



Future Planning
for a
Better Newton



Meeting held by
NHNAC & WAC
2014-2016

Planning for the future of Newton Highlands

Presented by Srdjan S. Nedeljkovic
January 2, 2020



Lincoln Street, Newton Highlands, Mass.

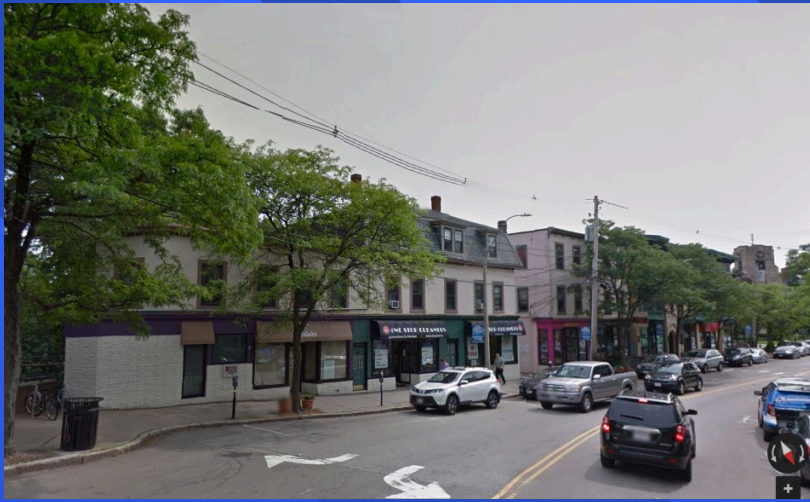
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HISTORIC
Newton

Lincoln St., Newton Highlands, Mass.

Newton Highlands Then and Now



Lincoln Street, 2010s



What does it take
to make a Village?



Lincoln Street, 1890s

Envisioning Newton Highlands

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

Newton Highlands

Lincoln Street – Stevens Building location



Right sidewalk: 9'4"

Left sidewalk: 10'3"

Right travel lane: 23'3"

Left travel lane: 23'3"

Total roadway width: 46'6"

This segment of Lincoln Street is wider than the segment south, near the post office. There are 1-3 story buildings and on-street parking on both sides. Buses traverse this section about once every 30 minutes. The MBTA Green line station is nearby. Significant pedestrian activity and street crossings occur through much of the day.

Lincoln Street – Post Office location



Right sidewalk: 9'6"

Left sidewalk: 8'0"

Right travel lane: 18'0"

Left travel lane: 19'0"

Total roadway width: 37'0"

This segment of Lincoln Street is just south of the main village center. There are commercial stores on one side of the street and a church on the other. The roadway width is narrower. On-street parking is preserved on both sides of the street.

Newton Highlands

Walnut Street – Limited Editions location



Right sidewalk: 11'0"

Left sidewalk: 11'0"

Right travel lane: 25'6"

Left travel lane: 23'6"

Total roadway width: 49'0"

This portion of Walnut Street is just east of the main village center. There are commercial stores on both sides of the street, but the streetscape is broken up by surface parking lots. On-street parking is found on both sides.

Envisioning Newton Highlands

Location		July 2012	January 2013
Metered (on street spaces)		55/59 (93%)	44/59 (75%)
Metered (Hartford St lot)		47/61 (77%)	35/61 (57%)
Residential streets		428/3200 (15%)	349/3200 (11%)
Off-street business/private lots		684/1502 (45%)	830/1502 (55%)
Off-street village center lots		169/412 (41%)	233/412 (57%)

Parking Study: Number of cars per number of spaces to park

- Parking availability at metered lots = 7% to 25%
- Substantial potential on-street parking with permit system
- About 50% available off-street parking in business areas

Contextually appropriate new transit-oriented development, buildings 2-4 stories, mixed use commercial, office, and residential



Newton's Villages and Corridors

Updating our Zoning code to enable the communities we want
While stimulating positive growth, low traffic, and enhanced vitality

Srdjan S. Nedeljkovic
2016-2017

Respecting historical precedents that reflect continuity with established land use practices



Pleasant pedestrian streetscapes with human-scaled buildings, minimal front and side setbacks



Using elements of street and building design to create vital, safe, and pleasant communities



Newton's Villages and Corridors

Design Guidance for More Livable Communities

Srdjan S. Nedeljkovic
2016-2017



Placemaking with Respect to Human Scaled Building Design

Envisioning Newton Highlands

Priorities:

- ❑ Transportation, Safe Streets and Transit
- ❑ Vitality of the Village
- ❑ Land use, Structural changes, and Building Design
- ❑ Proactive Planning and Zoning Reform
- ❑ Historical Preservation

Envisioning Newton Highlands

Framework:

- Evaluation of open space, institutional uses, commercial zones, and residential neighborhoods
- What are the opportunities for new growth and development and for architectural and historic preservation
- Understanding the benefits of updated zoning, consideration of a Mixed Use Overlay District
- Design Guidelines for Mixed Use Development

Envisioning Newton Highlands

Illustrative examples:

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

Walnut Street – north (current conditions)



Walnut Street near Lake Ave

Parking lot in front
creates unwelcoming
streetscape

Low heights lead to
poor sense of place

Lack of enclosure and
absence of vitality

Walnut Street – north (current conditions)

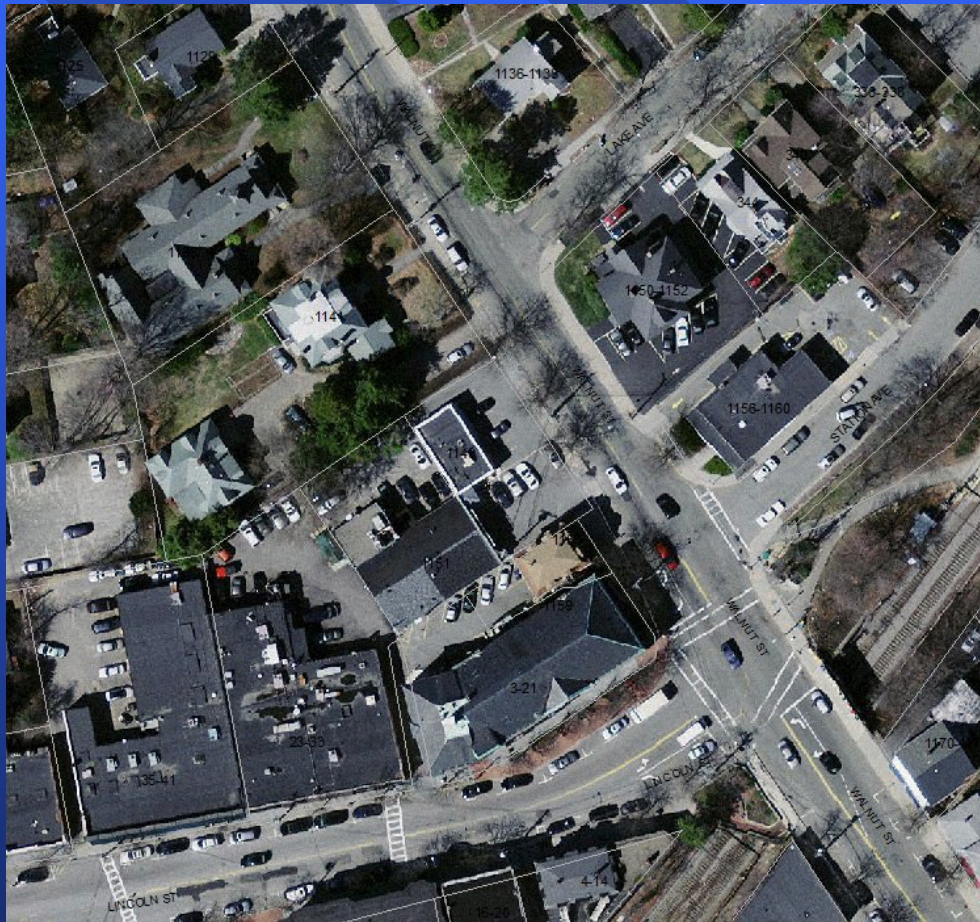


Walnut Street near Lake Ave

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

It does not draw
pedestrians to the
village

Walnut Street – north (current conditions)



Currently:

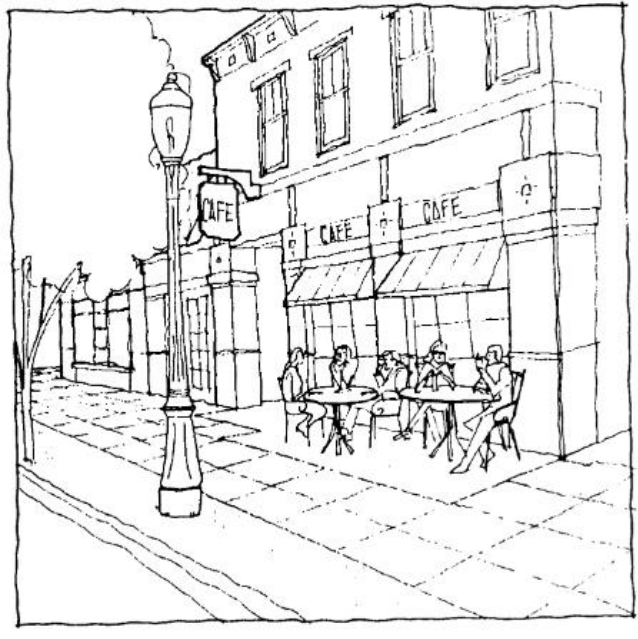
Surface parking in front

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

Parking: 13 spaces in front and 13 spaces in rear

Poor aesthetics and little historical significance

Walnut Street – north (future scenario)



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

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

Walnut Street – north (future scenario)



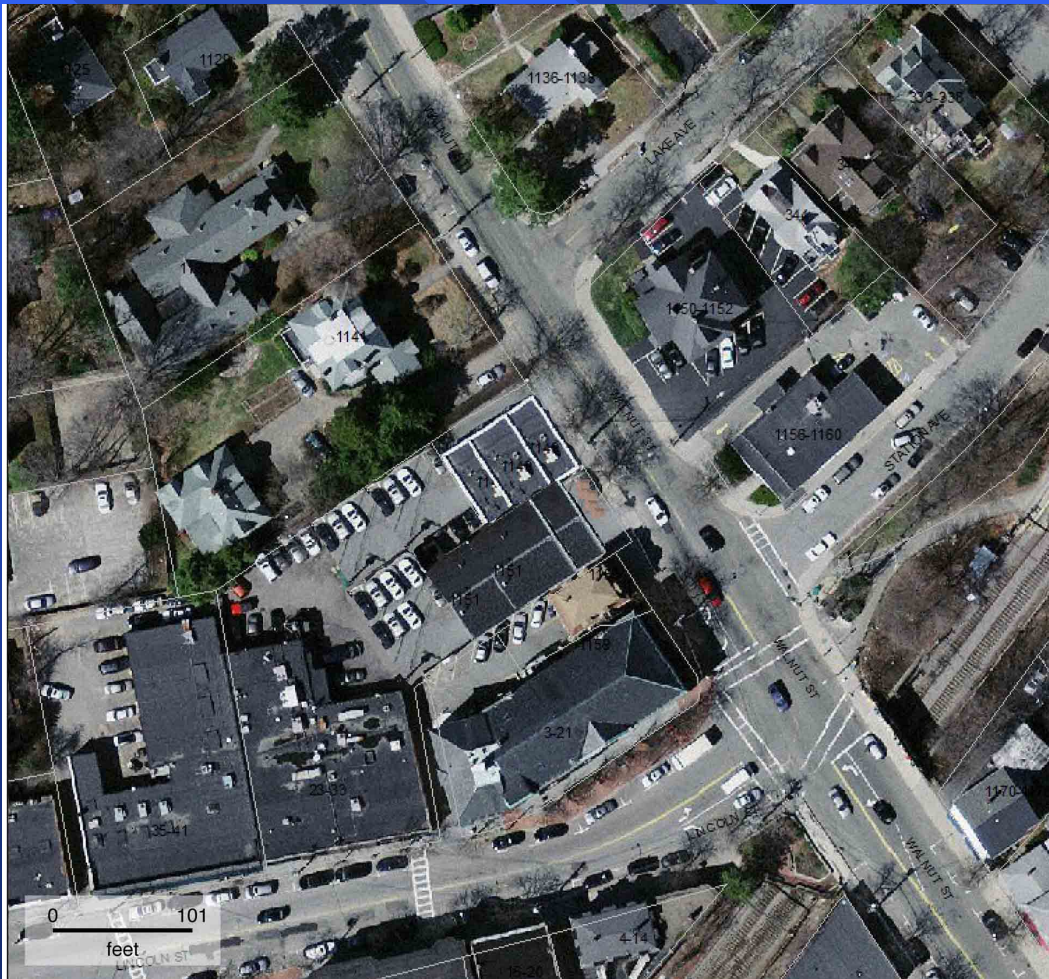
Walnut Street near Lake Ave

Buildings conform to the historical village patterns

Allow for an improved pedestrian environment

New first floor retail
And possible office or housing above

Walnut Street – north (future conditions)



Future:

Surface parking in rear or underground

New buildings of historical scale and massing

FAR = 2.0 - 3.0 (approximately 30K to 40K sq ft building area)

Parking: Off street behind or within building, several new on street spaces possible

Unified streetscape with new pedestrian activity zone

Walnut Street – north (existing conditions)

Current lot area and buildings:



Walnut Street – north (future conditions)

Comparison to Stevens Building:



Example: Retail (6K SF – 4 stores), Office (6K SF), Residential (15 units = 15K-20K SF), Parking (underground for residential plus Rear surface parking for retail/office)

Walnut Street – south (current conditions)



Walnut Street near Floral Street

Parking lot in front creates unwelcoming streetscape

Low heights lead to poor sense of place

Lack of visual definition on entry into village

Walnut Street – south (current conditions)



Walnut Street near Floral Street

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

It does not draw pedestrians to the village

Walnut Street – south (current conditions)



Currently:

Surface parking in front

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

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

Poor aesthetics and
little historical significance

Walnut Street – south (future scenario)



Walnut Street near Floral Street

Buildings conform to the historical village patterns

Allow for an improved pedestrian environment

New first floor retail and possible office or housing above

Walnut Street – south (future scenario)



Walnut Street near Floral Street

Creates new visual definition on entry to the village

Increases vitality and value for the community

Consolidate curb cuts and improve safety

Walnut Street – south (future conditions)



Future:

Surface parking in rear

New buildings of historical scale and massing

Approximately 23,000 sq ft of building area

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

Wide sidewalks and transparent windows

Walnut Street – south (future conditions)

Comparison to Stevens Building:





Completed in 1888

Henry C. Mosely,
Supervising architect

Stylish Romanesque
Structure, replaced
Wooden Farnham Block

Had pyramidal roof
And gable, east side

Original round arched
Windows bricked down

Distinctive floral motif
Made of terra cotta clay

Stevens Building (5-19 Lincoln St.)



The Square and Lincoln St. Newton Highlands, Mass.

283

The Village Center, early 1890's



The Stevens Block Fire of 1893

LINCOLN STREET, NEWTON HIGHLANDS, MASSACHUSETTS

6251



The Village Center, 1930's

Envisioning Newton Highlands

The importance of architectural design

- ❑ Design means creating a safe, inviting environment for shoppers, workers, residents, and visitors while preserving a place's historic character.
- ❑ Good design is good business
- ❑ New buildings should be compatible with existing buildings
- ❑ Quality matters! Good design is economically feasible

Newton Highlands Village Center



Design elements

Continuity through scale and rhythm

Expression lines and divisions, bays

Base, body, and top –
Vertical windows
Avoid blank walls

Door styles, recessed windows, muntins, mullions, awnings, cornice, parapet, signs

**We can help make the community of the
future tomorrow's nostalgia**

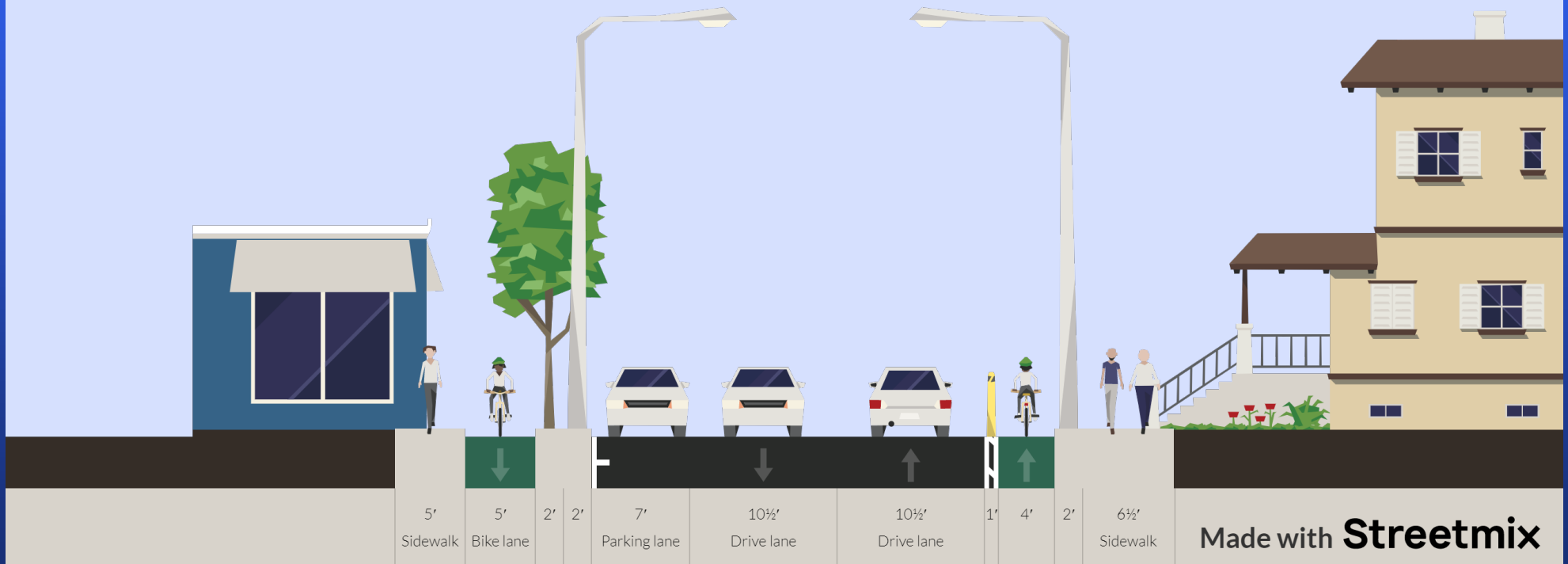


326 Cambridge Street, Boston MA
C. Talanian Realty Company, Inc.



Walnut Street – north (future scenario)

Walnut Street (1149 Walnut)



Protected Bike Lane, On-Street Parking, Requires widened sidewalk