

Wider sidewalks at intersection

Renovated buildings (Star Market and Rite Aid)

STATE STREET MASTER PLAN

DRAFT

Field/
Fuller Brook Park

Star

Skating Pond

Public gathering place

Enhanced parking lot landscaping

Buildings oriented to corners with parking behind

Prepared for:

Town of Wellesley

Prepared by:

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Bluestone Planning Group

Lawrence Bluestone, AIA

Professional offices allowed along Washington Street

Preferred Alternative

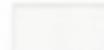
Study Area Parcel Map

Preferred Alternative

 Study Area

 Buildings

 Cochituate Aqueduct

 Recreation



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INTRODUCTION AND BACKGROUND

WHY ARE WE DOING THIS STUDY?

- 1994 and 2007 Comprehensive Plans recommended studies of Village Commercial Districts.
- Studies have been conducted for;
 1. Wellesley Square
 2. Wellesley Hills
 3. Cedar Street
 4. Lower Falls
 5. Linden Street
 6. Wellesley West Gateway (Natick Line)

WHAT DO SUCH STUDIES ACCOMPLISH?

- Linden Square Master Plan proposed:
- A more pedestrian friendly environment
- "Main Street" with restaurants and small retail
- Enhanced street lights, sidewalks, trees, and signage
- Buildings closer to the road
- Improved streetscape
- Mixed use projects

PURPOSE OF THE STATE STREET AREA MASTER PLAN

- To reflect the Town's Master Plan goals for improvement of commercial villages throughout Town
- To better plan for future development or redevelopment of the area
- To benefit commercial and residential property owners by discussing future scenarios and improvements
- To improve the area through a public and open process

STATE STREET AREA IMPROVEMENTS UNDER WAY OR PLANNED AS PART OF HIGH SCHOOL CONSTRUCTION

- As part of High School project
 1. New Sidewalks will be constructed on school side of:
 - a. State Street
 - b. Smith Street
 - c. Rice Street



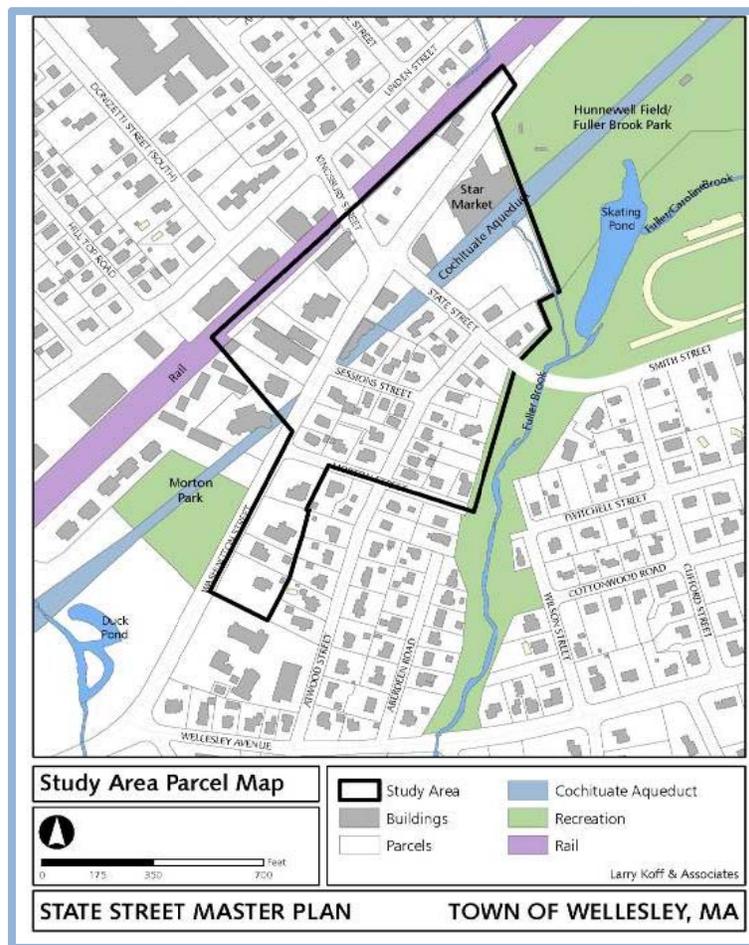


- d. Clifford Street
- e. South side of Atwood Street

- From Linden Square Development
 1. Opticom Signalization (triggers passage for Police and Fire through an intersection.
 2. Video Detection Loop, which will trigger green light for back up at intersections.
 3. Video Detection to improve State Street:
 - a. Washington/State/Kingsbury
 - b. Linden/Kingsbury

EXISTING CONDITIONS

Figure 1. Existing Buildings





EXISTING CUSTOMERS AND USERS

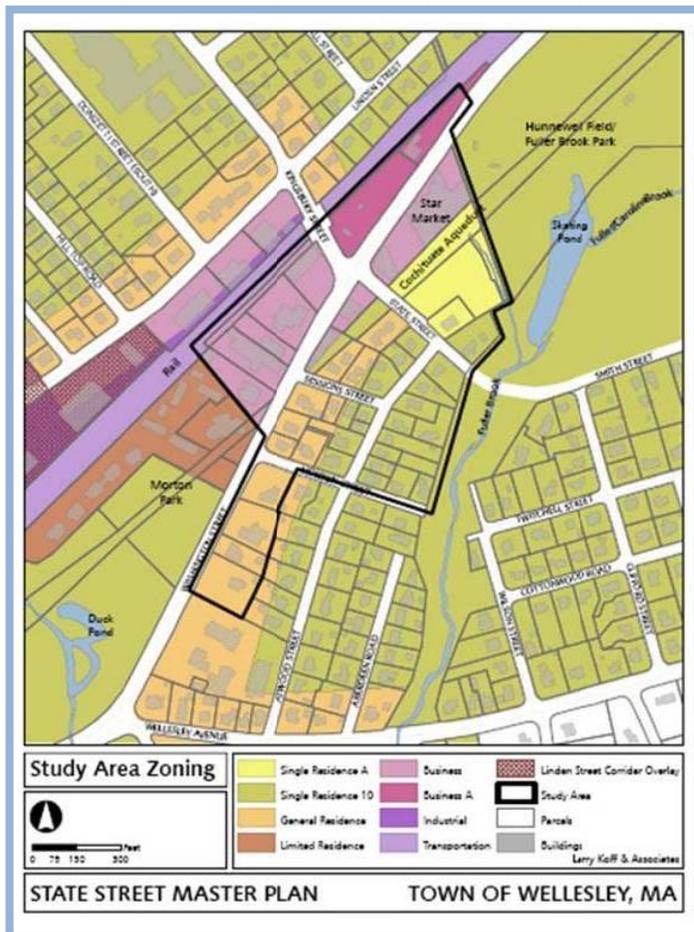
Students

- Seniors
- Shoppers
- Cross town traffic
- School drop-off and pick-up





Figure 2. Existing Zoning Map



ZONING

- Business
- General Residential
- Single Family Residential
- Residential A (Star Market Parking lot)



PROJECT TIMELINE AND PROCESS

Task	Mar-April	April - May	May-June
1. Consensus on Project Objectives			
1.1 Workshops with PB			
1.2 Test alternative scenarios (SC meetings and Web Survey #1)			
2. Interactive Public Process			
2.1 Public Forum			
3. Finalize Preferred Plan			
3.1 Draft Plan (PB/SC meeting and Web Survey #2)			
3.2 Final Plan			

GOALS & OBJECTIVES

The primary purpose of this Study is to build a consensus ‘Vision’ or ‘Plan’ for the future of the State Street Business District so that ‘Vision’ can subsequently be implemented by the Town through zoning reforms and various public and private improvements which are recommended below.

Based upon goals stated in the recently-completed Wellesley Comprehensive Plan, advice from the Planning Board, advice from the State



Larry Koff & Associates





Street Master Plan Steering Committee, and input from two public surveys undertaken for this study, a series of goals for the future of the State Street Business District have emerged.

1. *Maintain and strengthen State Street as a local retail service center*
Maintain and enhance the State Street Business District as a neighborhood center to serve neighbors, nearby seniors, high school and middle school students, and families using the adjacent playing fields on weekdays, evenings, and weekends. More convenience stores or services appealing to students and families should be provided – such as ice cream shop, coffee shop, drug store, etc.

2. *Create a 'gateway' at the Washington / State intersection and a stronger 'sense of place' or 'public focus'.*

The State / Washington intersection should be an attractive 'gateway' to the State Street business district, the nearby High School campus, Hunnewell Fields, and the nearby Middle School campus.



3. *Create and maintain a small village-like scale*

New development should be maintained at a pedestrian-oriented village-like scale – perhaps three stories [the current height limit in the Zoning Ordinance which is 45 feet or approximately 4 stories].

4. *Reinforce State/Washington Street as a convenience oriented neighborhood*

Continue the mix of uses including retail, service, institutional. At present, many students pass through this business district but don't linger or patronize its businesses. A better business mix should be provided.

5. *Create a 'public gathering place or square'.*

Create a public gathering space, such as a mini-park or plaza, with landscaping, benches, and other pedestrian amenities as a public focus for the business district and place for students and neighbors to gather and rest.

6. *Create a more friendly pedestrian business center environment*



Most agree that the neighborhood business district should be made more pedestrian friendly. Some thought that drive-thru businesses (such as the Needham Bank) were not conducive to creating the desired pedestrian environment. Others thought that auto-oriented businesses such as the Mobil Station and the auto-related uses on the Haskins site were not conducive to a pedestrian-friendly business center; however, these types of businesses were neighborhood and town-wide business services that need to be

retained here or somewhere else in town.

7. *Investigate pedestrian safety improvements, new sidewalks, and traffic calming measures*
Identify safety improvements to allow the safe crossing of busy Route 16 by neighbors, high school and middle school students, and seniors. Look at widened sidewalks, particularly at the State St. / Washington St. intersection; possibly more crosswalks, and a consolidation or relocation of curb cuts to allow easier and safer access for vehicles trying to enter the Route 16 traffic flow from various business properties
8. *Provide sufficient public and private parking* to accommodate commercial and institutional needs. Relocate parking lots to the side and rear of buildings to make the lots less visually dominant as seen from Washington Street to help create the pedestrian-friendly environment.

PREFERRED ALTERNATIVE

Description: The preferred alternative illustrates a future that creates a more pedestrian-friendly neighborhood village business center that strengthens the State Street Business District as a neighborhood retail service center. New or renovated buildings are re-oriented towards the street and sidewalks, which makes the area more pedestrian scaled. The sidewalks are re-configured and widened to better accommodate the numerous students, residents and elderly who frequent the area. Parking lots are relocated to the rear and side of buildings. Residential buildings along Washington Street, currently in the General Residence district are allowed to redevelop into professional offices, allowing for doctors, psychologists, attorneys and other non-resident office users to re-use the existing residential buildings, or build residential scale office buildings, such as



those that exist at the corner of Morton and Washington Street. Here is a list of the key features which are illustrated in Figures 1 and 2:



1. *Star Market* is renovated at its present location and it remains approximately at its current size and location. The long blank wall facing the playfields is redesigned to either include windows, displays or murals. The loading bay remains at the current location off of Washington Street. 'Boutique' departments are added to better cater to the student population and seniors. Such new 'boutique' features may include an ice cream department with outdoor window service. The parking lot area between the grocery building and the drugstore building is converted to a public green space or plaza, while maintaining a right turn/exit only driveway onto Washington Street.
2. *The existing Star Market parking lot* is moved away from Washington Street, heavily landscaped, and provided with pedestrian way-finding routes clearly marked by alternate paving materials, and/or other means. The side of the parking lot adjacent to State Street includes a new wide sidewalk. When the property is renovated, the owner uses alternative stormwater treatment methods to create a "greener" parking lot where stormwater is absorbed and cleaned by impervious surfaces.
3. *A new landscaped Public Gathering Place* is created along the **Washington Street** edge of the Grvestar site as a 'gathering' or 'hang' space for neighbors, students, and seniors. This landscaped mini-park will form the public focus of the State Street village business district.
4. *Rite Aid* store is renovated, reconfigured, and oriented with its main entrance to the corner and a second entrance to the parking lot.



5. *Washington / State / Kingsbury intersection* is realigned, if possible, to include wider sidewalk areas of pedestrian refuge, and landscaping is increased to create a more attractive visual 'gateway' at all four corners of the intersection (on either public or private property). See Figure 2.

6. *An alternative path for the Cross town Trail* through the Grvestar site will be created which will travel on a sidewalk behind/beside the grocery building and through the new Public Gathering Place described above, then along Washington



Street to the Washington / State Street intersection. An “overlook plaza” adjacent to the Cross Town trail entrance to the parking lot provides a place to sit and look over the activities taking place at Hunnewell fields.

7. *The existing residential neighborhood* has improved pedestrian access to the shops close to their homes. A new pedestrian crosswalk is provided on State Street near Atwood Street.

8. *The Haskins one-story garage building* at the rear of the property at the corner of Washington St. and Kingsbury is removed and a new two to three story mixed-use building is developed close to the Washington Street sidewalk to create a more pedestrian walk-in environment.

9. *The Haskins two-story office building* is removed and rebuilt as a new two to three story mixed-use building, and parking is relocated to the rear.

10. *The Needham Bank building* is rebuilt to create a larger walk-in structure. Its drive-through function is eliminated. Because it is near on-street parking and adjacent to the proposed new State Street Municipal Parking Lot, and the building is built with desired design features, the amount of required on-site parking is reduced.



11. *The Mobil Station site* is eventually redeveloped as a two or three story mixed-use building located closer to the intersection with parking to the side.





12. *Curb cuts into redeveloped sites are reduced* in number where possible and placed in safer locations further away from the main intersection.
13. *The senior center* is built in the existing VFW building and the residential feel of Washington Street west of State Street is maintained by redevelopment of existing residential buildings into professional offices, which preserves the structures without a significant changes to the mass and scale of these buildings.
14. *The Town owned parking lot* south of the Needham Bank is renovated and used as a Municipal Parking lot to support the retail businesses of the area. One afternoon a week it is used as the site of a Farmer's Market.

PROPOSED CHANGES TO THE MAY 2009 PREFERRED ALTERNATIVE IN RESPONSE TO STEERING COMMITTEE AND SURVEY #2 RESULTS.

1. Eliminate the professional office uses along Washington Street.
2. Add a "pinch point" possibly raised crosswalk near the senior center/Church across Washington Street to Morton Park.



Figure 3. Preferred Alternative May 2009

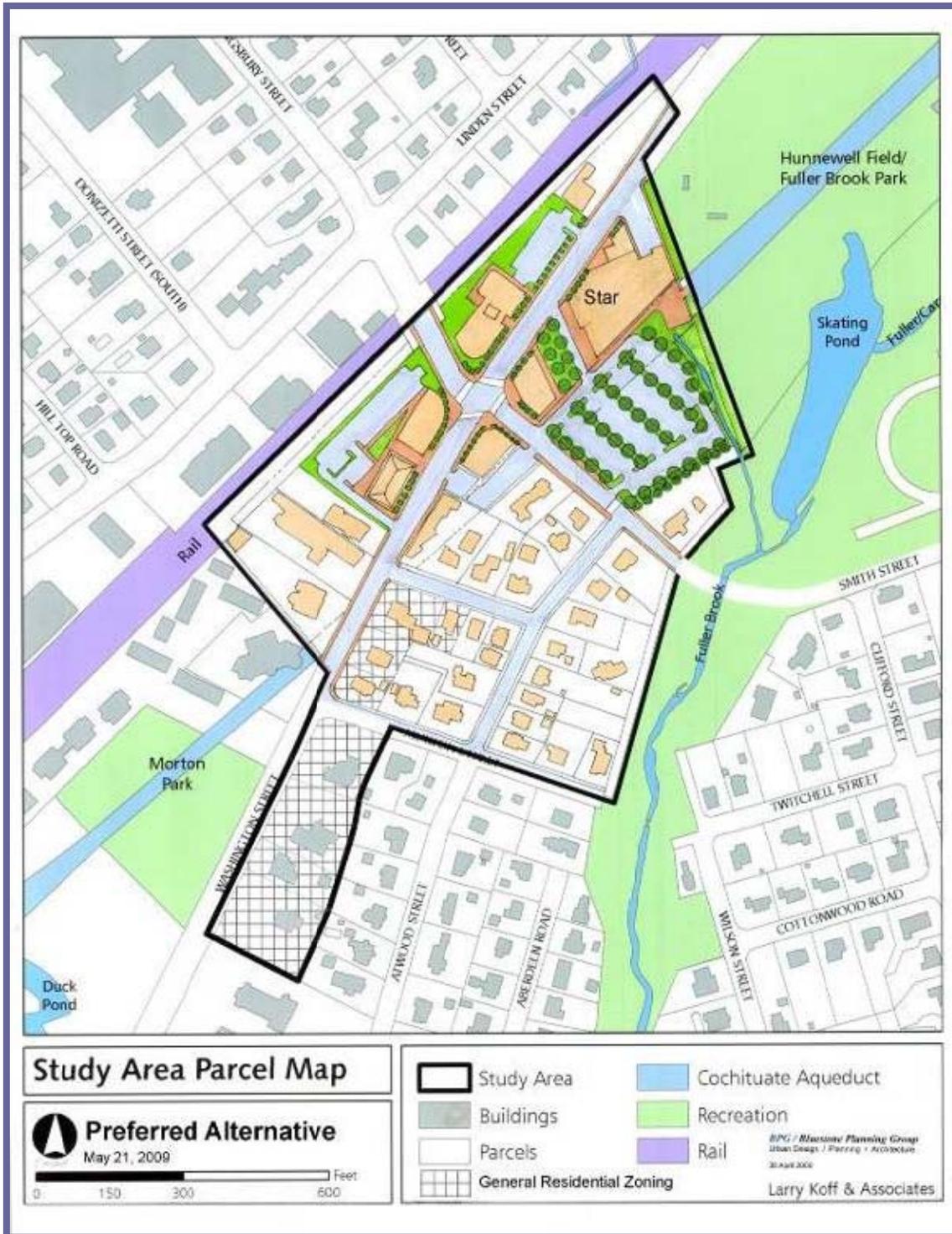




Figure 4. Intersection Detail



IMPLEMENTATION ACTIONS

REGULATORY

CREATE A STATE STREET OVERLAY DISTRICT (SSOD) ENCOMPASSING THE WHOLE STUDY AREA. Similar to Linden Street Overlay and Lower Falls Commercial District, this overlay would provide regulations for specific design features, allow additional uses in certain areas, and provide incentives for preferred features in new development. An overlay district does not affect the "base districts" which in this case are Business, Business A, Single Residence A, Single Family 10, and General Residence.

The SSOD should include the following elements:

- a. Prohibit parking between the front of a building and street. Parking lots are allowed to the side and rear of a building;





- b. Create a “build-to” line for Business District. This concept is the opposite of a “Setback” which pushes buildings back from the sidewalk. The Build-to line creates a line that buildings must be built to (such as 5’ from the lot frontage);
- c. Require curb cuts into business lots to be consolidated to the maximum extent practical and moved away from intersections as far as possible;
- d. Require pedestrian oriented wall treatments on walls adjacent to sidewalks and walls with large expanses (for example, greater than 2,000 square feet). Examples of acceptable wall treatments could include: glazing and store-front windows, murals, wall art, awnings and canopies, and display cases featuring items of local interest);
- e. Require large buildings to include elements to break up massing (such as cornice lines, articulated walls);
- f. Provide incentives for meeting certain objectives such as decreased off -street parking or increased Floor Area Ratio (currently at 0.30 could increase to 0.5 when certain objectives are achieved by the design, similar to Lower Falls). Examples of objectives:
 - Require sites over certain size to provide for open space of at least 6,000 square feet or a percentage of open space on site (Linden Street Corridor Overlay District = 18%)
 - Pedestrian improvements both on-site and off site in collaboration with easements to Town for maintaining sidewalk and/or cross walks.
 - “Way finding” for adjacent trails.
 - Allow reduced off-street parking requirements if a property is within ‘x’ feet of a municipal public parking lot.
 - Generously landscaped parking lots.
 - Bicycle parking facilities.
 - Screening for utilities and loading areas.

NON-REGULATORY

1. **Local business owners/Chamber of Commerce work to create a better “identity”** for this commercial area;
 - a. Signs and banners to “brand” the area
 - b. More trash receptacles
 - c. Additional seating – especially near senior center
 - d. Market area to Hunnewell Field users and spectators with signage/way finding/kiosks





2. Public Improvements

- a. Turn the Town owned parking lot into a municipal lot available for patrons and possibly for a farmer's market;
- b. Undertake public sidewalk improvements at the intersection of State and Washington/Kingsbury to widen pedestrian waiting space; work with adjacent property owners to obtain easements for construction and maintenance of these areas;
- c. Move utilities in conjunction with sidewalk improvements and/or redevelopment of drug store building at State and Washington;
- d. During the senior center design, work with Church to improve pedestrian crossings across Washington (such as a pedestrian activated signal that would serve the Senior Center and the Church);
- e. Investigate additional crossing options for Washington Street;
- f. Investigate additional crossing options for State Street near Atwood Street.
- g. Improve sidewalks along Atwood including snow plowing in conjunction with the High School sidewalk construction.
- h. Implement coordinated traffic signal timing in area.

NEXT STEPS

The Planning Board is invited to make comments on this DRAFT report so that the consultant team may finalize it before the end of June 2009. Following that, the Planning Board may want to consider which action items they want to focus on, and which items to direct staff to include in their annual work program. For the public improvements, the Planning Board can consider a recommendation for priority consideration of intersection pedestrian improvements for this area.

The Planning Board will be provided copies of the second survey results at their meeting – and will be invited to weigh in on a preferred name for the area.





APPENDICES

1. SUMMARY OF SURVEY 1 RESULTS
2. SUMMARY OF SURVEY 2 RESULTS
3. ALTERNATIVES CONSIDERED DURING THE PROCESS





1. SUMMARY RESULTS: SURVEY NUMBER ONE

Question 1

State Street Area Survey		
Which of the following apply to you? (check all that apply)		
Answer Options	Response Frequency	Response Count
Wellesley resident	47.4%	27
Work in Wellesley	63.2%	36
State Street Study Area property owner	15.8%	9
State Street Study Area business owner	0.0%	0
Attend school in Wellesley	0.0%	0
Wellesley business owner outside of study area	0.0%	0
Other	1.8%	1
answered question		57
skipped question		1

Question 2

State Street Area Survey		
What is your age?		
Answer Options	Response Frequency	Response Count
21 or under	0.0%	0
22 to 30	7.0%	4
31 to 40	17.5%	10
41 to 50	28.1%	16
51 to 65	45.6%	26
66 to 80	1.8%	1
81 and over	0.0%	0
answered question		57
skipped question		1





Question 3

State Street Area Survey		
How long have you lived/worked/owned property in Wellesley? (answer for the longest involvement in Wellesley)		
Answer Options	Response Frequency	Response Count
Over 20 years	27.6%	16
10 to 20 years	36.2%	21
5 to 9 years	10.3%	6
Less than 5 years	24.1%	14
Does not apply to me	1.7%	1
answered question		58
skipped question		0

Question 4

State Street Area Survey							
Rank the following concerns in terms of their priority to you.							
Answer Options	Top priority	Second priority	Third priority	Fourth priority	Fifth priority	N/A	Response Count
Pedestrian Safety	18	12	8	10	0	0	48
Quality of shops and services	18	16	3	7	4	0	48
Ability to walk to area	13	12	6	7	7	2	47
Traffic congestion	25	5	7	7	4	0	48
Convenient auto parking	10	9	9	4	16	0	48
<i>answered question</i>							48
<i>skipped question</i>							10





Question 5

State Street Area Survey		
What are the State Street Study Area's most important ASSETS?		
Answer Options	Response Frequency	Response Count
1.	100.0%	39
2.	79.5%	31
3.	56.4%	22
answered question		39
skipped question		19

Response Date	1.	2.	3.
05/05/2009 12:41:00	proximity to natural resources	proximity to civic resources	business uses, including gas, grocery and pharmacy
05/05/2009 13:19:00	Grocery	Gas Station	PArk
05/06/2009 15:09:00	it's proximity to work	Availability of a grocery store	Availability of a pharmacy
05/06/2009 15:10:00	Ability to walk		
05/06/2009 15:13:00	Walking distance to home and work.	Proximity to other shops and center of Town.	
05/06/2009 15:27:00	Not sure what this means		
05/06/2009 15:30:00	gas station	market	
05/06/2009 15:34:00	at a cross roads that can be accessed from multiple areas of the town	mix of uses residential, professional, retail	accessibility to both middle and high schools
05/06/2009 15:35:00	central location to middle & high schools		
05/06/2009 15:49:00	Close to TH	It can be very pretty and nice to look at	already zoned as commercial
05/06/2009 17:13:00	proximity to hunnewell fieldds	supermarket	high school
05/06/2009 18:57:00	Excellent grocery store		
05/06/2009 19:19:00	Location to Athletic Fields	Location to High School	





	Response Date	1.	2.	3.
	05/06/2009 19:35:00	It's within walking distance to Wellesley Square.	It's within walking distance to the MBTA commuter rail.	It's within walking distance to St. Paul Church, St. Paul School, the middle school and the high school.
	05/06/2009 19:40:00	Its ability to handle high traffic flows	high visibility	proximity to other resources/destinations -Linden shops, Babson College, W.Hills and W. Center
	05/06/2009 21:40:00	Central Location	kids walk to schools K-12	trees
	05/06/2009 21:46:00	connection between WMS and WHS	convenient residence near transportation	quick shopping passing through
	05/07/2009 23:48:00	Nearby location to fields	centrally located and easily accessible from Route 9	
	05/08/2009 17:32:00	Mobil Gas Station	St. Moritz	
	05/09/2009 16:59:00	Our children: this is the main pedestrian path for Middle & High school students	Convenient retain shops within walking proximity of residences and schools	Access to gree space-- both the fields and crosstown trail: yet this area does not celebrate this.
	05/10/2009 04:10:00	walking to town facilities/schools	visual appeal	relatively low density
	05/13/2009 01:02:00	the fields and the brook path		
	05/13/2009 02:24:00	Location relative to middle and high schools	Hunnewell Field	Alternate commercial center (less congested)
	05/13/2009 15:33:00	Centrally located in town, safe near Police station	Convenient to our home	Low key, practical and affordable shops and services
	05/13/2009 23:46:00	proximity to town (shops, train, etc)	proximity to playing fields/brookpath/ recreation	walking distance to schools
	05/14/2009 18:02:00	Proximity to the high school	Borders on recreation areas (sports fields, Brook Path)	
	05/14/2009 19:14:00	Renovating Star Market with boutique	New sidewalks	New left turn lane





	Response Date	1.	2.	3.
		departments		
	05/17/2009 11:42:00	Location near town center and schools	Access to major traffic arteries in Wellesley	Availability of parking
	05/17/2009 14:58:00	grocery store		
	05/18/2009 13:22:00	It is a major intersection for access to WHS and WMS	There is extremely heavy vehicle traffic in a.m., 23 pm and 5-6pm	There is also heavy pedestrian use, school-age children and adults
	05/18/2009 14:47:00	high school	sports fields	
	05/18/2009 19:29:00	Location to parks, Linden Street and amenities		
	05/19/2009 04:31:00	Major auto and pedestrian intersection.	Adjacent to fields and Brook Path.	
	05/19/2009 11:55:00	one of central locations in Town	opportunity for redevelopment	
	05/19/2009 14:14:00	location within the Town	some areas of beauty-such as open space at western end	proximity to whs and brookpath
	05/19/2009 22:28:00	Adjacent Open Spaces and aquaduct trail truncated at Shaws	Adjacent wetlands	Proximity to WHS and WMS
	05/20/2009 17:22:00	Residential properties located where people can walk to most town services and shops.		
	05/22/2009 19:24:00	basic stores (grocery, drug, bike, auto, fish)	location near both town center and Hills	residential scale
	05/26/2009 17:10:00	Perspective and time	explaore what is fair to abutters	listening and hearing



Question 6

State Street Area Survey		
What are the State Street Study Area's most important CHALLENGES?		
Answer Options	Response Frequency	Response Count
1.	100.0%	38
2.	76.3%	29
3.	57.9%	22
answered question		38
skipped question		20

Number	Response Date	1.	2.	3.
1	05/05/2009 12:41:00	traffic congestion	pedestrian safety and comfort	appearance and economic vitality
2	05/05/2009 13:19:00	Traffic	Appearance	Types of Stores
3	05/06/2009 15:09:00	commuting and traffic congestion		
4	05/06/2009 15:10:00	Traffic	quality of shops and services	Look of ara
5	05/06/2009 15:13:00	Parking	Traffic	
6	05/06/2009 15:27:00	Traffic during commuting hours	Parking	Walkability between businesses
7	05/06/2009 15:30:00	narrow side streets		
8	05/06/2009 15:34:00	architecture is unremarkable	traffic flow is clogged	quality of merchants is low
9	05/06/2009 15:35:00	aesthetics of privately owned properties		
10	05/06/2009 15:49:00	change and loss of a supermarket	cleanup because it is so close to the field area	blocking the street of while construction is going on
11	05/06/2009 17:13:00	small size	traffic congestion	lack of retail spaces
12	05/06/2009 19:19:00	Traffic Congestion	Lack of adequate parking	
13	05/06/2009 19:35:00	The area was developed in a piecemeal way over time and so it lacks a pleasing, coherent neighborhood "look".	The sidewalks have not been well maintained; this gives the neighborhood a shabby appearance.	Several properties are zoned "general residence", which makes them targets for development as multi-family rental properties. These are harmful to neighborhood life because condos and apartments change hands frequently.
14	05/06/2009 19:40:00	traffic / parking	creating a destination if that is desired - why should i want to go there?	dealing with the railroad





Number	Response Date	1.	2.	3.
15	05/06/2009 21:40:00	replace aquaduct parking with park housing	quality higher density housing	better quality walk to convenience shopping
16	05/06/2009 21:46:00	keep traffic moving - can't turn right on red	driver cut throughs	pedestrian safety
17	05/07/2009 23:48:00	unattractive compared to other business districts in Wellesley particularly the Shaws	Lack of restaurants	limited shopping
18	05/08/2009 17:32:00	Traffic & Parking		
19	05/09/2009 16:59:00	Pedestrian safety! I am very glad we are looking at this because I constantly worry teens will be hit by cars transitting through this area.	How to integrate the mix of residential and retail and parkland in a harmonious way	Need for public transit system or at least support for bicycles and pedestrians.
20	05/10/2009 04:10:00	traffic, both on Washington Street and from schools	noise and light polution	parking
21	05/13/2009 01:02:00	isolated		
22	05/13/2009 02:24:00	Offset intersection	Older commercial structures	Traffic
23	05/13/2009 15:33:00	Keeping pedestrians safe and traffic controlled	Maintaining an affordable, practical array of shops	
24	05/13/2009 23:46:00	traffic on Washington st	star market shopping center is ugly	used car dealer at the former Olds location
25	05/14/2009 18:02:00	Traffic congestion	Poor condition of existing commercial tenants (Star Market, car sales/repair))	
26	05/14/2009 19:14:00	Loss of the Star Market exit on Rte 16 - that means ALL customers exit onto State Street, making it extremely, extremely busy.	Creating a gathering place will make the area much louder and more congested	
27	05/17/2009 11:42:00	Congested traffic, particularly at school arrival,dismissal times	Unattractive, large expanse of paved surface w/o landscaping	Tired, unappealing stores
28	05/17/2009 14:58:00	most retail stores are situated away from grocery parking area; you forget about them		
29	05/18/2009 13:22:00	Getting vehicle traffic to obey signals so pedestrians are safe, especially children		
30	05/18/2009 14:47:00	traffic congestion at State/16 light over Kingsbury bridge	high school parking/traffic	
31	05/18/2009 19:29:00	Traffic congestion		
32	05/19/2009 04:31:00	Handle all the congestion - pedestrian and auto.	Provide much needed parking.	Not to over-develop.



Number	Response Date	1.	2.	3.
33	05/19/2009 11:55:00	current plans for Senior Center - no parking	traffic congestion - part of the Washington St. corridor which is frequently very congested	how to keep a mix of business and residential
34	05/19/2009 14:14:00	traffic	parking	current business mix
35	05/19/2009 22:28:00	Stormwater runoff and protecting water quality	Auto dependent uses	lack of bike/ped friendly attractions/uses
36	05/20/2009 17:22:00	Traffic congestion.		
37	05/22/2009 19:24:00	school-related traffic congestion	ease of pedestrian movement, especially in winter	
38	05/26/2009 17:10:00	consideration for neighborhoods and NOT for developers	traffic patterns	density of area





Question 7

State Street Area Survey		
What sort of development would you like to see more of? (Check all that apply)		
Answer Options	Response Frequency	Response Count
Residential - small units/townhouses/apartments	28.0%	14
Residential - single family	16.0%	8
Personal Services (such as hair salon)	16.0%	8
Retail goods (such as food or bookstore)	58.0%	29
Renovated grocery store	68.0%	34
Outdoor Farmers Market	54.0%	27
Other (please specify)	30.0%	15
answered question		50
skipped question		8

Response Date	Other (please specify)
05/06/2009 15:27:00	Right mix of residential and commercial
05/06/2009 19:35:00	Star Market is a such a drag on the neighborhood --it's dirty and poorly managed and and I shop there only when it's not convenient to go to Roche Brothers.
05/06/2009 19:40:00	Pub
05/06/2009 21:40:00	Whole Foods to replace the worst grocery store in town - Star Market
05/09/2009 16:59:00	Small scale public transit system available to all that connects this heavily pedestraian-trafficked corridor to other areas of town and Greater Boston public transit. Think really future: maybe this could be a test corridor for PUMA initiative
05/13/2009 02:24:00	Services tailored to students and children and users of Hunnewell Field
05/13/2009 15:33:00	Drug store
05/14/2009 18:02:00	Given the area's proximity to the high school and the sports fields, I think the town would benefit if the Star Market area were converted to serve the town's and school's sports needs. Personally, I think this would be a great area for an ice rink for the high school's and town's hockey programs.





	Response Date	Other (please specify)
	05/17/2009 11:42:00	Many people have suggested that if Whole Foods replaced Star Market, it would alleviate the traffic congestion at the 16/9 intersection, as well as allow Whole Foods to expand its very limited space (taking the larger Whole Foods stores in Cambridge and Newton as examples); there seem to be an oversupply of personal service stores in Wellesley, so don't think we need more hair/spa salons; could use more family-type dining ala Bertuccis, possibly with outdoor seating to take advantage of location near park/playing fields....
10	05/18/2009 13:22:00	Other than renovating(but NOT enlarging) the grocery store, this area of heavy traffic congestion cannot support any further retail, commercial development. Other than for the grocery, there is no other parking and residents are extremely concerned about developing (think Senior Center) projects with inadequate numbers of parking spaces that inevitably leaves neighborhoods bearing the impact of increased use and on-street parking.
11	05/18/2009 19:29:00	Elderly apartments on 2nd or 3rd floors of any buildings built along Washington Street.
12	05/19/2009 04:31:00	Do NOT develop more if the plan adds activity without mitigating traffic and parking.
13	05/19/2009 14:14:00	Avoid development that brings large increases in traffic to the area Question whether Senior Center is appropriate for use by its constituency...safety of parking and traffic
14	05/19/2009 22:28:00	Intra-town transit stop for Wellesley youth and elderly.
15	05/26/2009 17:10:00	Stores that sell items/goods practical for everyday needs. It took several years to get a hardware store back; we lost more then we gained when Diehl's was sold in terms of community.





Question 8

State Street Area Survey		
Which is the BEST feature of Alternative 1?		
Answer Options	Response Frequency	Response Count
Improved sidewalks	32.0%	16
Little change to the size of businesses and buildings	32.0%	16
Public gathering space	18.0%	9
Other (please specify)	18.0%	9
answered question		50
skipped question		8

#	Response Date	Other (please specify)
1	05/05/2009 12:43:00	enhanced parking lot with strong landscape design
2	05/06/2009 17:17:00	renovated supermarket
3	05/06/2009 18:59:00	Parking lot landscaping
4	05/06/2009 19:39:00	Renovated Star Market
5	05/06/2009 19:45:00	Greening of the parking lot
6	05/07/2009 23:50:00	renovated Star Market
7	05/13/2009 23:48:00	star market area made more appealing
8	05/19/2009 04:33:00	All of the above ... no one best feature
9	05/20/2009 17:25:00	Star Market renovated





Question 9

State Street Area Survey	
What are features that you DON'T LIKE about Alternative 1?	
Answer Options	Response Count
	31
answered question	31
skipped question	27

#	Response Date	Response Text
1	05/05/2009 12:43:00	state street traffic increase
2	05/06/2009 15:14:00	None
3	05/06/2009 15:28:00	no renovation put in Whole Foods
4	05/06/2009 15:50:00	public gathering place. it is to close to the field
5	05/06/2009 16:23:00	enhanced parking lot landscaping
6	05/06/2009 18:37:00	PUBLIC GATHERING SPACE
7	05/06/2009 18:59:00	None
8	05/06/2009 19:39:00	I doubt that a public gathering space is an appropriate use of that area.
9	05/06/2009 19:45:00	public gathering space is a great idea but in the wrong location. would you want to hang out on a bench next to star market and a busy intersection?
10	05/06/2009 21:44:00	Star Market lot has huge potential, but Star does not do quality, replace with greatly needed expanded Whole Foods
11	05/06/2009 21:47:00	public gathering place near a grocery store - ugh - why not abut it to the green space on the other side
12	05/09/2009 17:00:00	Lack of change to Star Market/Rite Aid
13	05/10/2009 04:12:00	parking landscape + fewer spaces?
14	05/13/2009 01:03:00	Star Market only? Needs more...
15	05/13/2009 02:26:00	Size of parking area -- add more smaller village shops





#	Response Date	Response Text
16	05/13/2009 23:48:00	traffic will still move very fast through this stretch -faster than other parts of Rt16 in town
17	05/14/2009 18:04:00	Public gathering space will generate more traffic on State St because that will become the only means of exiting the parking lot.
18	05/14/2009 18:37:00	Public gathering space. Parking lot landscaping nearest to State Street - Star Market used to have large bushes there and it was very difficult exiting the lot because it was hard to see the traffic coming from the left.
19	05/14/2009 19:17:00	Public gathering space, no parking lot exit onto Washington St
20	05/17/2009 11:44:00	Leaving Star Market as is
21	05/17/2009 15:01:00	limiting Star Market to same footprint; a little larger would be ok
22	05/18/2009 13:24:00	No outlet onto Washington St. will increase difficulty of residents turning from Atwood St. left onto State St. It's already difficult.
23	05/18/2009 14:48:00	parking lot landscaping
24	05/18/2009 19:30:00	Star Market's footprint remains as is.
25	05/19/2009 04:33:00	I like them all.
26	05/19/2009 11:57:00	enhanced parking lot landscaping..that is least of the issues to be addressed
27	05/19/2009 14:15:00	Public gatherin space seems useless...prefer retaining closer handicapped parking
28	05/19/2009 22:29:00	Lack of Washington Street exit from grocery store and continued auto dependent uses
29	05/20/2009 17:25:00	I like them all.
30	05/22/2009 19:27:00	loss of house and mature trees on State Street
31	05/26/2009 17:11:00	hard to say at this point



Question 10

State Street Area Survey		
Which is the BEST feature of Alternative 2?		
Answer Options	Response Frequency	Response Count
Better "enclosure" of corners of intersection	20.0%	9
More retail shops and services but at "village"	37.8%	17
New location of the grocery store	17.8%	8
Buildings (instead of parking lot) along Washington	8.9%	4
Other (please specify)	15.6%	7
answered question		45
skipped question		13

#	Response Date	Other (please specify)
1	05/06/2009 21:48:00	village scale shops, underground parking with new Whole Foods grocery store
2	05/13/2009 15:36:00	I don't like it
3	05/14/2009 18:10:00	Don't like anything about this alternative
4	05/19/2009 04:35:00	I don't like any of them. Overbuilt.
5	05/19/2009 14:17:00	avoid increased density-- we've had enough!
6	05/20/2009 17:27:00	I prefer the first plan. I like the openness of the intersection rather than having buildings at three or four corners of the intersection.
7	05/22/2009 19:35:00	sidewalk widened at intersection





Question 11

State Street Area Survey	
What are features that you DON'T LIKE about Alternative 2?	
Answer Options	Response Count
	33
answered question	33
skipped question	25

#	Response Date	Response Text
1	05/05/2009 12:44:00	traffic on state street
2	05/06/2009 15:12:00	less parking
3	05/06/2009 15:15:00	None
4	05/06/2009 15:29:00	no star market!!!
5	05/06/2009 15:32:00	Does not incorporate residential use
6	05/06/2009 15:37:00	buildings may feel like crowding the street, Linden Square street scape is feeling too massive along street
7	05/06/2009 16:24:00	new one story buildings
8	05/06/2009 17:18:00	potential for additional traffic
9	05/06/2009 17:32:00	smaller grocery store
10	05/06/2009 18:38:00	WIDER SIDEWALKS @ INTERSECTION
11	05/06/2009 19:00:00	Reduced parking
12	05/06/2009 19:46:00	are wider sidewalks at the intersection necessary?
13	05/06/2009 21:48:00	wider sidewalks are a waste of \$, instead plant trees
14	05/06/2009 21:49:00	too congested
15	05/10/2009 04:14:00	more commerce= more traffic?
16	05/11/2009 13:08:00	moving Star Market





#	Response Date	Response Text
17	05/13/2009 01:04:00	Parking for schools and community eliminated
18	05/13/2009 15:36:00	Star Market encroaching too much into residential area; traffic increase on corners
19	05/13/2009 23:49:00	looks good
20	05/14/2009 18:10:00	This alternative moves Star Market deeper into the residential community. They are already a very noisy neighbor. This alternative would be perfectly acceptable if Star Market were dropped altogether.
21	05/14/2009 18:39:00	parking lot may be too small to serve Star Market and new shops
22	05/14/2009 19:18:00	no parking lot exit onto Washington St making the State St entrance and exit very vey busy
23	05/17/2009 11:46:00	Reduced amount of parking
24	05/17/2009 15:14:00	lack of direct exit to Washington St. from parking area
25	05/18/2009 13:26:00	There must always be an outlet for traffic from the grocery directly onto Washington St.
26	05/18/2009 19:32:00	One story bldgs on Washington St - should be 2 or 3 stories (suggestion: housing for elderly).
27	05/19/2009 04:35:00	Way overbuilt. Remember Playhouse Square????
28	05/19/2009 12:02:00	series of new one story buildings along Washington St.,
29	05/19/2009 14:17:00	New one-story buildings along Washington Street-leave the feeling of openness-
30	05/19/2009 22:31:00	single story of washington st. buildings. I think 2 story is appropriate here
31	05/20/2009 17:27:00	I don't like the buildings along Washington ST.
32	05/22/2009 19:35:00	market rear-end view from Atwood St.
33	05/26/2009 17:11:00	too little regard for established neighborhoods



Question 12

State Street Area Survey		
Which is the BEST feature of Alternative 3?		
Answer Options	Response Frequency	Response Count
Better "enclosure" of corners of intersection	15.6%	7
Allows for more retail shops and services but still at	31.1%	14
Public gathering space	15.6%	7
New location of the grocery store	8.9%	4
Grocery store with second floor uses	6.7%	3
Other (please specify)	22.2%	10
answered question		45
skipped question		13

#	Response Date	Other (please specify)
1	05/06/2009 15:38:00	better to break up buildings with green space
2	05/06/2009 18:41:00	A LARGE WHOLE FOODS STORE!!!
3	05/06/2009 21:49:00	none
4	05/13/2009 15:37:00	I don't like it
5	05/14/2009 18:40:00	Do not like any feature of Alt 3.
6	05/14/2009 19:19:00	Wider sidewalks - don't like anything else about this alternative
7	05/19/2009 04:35:00	Nothing. Overbuilt.
8	05/19/2009 14:19:00	wider sidewalks at intersection-synergy with effort to increase student-walking to WHS
9	05/20/2009 17:29:00	I prefer plan A, but I prefer this Plan C over Plan B. It doesn't seem so boxed in as the 2nd plan.
10	05/22/2009 19:38:00	wider sidewalks at intersection





Question 13

State Street Area Survey	
What are features that you DON'T LIKE about Alternative 3?	
Answer Options	Response Count
	32
answered question	32
skipped question	26

#	Response Date	Response Text
1	05/05/2009 12:45:00	increased traffic on state street
2	05/05/2009 13:20:00	Too dense
3	05/06/2009 15:11:00	Looks a little too commercial
4	05/06/2009 15:16:00	None
5	05/06/2009 15:38:00	buildings may feel like crowding on Washington Street
6	05/06/2009 16:25:00	new two story buildings on washington
7	05/06/2009 17:20:00	additional traffic
8	05/06/2009 17:33:00	second story grocery store
9	05/06/2009 18:41:00	GATHERING SPACE
10	05/06/2009 19:01:00	Reduce parking
11	05/06/2009 19:45:00	Two-story buildings, instead of single-story.
12	05/06/2009 19:48:00	poor location of public gathering space. great idea -but its next to a busy road AND existing parkland already loved and used for gatherings
13	05/06/2009 21:49:00	even more congested - plenty of green space near it -clean it up along the buildings
14	05/06/2009 21:50:00	why so much emphasis on wider sidewalks, this ain't NYC folks
15	05/07/2009 23:54:00	public gathering space is unnecessary unless used for farmers market





#	Response Date	Response Text
16	05/08/2009 17:36:00	is public gathering space necessary there - it's close to Morton & Hunnewell Parks
17	05/13/2009 01:05:00	loss of school parking and parking for field use
18	05/13/2009 15:37:00	I don't think Star Market should be moved closer to the residences on State St. and Atwood
19	05/13/2009 23:50:00	this looks great - it would make this area look like the rest of wellesley downtown areas (square, linden, hills)
20	05/14/2009 18:12:00	The very noisy Star Market is moved deeper into the residential area.
21	05/14/2009 18:40:00	Public gathering space. Store with second floor.
22	05/14/2009 19:19:00	Public gathering space; no parking lot exit onto Washington St
23	05/17/2009 11:47:00	Large scale of development -- prefer "Village" approach
24	05/18/2009 13:28:00	Again, having the grocery encroach into the neighborhood is unacceptable and to increase the traffic on State Street is unacceptable and distressing to residents that it is an idea proposed in more than 1 alternative
25	05/18/2009 19:33:00	Long term plan. This looks the best of the 3 alternatives.
26	05/19/2009 04:35:00	Way overbuilt.
27	05/19/2009 12:02:00	increased density on all four corners of intersection, services on second floor of Star
28	05/19/2009 14:19:00	too dense-
29	05/19/2009 22:32:00	Continued truncation of aqueduct path at parking lot
30	05/20/2009 17:29:00	I still don't like the buildings at the corners of the intersection.
31	05/22/2009 19:38:00	hidden parking--not enough room back there
32	05/26/2009 17:12:00	too much in small space -- shows little regard for established neighborhoods



Question 14

State Street Area Survey	
Please keep me informed by e-mail about other opportunities for input for the State Street Master Plan. My e-mail address is:	
Answer Options	Response Count
	29
answered question	29
skipped question	29

Number	Response Date	Response Text
1	05/06/2009 15:13:00	twilliams@wellesleyma.gov
2	05/06/2009 15:15:00	spycydi@aol.com
3	05/06/2009 15:17:00	lffrrd@comcast.net
4	05/06/2009 15:34:00	mmacfarlane@wellesleyma.gov
5	05/06/2009 15:38:00	knagle@wellesleyma.gov
6	05/06/2009 15:52:00	jbunting@wellesleyma.gov
7	05/06/2009 17:21:00	tconnolly@wellesleyma.gov
8	05/06/2009 18:41:00	drogers@wellesleyma.gov
9	05/06/2009 19:02:00	Edavis39@comcast.net
10	05/06/2009 19:46:00	TheGillerans@Verizon.net
11	05/06/2009 21:50:00	nstarm@mac.com
12	05/07/2009 23:56:00	jpstevens40@gmail.com
13	05/09/2009 17:03:00	martha@sparkmarketing.com
14	05/10/2009 04:18:00	ginny.ghattas@gmail.com
15	05/13/2009 02:32:00	cwchan_bostonm@yahoo.com
16	05/13/2009 15:38:00	ginnysull@yahoo.com
17	05/13/2009 23:50:00	jimgareau@yahoo.com
18	05/14/2009 18:13:00	toddski@comcast.net
19	05/14/2009 18:40:00	spyoung@comcast.net
20	05/14/2009 19:22:00	spyoung@comcast.net
21	05/17/2009 11:49:00	claphamfamily@comcast.net
22	05/17/2009 15:16:00	a.garrity@yahoo.com
23	05/18/2009 13:34:00	kellyfamily5@comcast.net
24	05/18/2009 19:34:00	jburke@eseclending.com
25	05/19/2009 04:38:00	marleneallen@comcast.net
26	05/19/2009 12:05:00	annhowley@aol.com
27	05/19/2009 22:32:00	esenecal@gmail.com
28	05/20/2009 17:31:00	lindasenecal@verizon.net
29	05/22/2009 19:45:00	dwrightmusic@earthlink.net





Question 15

State Street Area Survey		
I do NOT have access to e-mail, please mail me a hard copy of notices related to the State Street Master Plan.		
Answer Options	Response Frequency	Response Count
Name:	66.7%	2
Address:	66.7%	2
Address 2:	0.0%	0
City/Town:	66.7%	2
State:	100.0%	3
ZIP/Postal Code:	66.7%	2
answered question		3
skipped question		55

Number	Response Date	Name:	Address:	Address 2:	City/Town:	State:	ZIP/Postal Code:
1	05/10/2009 04:18:00					MA	
2	05/17/2009 11:49:00	Susan Clapham	3 Atwood St.		Wellesley	MA	2482
3	05/26/2009 17:14:00	Mrs. Thomas W. Mix	24 Atwood Street		Wellesley	MA	02482-6030

Question 16

State Street Area Survey	
Please add any additional comments or feedback you have below.	
Answer Options	Response Count
	16
answered question	16
skipped question	42

#	Response Date	Response Text
1	05/06/2009 15:17:00	This is a great plan - a farmer's market would be a great idea!
2	05/06/2009 19:46:00	You're doing a great service to this part of town. Keep up the good work!





#	Response Date	Response Text
3	05/06/2009 19:58:00	all concepts presented have their merits. although i applaud the concept of the public gathering area, i strongly question the proposed locations. such a gathering space may work if new shops can directly use it (example: sidewalk cafe) otherwise a space such as this will likely become a "no mans land". any thoughts of trying to better integrate the parking lot "greening" and public gathering space with the existing town-owned parkland located on 2 sides of the supermarket lot? any new developments/retorfits should be pushed to incorporate LID and LEED features
4	05/07/2009 23:56:00	should consider residential property owners of the state street district
5	05/09/2009 17:03:00	Thank you for thinking ahead about pedestrian safety. Let's support walkers, bicyclists, and public transit.
6	05/10/2009 04:18:00	Given easy access to Wellesley center, I have great reservations about attempts to develop what is now a relatively peaceful neighborhood.
7	05/13/2009 02:32:00	Strongly prefer a village-like extended campus environment. Less parking, better pedestrian amenities. Retail tailored to WHS and WMS students. Upgrade the Star Market.
8	05/14/2009 19:22:00	State Street is one lane. If the only exit out of the parking lot is onto State Street, it will be a nightmare. It is necessary to keep the existing exit onto Washington Street.
9	05/17/2009 11:49:00	Am concerned with additional "cut through" traffic on Atwood; overflow of parking on Atwood; impact of Senior Center; think there needs to be a left-turn signal/lane at State St./Rt. 16 intersection for Rt. 16 traffic
10	05/18/2009 13:34:00	The residents will not support an increase in the development or number of commercial buildings in this area. We will support less. Keep in mind that this is the Sprague school district so the intersection at Washington and State is also heavy with cars traveling to Sprague via State and Linden streets.
11	05/19/2009 04:38:00	Where have I been? I was totally unaware of this entire study/project! This has not been publicized enough. Also, I think it is folly to plan on more commercial space; we can't fill what we already have! Who wants more????
12	05/19/2009 12:05:00	I received this from a friend.. I am sorry that it wasn't advertised more widely to get greater participation... this is such a central area to Town ... planning redevelopment is an opportunity not to be missed. I hope that results of this survey and planning discussions will also be included as work continues on traffic, parking etc. issues relating to the proposed Senior Center move forward. Thank you for the opportunity for input!





#	Response Date	Response Text
13	05/19/2009 14:21:00	Keep in mind that this area is a prime walking/biking route to WMS and WHS. Important to maintain safety and avoid inviting additional traffic to this area.
14	05/20/2009 17:31:00	I only happened upon this survey because a friend told me about it. Is there a better way to insure that ALL the people in the study area know that this is taking place so they can participate, too. Maybe a postcard mailing notifying people to take the survey?
15	05/22/2009 19:45:00	I attended the May 14 meeting. I felt that the audience participation section--a pretty-picture vs. ugly-picture "push poll"--was an insult to my intelligence. Why do architects and planners always treat the public like second-graders? However, I remain interested in the planning process, and hope to make a constructive contribution here and there. DW
16	05/26/2009 17:14:00	Development is so final and always lacks oversight when all is said and done.



SUMMARY RESULTS SURVEY NUMBER 2

PENDING





2. ALTERNATIVE DEVELOPMENT SCENARIOS CONSIDERED BY STEERING COMMITTEE AND SURVEY RESPONDENTS DURING THE PROCESS.

ALTERNATIVE VISIONS

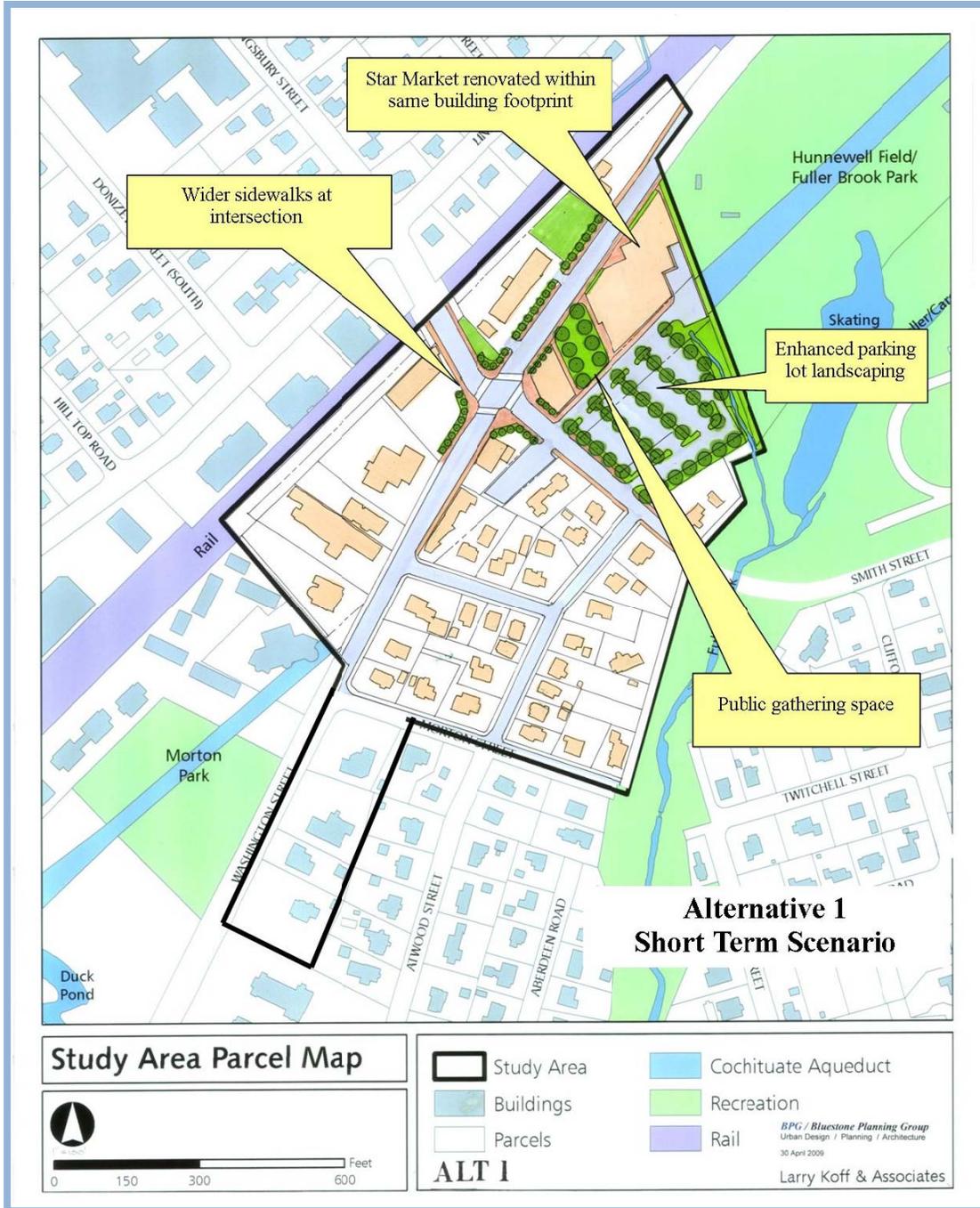
For purposes of generating discussions about the future of the State Street Business District, three alternative vision plans were prepared to illustrate options. All of these options seek to achieve the goals described above. However, the three alternatives range from minimalist interventions that can be realized in the near-term to more sweeping changes that may come about over a longer period of time.

Independent of the particular vision or visions ultimately preferred a series of public improvements can be implemented in the State Street Business District that will fit well with any of the three alternative visions. [See Section 2.0.]

ALTERNATIVE 1: MINIMAL CHANGES / RENOVATIONS AND LANDSCAPING

Description: Alternative 1 illustrates a future that attempts to create a more pedestrian-friendly environment and achieve many of the goals outlined above through relatively minor interventions. Primary features include:

1. *Star Market* is renovated at its present location and it remains approximately at its current size. 'Boutique' departments are added to better cater to the student population and seniors. Such new 'boutique' features may include an ice cream department with outdoor window service. The loading dock is relocated from Route 16 and is placed at the rear of the store, and, the parking lot exit drive onto Route 16 is eliminated and converted to a green space.
2. *Rite Aide* store is renovated and reconfigured.
3. *Star Market Parking Lot* is relocated behind the Star Market and Rite Aide where it is less visible from Route 16, and, it is densely landscaped.
4. *Most other businesses* remain as they are today.
5. *Washington / State / Kingsbury intersection* is realigned, if possible, to include wider sidewalk areas of pedestrian refuge, and landscaping is increased to create a more attractive visual 'gateway' at all four corners of the intersection (on either public or private property.)

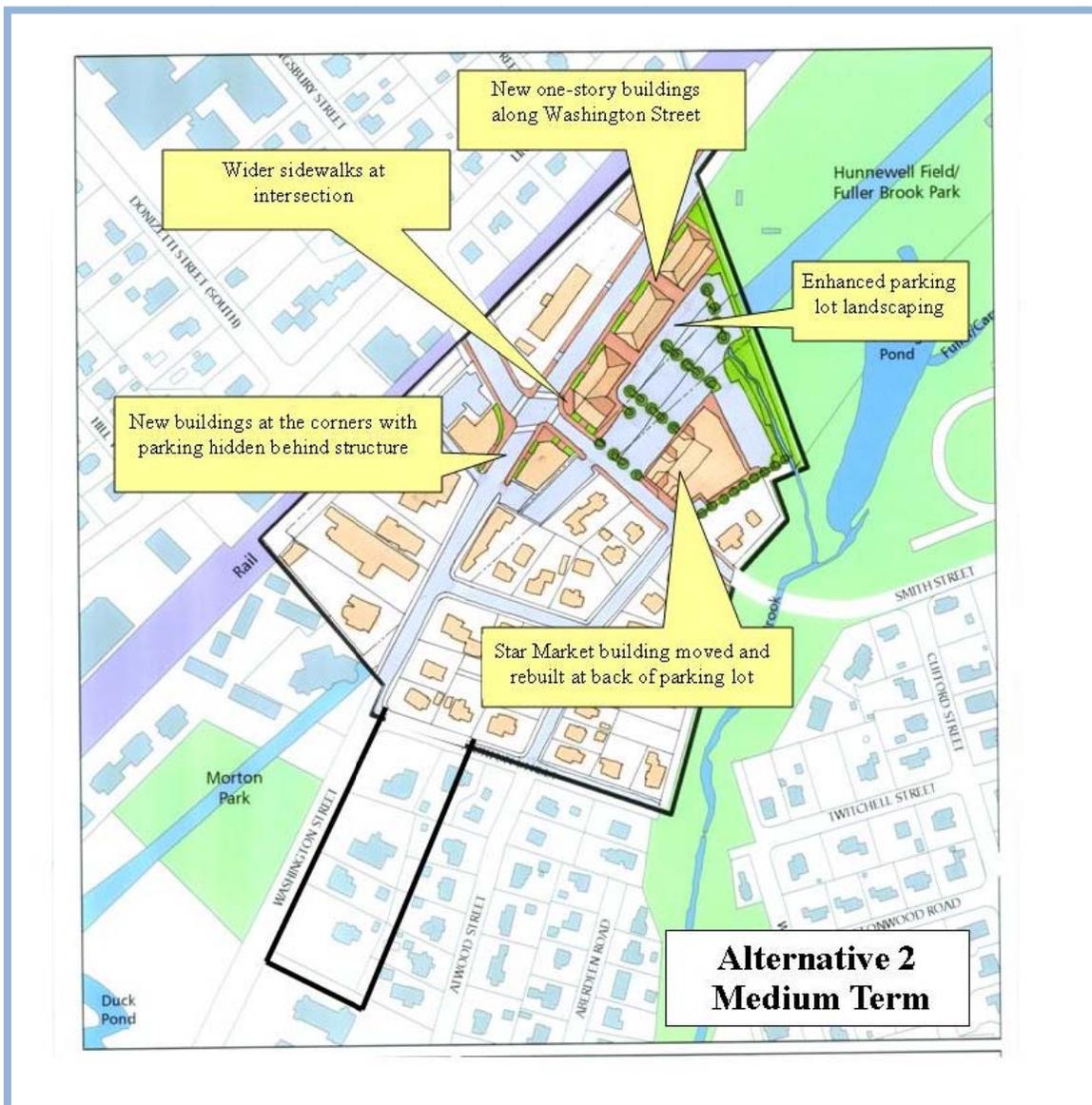




ALTERNATIVE 2: A STRENGTHENED NEIGHBORHOOD RETAIL SERVICE CENTER

Description: Alternative 2 illustrates a future that creates a more pedestrian-friendly environment and strengthens the State Street Business District as a neighborhood retail service center consisting primarily of one story retail buildings. Primary features include:

1. *Star Market* relocates to the rear of its property off of State St. / Smith St. and maintains its current size.
2. *The Washington Street frontage of the Gravestarsite* is redeveloped into several new retail shops (including the Rite Aide pharmacy) which more closely adjoin the Washington Street





sidewalk to create a pedestrian walk-in environment.

3. *The Gravestar Parking Lot*, which serves both the new Star Market and new retailers, is relocated behind buildings along Washington Street where it is less visible, and, it is densely landscaped.
4. *An alternative path for the Cross town Trail* through the Gravestar site will be created which will travel on a sidewalk behind the new retail buildings on Washington Street to State Street and the Washington / State Street intersection.
5. *The Needham Bank rebuilds* to create a larger walk-in bank. Its drive-through function is eliminated.
6. *The Haskins one-story garage building* at the rear of the property at the corner of Washington St. and Kingsbury is removed and a new retail business is developed close to the Washington Street sidewalk frontage to create a more pedestrian walk-in environment. Parking is relocated to the rear of the building. [This new building could remain an auto repair shop with garage door bays and parking relocated to the back side of the building.]
7. *Most other businesses* remain as they are today.
8. *Washington / State / Kingsbury intersection* is realigned to include wider sidewalk areas of pedestrian refuge, and landscaping is increased to create a more attractive visual 'gateway' at all four corners of the intersection (on either public or private property.)

ALTERNATIVE 3: A MIXED-USE NEIGHBORHOOD VILLAGE CENTER

Description: Alternative 3 illustrates a future that creates a more pedestrian-friendly and more intense mixed-use neighborhood village business center that strengthens the State Street Business District as a neighborhood retail service center, but which also adds upper story office (or housing) uses within new 2 or 3 story buildings. Primary features include:

1. *Star Market* relocates to the rear of its property off of State St. / Smith Street and maintains its current size. Office (or housing) uses are built above it in a mixed-use structure.
2. *The Washington Street frontage of the Gravestar site* is redeveloped into two new mixed-use buildings with retail shops and restaurants on the ground floor and offices in second and third stories above it. These new mixed-use buildings more closely adjoin the Washington Street sidewalk to create a pedestrian walk-in environment.
3. *A new landscaped Public Gathering Place* is created along the Washington Street edge of the Gravestar site as a 'gathering' or 'hang' space for neighbors, students, and seniors. This landscaped mini-park will form the public focus of the State Street village business district.





4. *An alternative path for the Cross town Trail* through the Gravestar site will be created which will travel on a sidewalk behind the new mixed-use buildings on Washington Street and through the new Public Gathering Place described above, then along Washington Street to the Washington / State Street intersection.
5. *The Gravestar Parking Lot*, which serves both the new Star Market and new retailers, is relocated behind buildings along Washington Street where it is less visible, and, it is densely landscaped.
6. *The Needham Bank rebuilds* to create a larger walk-in bank. Its drive-through function is eliminated.
7. *The Haskins one-story garage building* at the rear of the property at the corner of Washington St. and Kingsbury is removed and a two or three story mixed-use building is developed close to the Washington Street sidewalk to create a more pedestrian walk-in environment.
8. *The Haskins two-story office building is removed and rebuilt* as a new mixed-use building, and parking is relocated to the rear.
9. *The Mobil Station site is eventually redeveloped* as a two or three story mixed-use building.
10. *Most other businesses* remain as they are today.
11. *Washington / State / Kingsbury intersection* is realigned to include wider sidewalk areas of pedestrian refuge, and landscaping is increased to create a more attractive visual 'gateway' at all four corners of the intersection (on either public or private property.)

