morse's Pond to the Charles River and west to the Natick line as a community open space consisting of private, institutional, and public lands. Discourage further development, except for Wellesley College, in the area.

Proposal B - Inform the Towns of Natick and Dover of Wellesley's interest in developing a large community-wide open space and encourage those towns to take comparable action adjacent to Wellesley's community-wide open space.

Policy 4.423: Develop at least one large open space area in each of the five principal sections of town. The open space area in each section should consist of park areas and a core of recreation facilities including a playfield. For this purpose, the principal sections are defined as including generally the following elementary school districts:

North - Perrin, Bates, Upham school districts,
Northeast - Brown, Warren school districts,
East - Schofield, Fiske school districts,
Central - Hardy, Kingsbury, Sprague school districts,
Southwest - Hunnewell school district (including the proposed new elementary school).

Policy 4.424: Designate the following as open space areas to serve the five principal sections.

North - Kelly Memorial Park,
Northeast - the Indian Spring Brook area including the area in the vicinity of the Wellesley Farms railroad station,
East - Schofield Field, supplemented by the Fiske School play area and an area in that vicinity,
Central - Hunnewell Field, Junior High School Field,
Southwest - an area in the vicinity of the proposed new elementary school.

Community Facilities

Policy 4. 425: Provide sufficient space in the areas designated in Policy 4. 424 for multiple purpose open space development:

Proposal A - North: Expand Kelly Memorial Park.

Proposal B - Northeast: Expand public holdings in the Indian Spring Brook and Wellesley Farms railroad station area.

Proposal C - East: Develop further the Longfellow Pond area for park purposes.

Proposal D - Southwest: Work out multiple use development of the Cartwright Road end of the Incinerator Site, after its use for deposit of incinerator residue. Increase public holdings, sufficient for a playfield, in the vicinity of the site of the new elementary school.

Policy 4. 426: Develop a number of informal park areas in or adjacent to residential areas.

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

- a. south of Beechwood Road,
- b. west of Cliff Road,
- c. on the east or south side of Maugus Hill,
- d. near the intersection of Wellesley Avenue-Forest Street,
- e. east of Kingbury Street,
- f. near Summit Road or
- g. elsewhere in town where land might be acquired at little or no cost.

Proposal B - Protect the natural setting of the shores of those ponds in town not included in the community-wide or section open spaces.

Policy 4. 427: Maintain the more formal or urban type parks, Hunnewell Park near Wellesley Square and Elm Park near Wellesley Hills Square.

Policy 4. 428: Provide areas for scenic viewing, particularly from heights or of bodies of water.

Proposal A - Acquire interests in the Rocky Ledges area near the Weston town line.

Proposal B - Utilize the Pierce Hill and Maugus Hill Reservoirs for scenic viewing.

Policy 4. 429: Develop further the system of "greenways" as a means of linking the various elements of the open space system. Develop substantial sections of the "greenway" system to permit walking, bicycle riding, horseback riding, hiking, and access to schools, play areas, and parks.

Proposal A - Complete the missing sections of the Fuller Brook and Bogle Brook greenways as first priority projects in the greenway system.

Proposal B - Develop further greenways along Boulder Brook, Caris Brook, Indian Spring Brook, Cold Spring Brook, Rosemary Brook, the Cochituate and Sudbury River Aqueducts, and the Charles River, as lower priority projects in the greenway system.

4. 430 Street Trees

Policy 4. 431: Enhance the natural setting throughout the town by an extensive program of planting trees along streets, set back from the right-of-way, and in off-street parking areas.

Proposal A - Retain a full-time arborist or landscape architect to prepare and execute a Street Tree Plan.

Proposal B - Include an annual appropriation in the Capital Improvements Program for street trees.

Proposal C - Include requirements in the Zoning Bylaw for planting trees in off-street parking areas.

4. 440 Conservation

Policy 4. 441: Protect water resources as the first priority in the conservation program

Policy 4. 442: Avoid flash flooding, erosion, or inadequate water flow during dry seasons by conserving wetlands and natural stream banks to slow down and accommodate water run-off.

Policy 4. 443: Avoid filling of wetlands where damage to well fields or drainage systems would result.

Policy 4. 444: Preserve areas for nature study, including areas of particular interest with respect to geological formations, ecology, trees and other vegetation, or wildlife habitat.

Policy 4. 445: Provide and retain areas for nature study near school buildings and in each of the open spaces proposed for each principal section of the town.

Community Facilities

Policy 4. 446: Preserve the Town Forest and establish forest areas in each of the open spaces proposed for each principal section of the town.

4. 450 Charles River

Policy 4. 451: Urge development of a comprehensive plan for the Charles River with particular emphasis on recreation and conservation.

Policy 4. 452: Obtain greenways along the banks of the river.

4.500 Recreation Facilities

4. 510 All Recreation Facilities

Policy 4. 511: Provide a system of diversified recreation programs and facilities to serve the interests of all age groups in town.

Policy 4. 512: Emphasize a high degree of participation for individuals and groups with different levels of skill and proficiency, rather than concentrating on developing players, or teams, of championship caliber.

Policy 4. 513: Emphasize the multiple use of existing Town facilities, especially school facilities. Generally locate recreation facilities in the vicinity of school buildings.

Policy 4. 514: Emphasize highly developed programs and facilities in a few locations, each strategically located to serve the principal sections of town, rather than numerous mediocre programs and facilities.

Policy 4. 515: Locate facilities in relation to age-groups served. Facilities for children of elementary school age should be provided on a neighborhood basis (generally the same as an elementary school district.) Facilities for teenagers and adults should be provided on a sectional or district basis (generally aggregates of 2-4 elementary school districts), or on a town-wide basis.

4. 520 Outdoor Recreation Facilities

Policy 4. 521: Provide two principal types of outdoor recreation areas - playgrounds, oriented to children of elementary school age, and playfields, oriented to older children and adults.

Policy 4. 522: Strive to achieve and maintain a size of 4 to 6 acres for playgrounds and 12 to 18 acres for playfields.

Community Facilities

Policy 4.523: Delineate the principal sections of town (as in Policy 4.423) for developing outdoor recreation facilities, as follows:

North - Perrin, Bates, Upham school districts,
Northeast - Brown, Warren school districts,
East - Schofield, Fiske school districts,
Central - Hardy, Kingsbury, Sprague school districts,
Southwest - Hunnewell school district (including the proposed new elementary school.)

Policy 4.524: Designate the following as recreation areas in each section to serve as the location of playfields:

North - Kelly Memorial Park,
Northeast - the Indian Spring Brook area including the area in the vicinity of the Wellesley Farms railroad station and parking lot,
East - Schofield Field, supplemented by Fiske School play area and an area in that vicinity,
Central - Hunnewell Field, Junior High School Field,
Southwest - an area in the vicinity of the proposed new elementary school.

Policy 4.525: Provide a playfield in each of the five sections and at least the following facilities:

1 regulation baseball diamond
1 regulation softball diamond
2 regulation Little League baseball diamonds
1 junior size football field
1 full size basketball court
2 junior size basketball courts
2 tennis courts
apparatus - equipment for each play area
1 natural ice skating area (lighted)

and provide in the North, East, and Central sections in addition to, or in lieu of, the comparable facilities in each of the five sections, the following:

1 regulation football field
2 tennis courts (minimum of 4 per section)
1 soccer field

and provide in the town in addition to, or in lieu of, the comparable facilities in each of the five sections, the following:

1 regulation football field - stadium
1 lighted regulation softball diamond
2 lighted basketball courts
10 lighted tennis courts
3 field hockey fields

Community Facilities

Proposal A - Provide the following facilities (not now available) in the sections indicated by "X":

	N	NE	E	SW
1 regulation baseball diamond		X	X	X
1 regulation softball diamond		X		X
2 regulation Little League baseball diamonds				X
1 junior size football field*	X	X	X	X
1 full size basketball court				X
2 junior size basketball courts		X	X	X
2 tennis courts		X		X
playground apparatus		X		X
1 natural ice skating area (lighted)				X
1 regulation size football field*	X		X	
2 tennis courts - total 4 each district	X		X	
1 soccer field*	X			
4 additional, lighted tennis courts			(location	
1 additional running track			optional)	

*Indicates potential for multiple use of
baseball-softball outfields.

Policy 4. 526: Employ the strategy, in order to implement Policy 4. 525, of placing first priority on the acquisition of land to meet long-range recreation needs before land is pre-empted by private development, second priority on fully developed programs, third priority on the development of new facilities and fourth priority on further expansion of the supervised recreation program.

Proposal A - North: Place a high priority on the expansion of Kelly Memorial Park by purchasing the Lillie Rich land.

Proposal B - Northeast: Acquire additional lands in the Indian Springs Brook area as they become available. If the railroad station parking lot is replaced by another parking lot at a new transit station, favor reuse of the level land of the present parking lot for recreation purposes, particularly ball fields.

Proposal C - East: Investigate development of additional facilities on land in the vicinity of Hastings Road and the Fiske School play area.

Proposal D - Southwest: Place high priority on the acquisition of additional land in the vicinity of the site of the proposed new elementary school, in addition to that required for school purposes.

Policy 4.527: Avoid concentration of town-wide recreation facilities on Hunnewell Field to preclude long-term overcrowding.

Proposal - Develop Kelly Memorial Park and Schofield Field further, especially for activities not associated with the Junior and Senior High School athletic programs.

Policy 4.528: Provide a play area (not necessarily supervised) in each elementary school district, consisting of either a playground, (preferably adjacent to an elementary school), or an informal play area.

Proposal A - Maintain existing playgrounds at the Perrin School, Upham School, Brown School, Warren School, Hardy School, and Hunnewell School, and existing informal play areas at Overbrook Drive, Albion Road, McKinnon land (off Halsey Avenue), and the old Fiske School site.

Proposal B - Investigate acquisition of additional areas for recreation use:

- a. south of Beechwood Road,
- b. west of Cliff Road,
- c. on the east or south side of Maugus Hill,
- d. near the intersection of Wellesley Avenue - Forest Street,
- e. east of Kingsbury Street,
- f. near Summit Road or
- g. elsewhere in town where land might be acquired at little or no cost.

4.530 Special Town-Wide Recreation Facilities

Policy 4.531: Recognize the role of ice skating, and ice hockey in particular, as a basic element in a diversified winter school and recreation program.

Proposal - Consider the construction of a financially self-supporting artificial ice skating facility with possible financial aid from the State School Building Assistance Commission. Favor the Senior High School as the location for such a facility, if constructed.

Policy 4.532: Recognize the role of swimming as a basic element in a diversified year-round school and recreation program.

Proposal - Consider an indoor swimming pool when demand exceeds that which can be met by the part-time availability of the Wellesley College and Babson Institute Pools. Place lower priority on an indoor swimming pool than on an artificial ice skating facility. Locate any such indoor swimming pool on the Senior High School site with possible financial aid from the State School Building Assistance Commission.

Community Facilities

Policy 4.533: Develop gradually a Community Recreation Center, constructing new facilities only when program participation overtakes existing facilities.

Proposal A - Conduct a detailed analysis of the programs of the Recreation Commission and the Adult Education division of the Wellesley Public Schools to determine whether adequate facilities are presently available for the short term and long term, both for programs of the present scope and for an expanded optimum program (where the two are not already identical).

Proposal B - Conduct a detailed analysis of the surplus land and buildings of Dana Hall Schools which may be available for purchase, and in the light of the results of Proposal A, acquire some of the land and buildings and hold them in reserve for the gradual development of a Community Recreation Center. (Still favor the Senior High School site as the location of any artificial ice skating facility or indoor swimming pool which may be constructed.)

Policy 4.534: Retain Morse's Pond as an exceptional recreational asset with particular attention devoted to protection of the Pond's watershed.

Proposal A - Define the measures needed to protect the watershed and maintain the purity of the water.

Proposal B - If consistent with the guidelines established under Proposal A, enlarge and improve the beach area.

Policy 4.535: Develop a modified skiing facility in Town.

Proposal A - Request use of the slope of Maugus Hill owned by the Academy of the Assumption.

Policy 4.536: Encourage the retention of adequate facilities for golfing.

4.600 School Buildings

Policy 4.610: Base the size of school buildings and the facilities they contain on educational policy and multi-purpose use by the Town.

Policy 4.620: Construct new school buildings, or additions to existing buildings, to meet the needs of increased pupil enrollment and the needs of enriched educational programs.

Proposal A - Complete the steps already taken by the Town to build additions to the Junior High School for approximately 1,800 pupils and to the Upham School for approximately 210 additional pupils.

Proposal B - Construct a new elementary school for approximately 250 pupils on the Beebe property in the southwest section of town.

Policy 4.630: Insure equal educational opportunity for children in all sections of town by systematically rehabilitating older school buildings to guard against physical and educational obsolescence.

Proposal A - Analyze carefully, by use of a team of educator and architect, all school buildings more than 25 years old.

Proposal B - Rehabilitate the Brown, Sprague, and Kingsbury Schools, and complete rehabilitation of the Phillips School, between 1965 and 1970, as proposed by the School Committee.

Proposal C - Analyze the Hardy, Hunnewell, Perrin, and Warren Schools, and the Senior High School, to determine the need for rehabilitation - to be undertaken, if needed, after 1970.

4.700 Utilities

Policy 4.710: Relate changes in permitted land uses to the service capabilities of the several utility systems.

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

Policy 4.720: Protect the town's existing ample water supply and add new reserve capacity gradually commensurate with anticipated future need.

Proposal - Protect land owned by the Town on the northwest shore of Morse's Pond near Stuart Street for a future pumping station.

Policy 4.730: Increase water distribution capabilities in the few remaining areas in town needing improved distribution capacity.

Policy 4.740: Complete the program of providing sanitary sewer service to all properties in town where a reasonable cost-benefit relationship exists.

Community Facilities

Policy 4.750: Protect the watershed and waters of Morse's Pond against pollution.

Proposal A - Provide sanitary sewer service for those areas on the east shore of Morse's Pond which are presently unsewered.

Proposal B - Investigate the feasibility of connecting with the Town of Natick's proposed sanitary sewer system to provide sewerage for the properties on the west side of Morse's Pond.

Policy 4.760: Improve the capacity of the storm sewer system throughout the town to prevent erosion and other property damage and to accommodate accelerated water run-off.

Proposal - Include storm drainage system improvements in the Capital Improvements Program.

Policy 4.770: Reserve adequate area at the present Incinerator Site for deposit of incinerator residue and favor subsequent development of the deposit area for multiple-purpose open space use.

Policy 4.780: Favor acceleration of the program of installing utility wires underground.

4.800 Other Community Facilities

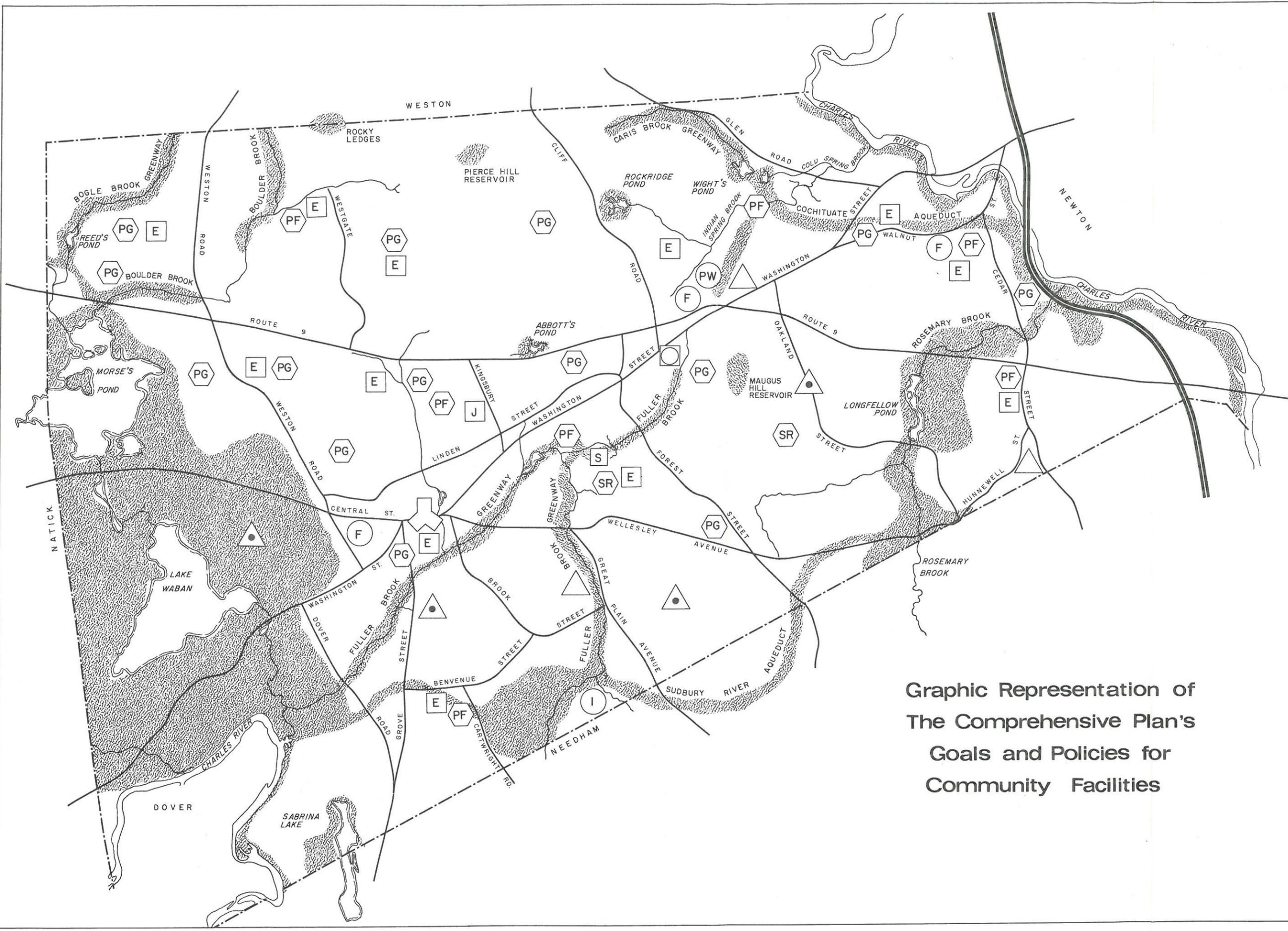
Policy 4.810: Examine the need for an additional fire station with particular reference to the northwest section of town. If needed, take steps to assure the availability of a suitable site in the future.

Policy 4.820: Favor the location of additional public housing for the elderly, or moderate-cost housing for the elderly, on a quiet site near business districts, churches, or the library.

Proposal - Investigate use of the surplus land of Dana Hall Schools, which may be available for purchase, in the Civic Center.

Policy 4.830: Locate a recreation center for the elderly in or near housing for the elderly.

Proposal - Investigate use of surplus buildings of Dana Hall Schools, which may be available for purchase, in the Civic Center.

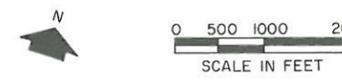


LEGEND

-  OPEN SPACE SYSTEM
INCLUDING PUBLIC,
INSTITUTIONAL, AND
PRIVATE LANDS
-  CIVIC CENTER
TOWN HALL AND ANNEX
LIBRARY
RECREATION CENTER
POLICE STATION
HOUSING FOR ELDERLY
TOWN MUSEUM
PARKS
-  SCHOOLS
E = ELEMENTARY
J = JUNIOR HIGH
S = SENIOR HIGH
-  RECREATION
PF = PLAYFIELD, 12-18 A
PG = PLAYGROUND, 2-6
SR = SPECIAL RECREATION
HIGH SCHOOL SITE
ARTIFICIAL ICE SKATING RINK,
INDOOR SWIMMING POOL
MAUGUS HILL-SKATING RINK
-  OTHER COMMUNITY FACILITIES
F = FIRE STATION
PW = PUBLIC WORKS
I = INCINERATOR
-  PRIVATE EDUCATION
-  INSTITUTIONS

Graphic Representation of
The Comprehensive Plan's
Goals and Policies for
Community Facilities

WELLESLEY PLANNING BOARD
AUGUST 1965



The Implementation Plan

The Implementation Plan

The Implementation Plan consists of policies and proposals to carry out the Comprehensive Plan.

The Comprehensive Plan is not a detailed blueprint for every decision the Town must make. The Plan furnishes a framework for the guidance of Town officials and Town Meeting Members to be reviewed continually in the light of ever-changing conditions. Thus an important function of the Implementation Plan is that it sets up a continuing process by which specific individual decisions can be examined in detail while still being related to the more general goals and policies of the Comprehensive Plan.

Although formally adopted by the Planning Board under Massachusetts law, the Comprehensive Plan has no legal force in itself. It is advisory only.

The Comprehensive Plan may be implemented to the extent that it:

- 1) Guides the Planning Board in making decisions which come before it,
- 2) Helps the several Town Boards, Committees, Commissions, and Departments coordinate their separate responsibilities,
- 3) Provides assistance to operating agencies of the Town in making decisions,
- 4) Aids Town Meeting Members in discharging their legislative duties, and

Implementation

5) Makes private property owners aware of the kinds and degrees of change and development which the Comprehensive Plan favors.

5.100 General Implementation Policies

Policy 5.110: Modernize the legal tools of land use regulation.

Proposal A - Revise the Zoning Bylaw (Text and Map) completely to provide better means of guiding development and of offering protection for the Town.

Proposal B - Subdivision Regulations - Upgrade certain design standards, emphasize retention of natural features, require tree planting, and investigate the placement of utility lines underground.

Proposal C - Utilize the Town's power to establish building lines to reserve areas for future widening of streets.

Proposal D - Adopt licensing procedures permitting the Town to require that off-street parking areas, both public and private, comply with the provisions of the revised Zoning Bylaw.

Policy 5.120: Broaden the scope of the Planning Board's and the Town Improvements Coordinating Committee's advisory referral on public decisions.

Proposal A - Adopt a Town Bylaw requiring that prior to any action by the Town Meeting, or other Town board, department, commission or committee, pertaining to the use of land, such as in zoning, that the Planning Board shall submit a report, advisory in effect, on the relationship of the proposed use to the Comprehensive Plan.

Proposal B - Adopt a Town Bylaw requiring that prior to any action by the Town Meeting, or other Town board, department, commission or committee, on: 1) any proposed purchase of land for a public purpose, 2) the proposed sale of public land, or 3) any proposed major capital expenditure, that the Town Improvements Coordinating Committee and the Planning Board shall submit a report, advisory in effect, on the proposed purchase, sale, or expenditure and its relationship to the Comprehensive Plan.

Policy 5.130: The Planning Board shall conduct research and gather data on matters covered by the Comprehensive Plan and shall make such information available to Town Meeting Members, other Town boards, departments, commissions, and committees and the general public. The Planning Board will emphasize continuing studies of the Town's population, land use, economy, and transportation.

Policy 5.140: The program of the several Town Boards, commissions, committees and departments shall be coordinated.

Proposal A - The Board of Selectmen shall be the principal coordinating agency.

Proposal B - The Town Improvements Coordinating Committee, with such assistance from the Planning Board as is desired, will prepare and publish annually a six-year Capital Improvements Program to advise the Town Meeting in determining priorities for capital expenditures so that the fiscal resources of the Town do not become over-committed.

Proposal C - The Planning Board will meet with the principal boards, committees, commissions and departments of the Town at least once a year in order to implement the Comprehensive Plan.

Proposal D - Establish an Open-Space Council, a Town-wide board composed of representatives (or staff designates) of: the Recreation Commission, the Park and Tree Board, the Conservation Commission, the Town Forest Committee, the Board of Selectmen, the Board of Public Works, the School Committee, the Planning Board, and the major educational institutions.

Policy 5.150: Conduct or contract for specialized studies for the implementation of specific policies and proposals contained in the Comprehensive Plan.

Proposal A - Utilize the services of a landscape architect to prepare detailed development plans for parks, playgrounds, parking lots, and other public spaces with particular emphasis on multiple use of such spaces.

In the preceding sections of the Plan, the following subjects were cited as warranting additional and more detailed study. Each may be found in full on the page and under the policy number listed below.

B. Surplus land and buildings of Dana Hall Schools: 2.320 - p. 9, 4.110 - p. 23, as part of the Civic Center 4.220 B - p. 24, for housing for the elderly 4.820 - p. 36,

Implementation

- C. Wellesley Square - development plan 2.440 - p. 11,
- D. Wellesley Square - off-street parking 2.444 - p. 11,
3.320 A - p. 20,
- E. Wellesley Hills Square - service road 2.451 - p. 12,
- F. Wellesley Hills Square - off-street parking 2.455 -
p. 12, 3.320 B - p. 20,
- G. Lower Falls - off-street parking 2.472 - p. 13, 3.320 C
- p. 20,
- H. Railroad right-of-way - feasibility of use for motor ve-
hicles 3.213 - p. 16,
- I. Town administration - centralized data and mapping sys-
tems 4.210 - p. 24,
- J. Civic Center - development plan 4.220 A - p. 24, utiliz-
ing landscape architect 4.220 E - p. 24,
- K. Intermediate Building - architectural and marketability
surveys 4.220 C - p. 24,
- L. Town Hall Annex - design analysis 4.220 D - p. 24,
- M. Open Space Land - inventory 4.416 B - p. 26,
- N. Artificial ice skating facility 4.531 - p. 33,
- O. Indoor swimming pool 4.532 - p. 33,
- P. Recreation and adult education programs - adequacy of
facilities 4.533 A - p. 34,
- Q. Community Recreation Center, re: surplus Dana Hall
property 4.533 B - p. 34,
- R. Older school buildings - architect-educator analysis
4.630 A - p. 35,
- S. Connection to Natick Sewer System 4.750 B - p. 36.

Policy 5.160: In the absence of articles submitted by other Town officials, the Planning Board will take an active role in preparing articles for inclusion in the Warrant of the Town Meeting to insure consideration of the policies and proposals of the Comprehensive Plan.

Policy 5.170: The Planning Board will advise the Town periodically of steps taken to implement the Comprehensive Plan.

Proposal A - The Planning Board will include in its Annual Report to the Town a record of the steps taken during the year to implement the Comprehensive Plan.

Proposal B - The Planning Board will conduct periodic public meetings to discuss the implementation of the Comprehensive Plan.

Policy 5.180: Utilize various programs of technical assistance or financial aids available from agencies of the state or federal governments to assist in Town expenditures.

Proposal A - The Planning Board will review various federal and state programs and changes thereto, and periodically advise appropriate agencies of programs and revisions that may be beneficial to the Town.

Proposal B - Investigate use of the urban renewal mechanism for eligible areas near the intersection of Route 9 and 128.

Policy 5.190: Continue a dynamic planning process.

Proposal - Continually review and revise individual sections of the Comprehensive Plan as needed. The Planning Board will formally review and revise the whole Comprehensive Plan not later than 1970.

5.200 Regional Policies

Policy 5.210: Seek the cooperation of and cooperate with contiguous communities and metropolitan or state agencies in handling problems which cross municipal boundaries.

Proposals:

- A. Newton - Develop a joint traffic and land use plan for the Lower Falls area.
- B. Needham - 1) Maintain wetlands on both sides of the boundary with particular emphasis on Rosemary and Fuller Brooks. 2) Develop a greenway along the Sudbury River Aqueduct. 3) Study an alignment for the relocation of Route 135 in the absence of action by the State to solve regional highway problems.
- C. Dover - Suggest Dover maintain the open character of land on its side of the Charles River, compatible with Wellesley's open space program.
- D. Natick - 1) Suggest Natick maintain the open character of

Implementation

the land between Routes 16 and 135 compatible with Wellesley's community-wide open space. 2) Investigate contracting with Natick to provide sewerage for land on the west shore of Morse's Pond. 3) Urge Natick to preserve that portion of the watershed of Morse's Pond in the town.

- E. Weston - 1) Investigate extension of Westgate to Wellesley Street in Weston. 2) Preserve open space areas on both sides of the boundary, and link the greenway systems of the two towns. 3) Investigate extension of a bypass road on the railroad right-of-way from Wellesley Hills to Park Road in Weston and hence to the Massachusetts Turnpike.

Policy 5.220: Strive to maintain compatible land use and zoning on both sides of the municipal boundary with the contiguous communities.

Policy 5.230: Exert influence with state and metropolitan agencies such as the Metropolitan Area Planning Council to implement those policies and proposals which Wellesley cannot achieve by itself, or in conjunction with adjacent communities.

In the preceding sections of the Plan, the following subjects were cited as warranting additional and more detailed study. Each may be found in full on the page and under the policy number listed below.

Proposals:

- A. Review the transportation inventory and proposals developed by the Boston Regional Planning Project as they pertain to Wellesley and adjacent towns: Transportation p. 15,
- B. New highway to replace Routes 135 and 16: 3.211 - p. 16,
- C. Route 9 crossing - Westgate, Kingsbury Street: 3.214 A - p. 16,
- D. Extension of bypass road on railroad right-of-way from Wellesley Hills to Massachusetts Turnpike: 3.222 D - p. 17,
- E. Railroad service, extension of rapid transit service of Massachusetts Bay Transportation Authority: 3.410 - p. 21, reserving possible future station locations: 3.430 - p. 21.

Policy 5.240: Urge development of a comprehensive plan for the Charles River, with particular emphasis on recreation and conservation.

Policy 5.250: Urge the M. D. C. to discontinue sale of its land for private development.

5.300 Fiscal Policies

Policy 5.310: Utilize a six-year Capital Improvements Program, reviewed and updated annually as a means of coordinating and scheduling the Town's large expenditures.

Policy 5.320: Favor "pay-as-you-go," self-liquidating, and shorter term financing arrangements in contrast to deferred or longer term financing arrangements whenever practicable.

Policy 5.330: Maintain the existing firm base of residential real estate tax values by protecting and enhancing residential market values.

Policy 5.340: Spread the real estate tax burden by encouraging a moderate level of new construction of business and industrial buildings and of a limited number of apartments in carefully selected areas adequately buffered from single-family residential areas.

Proposal A - Concentrate new tax-generating uses in areas indicated for region-oriented uses and apartments in the Land Use Plan and the graphic representation accompanying it, and permit fairly intensive development in areas relatively remote from single-family residence areas.

Proposal B - Elicit a moderate level of new construction and maintenance of existing market values by indicating through the Comprehensive Plan areas where private investment will be welcomed, and by insuring the provision of good off-street parking and a good traffic circulation system.

Policy 5.350: Utilize available federal and state grants wherever desirable.

Policy 5.360: Encourage financial participation in community costs by institutional land users, and strive to secure tax payments or tax-equivalent contributions in those instances where such land users expand or develop beyond their present boundaries.

Amendments

AMENDMENTS TO COMPREHENSIVE PLAN

The Planning Board held a public meeting on November 19, 1969 on proposed amendments to the Comprehensive Plan. Subsequently, on December 8, 1969 the Board voted unanimously and favorably on the following motions to amend the Comprehensive Plan as adopted by the Planning Board in 1965:

- (1) That the Comprehensive Plan, Policy 2.222, Subparagraph a, be amended so as to read as follows:
 - a. in areas of substantial vacant land one housing unit per net residential acre. In such areas, encourage the desirable clustering of homes and the preservation of open space in residential development.
- (2) That the Comprehensive Plan be amended by striking therefrom Policy 2.231 and Policy 2.242 and inserting within Section 2.210 "All Residence Uses" the following new Policy:

Policy 2.212: Maintain detached single-family units as the predominant type of residence by limiting the total number of apartments and/or row houses to 13% of the total number of detached single-family homes in Wellesley.

Permit gradual development of new apartment buildings by changing the existing zoning district designation only in areas indicated in Policy 2.243, where proposals for attractive developments, meeting the criteria set forth in Policy 2.241 are made to the Town.

Permit gradual development of new row houses by changing the zoning district designation only in the areas indicated in Policy 2.233 when proposals for sound and attractive developments are made to the Town.

- (3) That the legend in the Comprehensive Plan's Land Use Graphic Representation be amended by striking therefrom any reference to three or four family houses.
- (4) That the Comprehensive Plan's Land Use Graphic Representation be amended by striking therefrom the Land Use designation A (apartments) from the area along Route 9 between Weston Road and Woodside Avenue.
- (5) That the Comprehensive Plan, Policy 2.245 be amended by striking therefrom the figure 35, as it appears therein, and inserting in place thereof, the figure 25, so that said policy will read as follows:

Policy 2.245: Permit several types of apartment development with a maximum density for two to three story apartments of 15 apartment units per net residential acre, and for higher buildings of up to 25 units per net residential acre.

- (6) That the Comprehensive Plan, Policy 2.262 be amended by striking therefrom the wording of Policy 2.262 as contained therein, and inserting in place thereof the following new wording:

Policy 2.262: Limit the area along Route 9 from Weston Road to Cedar Street to detached single-family residence uses except in instances where proposals are made for nursing homes, or other institutions of low traffic generating characteristics.

- (7) That the Comprehensive Plan, Policy 2.481 be amended by striking therefrom subsection (a) as it appears therein, and inserting in place thereof the following new subsection (a):

- a. along Linden Street between Kingsbury Street and Crest Road, excluding those areas presently zoned as General Residence Districts.