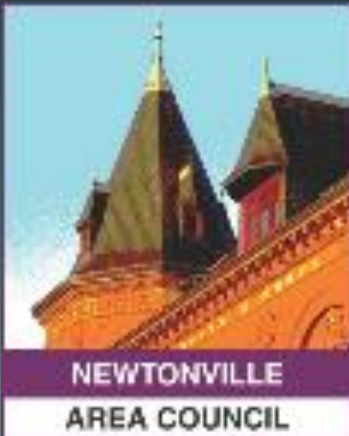


# Newtonville Area Council

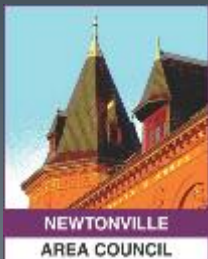
Austin Street Parking Lot Development  
Presentation

Public Hearing – June 9, 2015



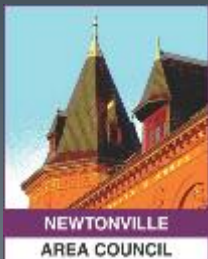
# Newtonville NAC Austin St. Survey

- 10% (738) of 7,370 residents age 14+
- 83% of streets
- Margin of Error  $\pm 5\%$



# Newtonville NAC Austin St. Survey Summary

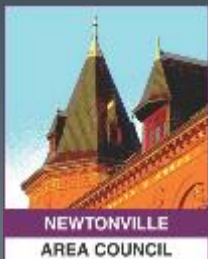
- 75% would support development *if it met their criteria.*
- Residents' criteria *differ in key ways from developer's plan.*



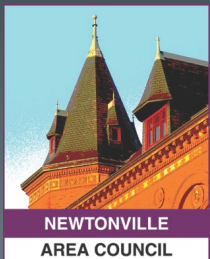
# Survey Results

<b>Feature</b>	<b>Developer's Proposal</b>	<b>Newtonville Residents' Survey</b>	<b>% of Respondents (largest majority)</b>	<b>Proposal Meets Residents' Criteria?</b>
# Units	68	40 or less	80%	No
Height	4 Floors	3 Floors or less	82%	No
Public Parking	127	150+ 100 or 120	40% 39%	Partially
Affordable Housing	1/4	1/4	49%	Yes
Physical Appearance	n/a	Very Important	81%	?
Architectural Style	Pre-Fab	Should Complement Historic Buildings	66%	?

# Newtonville Iconic Buildings



# Newtonville Village Parking



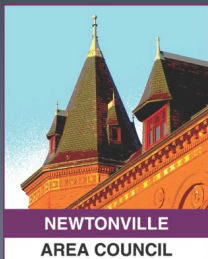
From Austin St RFI document



# Austin St. Lot

## A commitment to our businesses

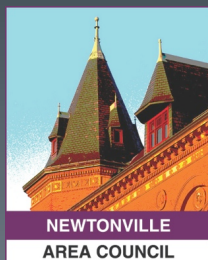
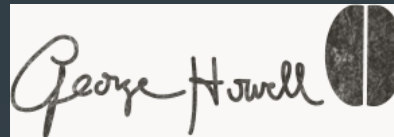
- Provides 2/3 of metered parking south of the Pike.
  - (based on 127 of the available 164 spaces in the lot)
- Serves > 50 businesses south of the Pike.
- Many existing storefronts are non-conforming to parking ordinances.
  - Existing waivers and grandfathered allowances to current businesses & landlords are a commitment by the city to provide adequate parking resources.



# Parking Mix

## 2/3 is short-term parking (GPI)

- Short Term Parking is critical to current business mix.
  - Coffee shops, bakeries, drug store, take-out food, cleaners, banks.
  - Businesses dependent on short term parking easily damaged if parking is insufficient or difficult.

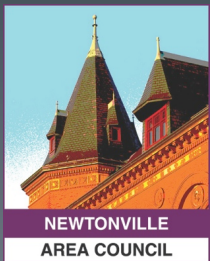




# Illegal use of Shaws

- GPI quantified the illegal use of Shaws parking lot:
  - 27 average on weekends
  - 35 average on weekdays

- Saturday 11:00 – 1:00  
Avg + Shaws = 126  
Peak + Shaws = 146

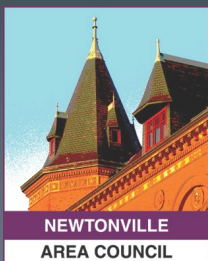


Data from GPI study

# GPI Study

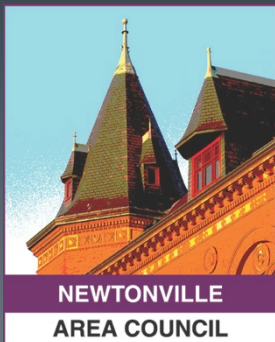
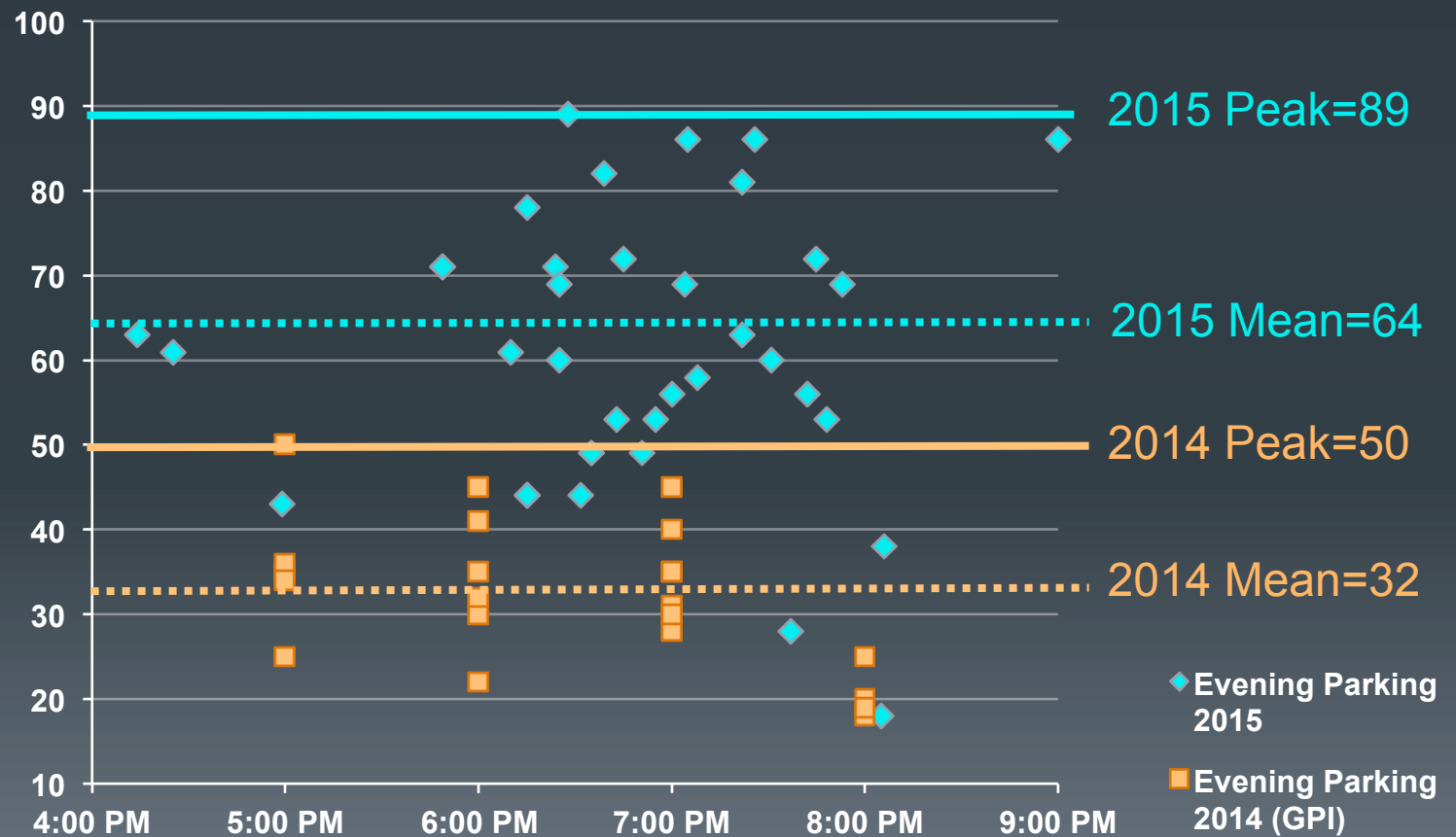
Valuable data, but not a complete picture of current use

- The GPI traffic study took place March-May 2014
- Dense sampling over a small number of days
  - (2 weekdays & 4 Saturdays)
- Limited to fair-weather, spring days by design
- Recount was done in evenings, March-May 2015
- 42 Random sampling points over 34 days



# 2014 vs. 2015 Evening Parking

Mean demand doubled

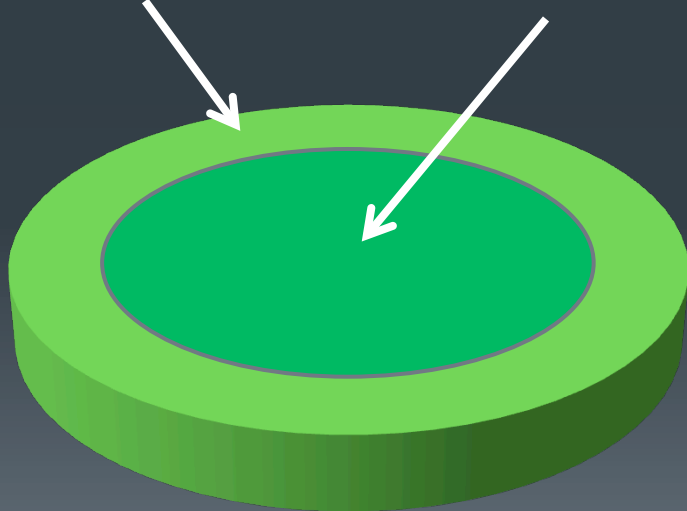


2015 data comprise 42 random sample points collected March – May 2015 by Thomas Kraus

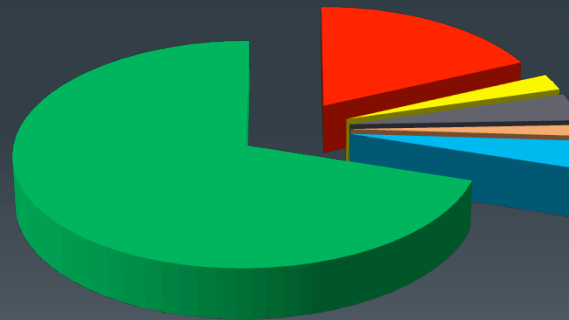
# How much will be left for Village Parking?

Current total  
Capacity = 164

Proposed total  
Capacity = 127



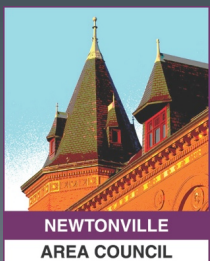
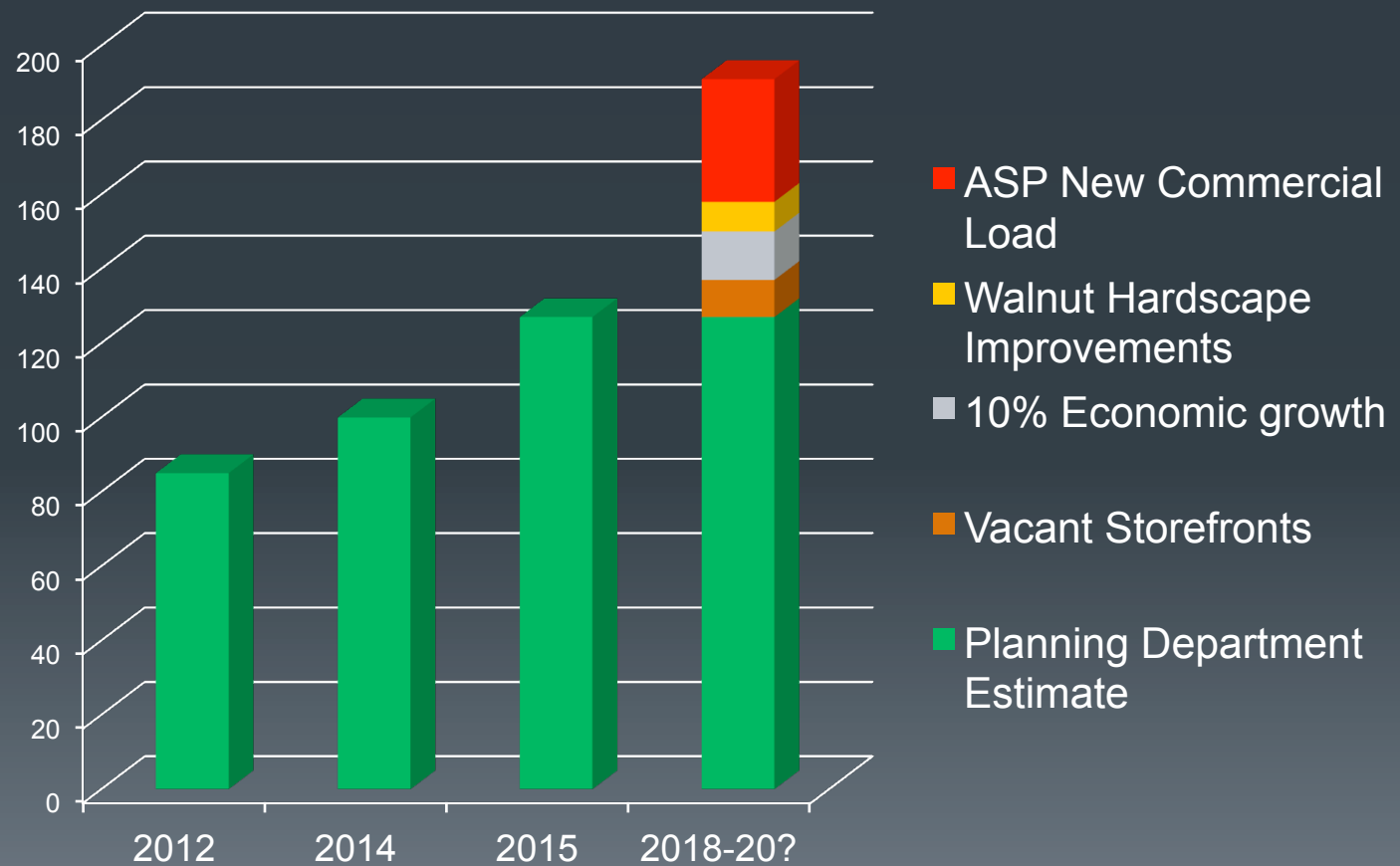
But only ~89 left for  
village parking after  
accounting for other  
uses.



- New Retail (23)
- ZipCar (3)
- Guest (5)
- Staff (2)
- Handicapped (5)
- Village parking with office shared (89)

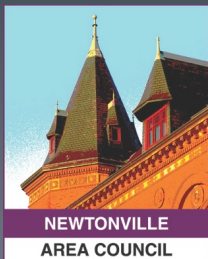
# Allowance for Growth

Public parking requirements should include estimates for growth



# Parking Concerns

- Public lot will be overcapacity when the building opens.
- No allocation for residential guest parking
- Insufficient area in garage allocated to trash
- No rear access to commercial spaces
- No pedestrian egress at west entrance
- No full size (9 x 19) parking stalls





# Building Materials

- The existing context of surrounding buildings is predominantly Brick, Limestone and Cast in Place Concrete. Proposed new project does not use these materials.



# Building Materials



- Cement Board may be appropriate for Austin Street but not on the ground floor, close to pedestrians, as was done in the developer's project in Reading.

# Building Height

- The building design does a very good job of reducing the perceived height along Bram Way.





# Building Height

- The development appears to be a predominately 4 story building along Austin Street.



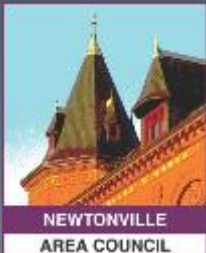
# Building Height

- The perceived height of the building on Austin Street should be reduced by adding a continuous setback at the top floor, as was done for their development in Reading.





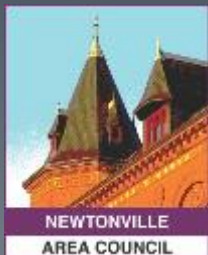
# The Public Plaza





# A Plaza for Newtonville

- Transform village from a place for errands into a destination
- In survey, residents strongly favored public space for outdoor leisure, dining, and community building
- Would serve many constituents: visitors, workers, residents, seniors, high school students
- This represents a once in a generation opportunity to create a real town square for Newtonville



# What makes a good plaza?

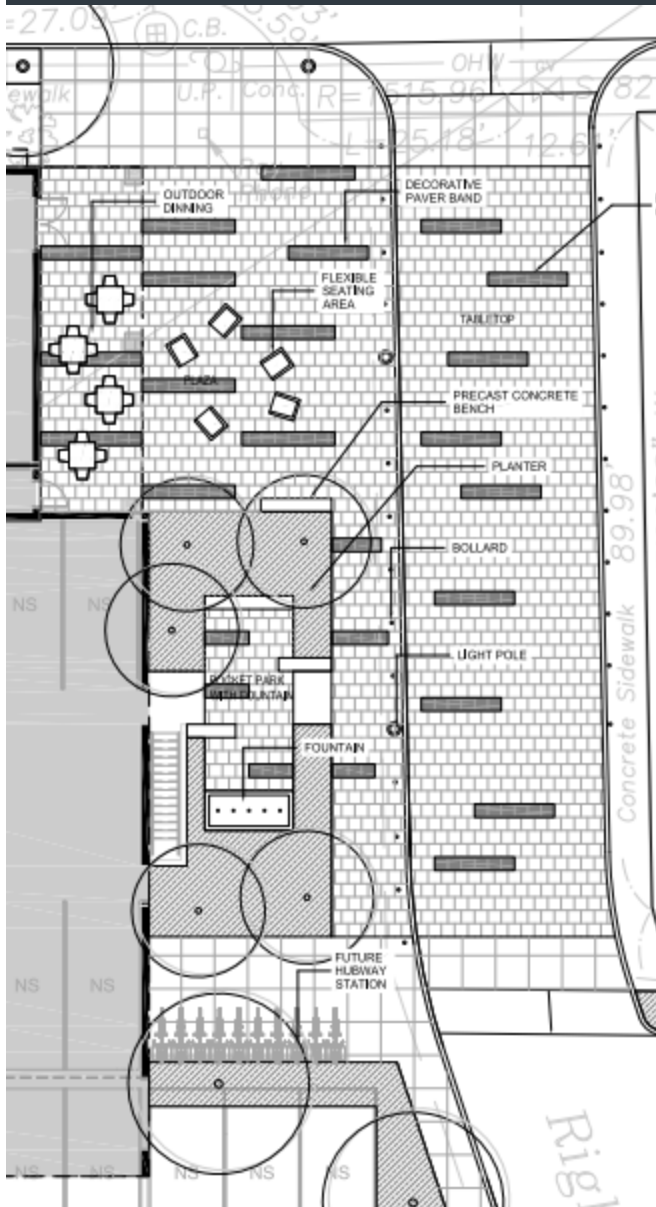


- Located near busy sidewalks
- Sun
- Room like feel

- Appropriate size
- Abundant seating
- Greenery, attractive paving, fountain, sculpture



# Current Proposal



Good:

- Well located
- Attractively paved, greenery, fountain

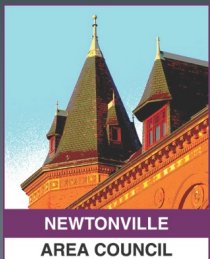


Suggestions:

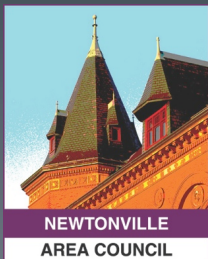
- Central location for fountain
- Ensure abundant public seating
- Consider eliminating car traffic on northern portion of Bram Way



# Walnut Street Improvements — NAC's Highest Priority

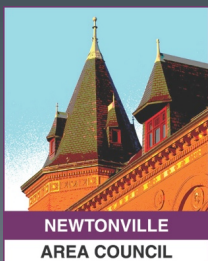


# Goal: Transition Newtonville from an Errand Stop into a Destination



# History

- 3+ years ago, city proposed using MA Chapter 90 funds to widen sidewalks and add lighting and benches to make Newtonville's commercial center more attractive as a part of Walnut St. repaving.
- Paving stopped at Cabot St. in 2014; no action in 2015.
- 2015: Natalie Adams prepares landscape architecture plans for Walnut St. using city provided base maps.
- Meetings with Bill Paille and Nancy Hyde. City has no plans.
- Rare opportunity for the village. First in 20+ years.

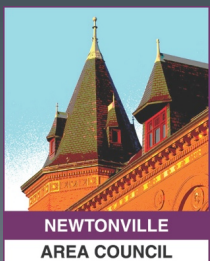






# Concern

- Concern that city hall will use Chapter 90 paving funds elsewhere in anticipation of using developer payments on Walnut Street. What if ASP does not get a special permit?
- City could move forward with Walnut St. changes NOW independent of Austin Street.
- Improved village center requires links to a potential Austin Street development. Permanent public gathering spaces vital to village life.



## Delink Walnut St. from Austin St.