

# **Planning for Wayland, Massachusetts**

**Wayland Planning Board**

**October 1962**

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## Introduction

This plan presents the recommendations and prognostications of the Planning Board, but does not itself commit the Town to a Planned Pattern. Any commitment will depend on many other factors, primarily on whether future Town Meetings will authorize the implementation of these recommendations.

The Plan consists of:

- SECTION I     Population Projections
- SECTION II    Recreation and Open Land Preservation
- SECTION III   Transportation, Streets, Highways, Parking Facilities
- SECTION IV    Municipal Services and Utilities
- SECTION V     Land Use and Zoning
- SECTION VI    Capital Expense Projection

In addition the following are incorporated as a part of the Plan:

Zoning By-Law - copies available at Town Building

Planning Board Subdivision Regulations - copies available at Town Building

The Zoning Map - copies available at Town Building

The Town Atlas - copy can be viewed at Town Building

Base Map Showing Streets, Property Lines, Buildings and Contours - hanging  
in Planning Board Office

Utilities and Services Map - hanging in Planning Board Office

Flood Plan Zone Map - hanging in Planning Board Office

Wayland has accommodated growth in the Post World War II expansion of

population and building remarkably well, due in large part to the acceptance by the Town Meeting of plans and recommendations of many Boards and Committees in addition to the Planning Board. Such planning should be encouraged and continued. Of particular significance are the activities of the following boards.

#### SCHOOL COMMITTEE AND SCHOOL BUILDING COMMITTEE

Long range planning for school curriculum, equipment, plant and location: The current quality of education, efficiency of buildings, available Town owned School Sites and relatively low teacher pupil ratio are the results of planning by these committees.

#### FINANCE COMMITTEE

Long range planning for major expenditures: The current availability of funds for school expansion, and the programs of annual budgeting for replacement of Highway Department Vehicles and Fire Equipment have been carried out without long term borrowing. The recent construction of the Town Office Building, Police, and Fire Station with no borrowing is an excellent example of sound fiscal planning. See attached Capital Expenditures Program.

#### TOWN GOVERNMENT COMMITTEE

Recommendations to Town Meeting concerning changes in operation and form of Town Government: The consolidation of Board of Health and School Nurses, establishment of the position of Executive Secretary, establishment of position of permanent Fire Chief, and recommendations for Communications have benefited the Town. This committee has been continued by authorization of the Town Meeting.

#### WAYLAND REDEVELOPMENT AUTHORITY

The authority is currently devising plans for improvement of certain streets and uninhabitable buildings. The Town Meeting has supported the authority and its work; any work to be done as a result will be financially aided by the Commonwealth and the Federal Government through the Housing and Home Finance Agency.

#### CONSERVATION COMMISSION

Recommending conservation policy, acquiring and administering land for this purpose. Statutes allow the commission to purchase or acquire by gift land for conservation. The commission is formulating a conservation plan and should be provided with a budget for land acquisition. It has also received its first gift of land, from one of its members. The importance

of this Commission's efforts can not be over emphasized in its role of maintaining as many rural and natural aspects to an otherwise residential town.

Wayland Planning Board

L. William Bertelsen  
George H. Bowers Jr.  
Robert H. Charnock  
Katharine Hodges  
Allen H. Morgan  
Edward F. Thorburn

Note:

Large prints of all Maps referred to in this report are on display in the Planning Board office (Room 6) in the Town Building.

## Section I

### Population

The rapid growth of Wayland during the last seventeen years has more than doubled the population (3,900 to 11,445). The characteristics of the population are definitely those of the suburb. There is little evidence to indicate that the rate of growth will decrease as long as there remains land for residential development and an economic climate suitable to such growth. The exact rate will be influenced by many factors, most of which are related to the degree to which the subdivision of land and the building of speculative housing is financially attractive in Wayland. New housing in Wayland has been attractive, and has not been dominated by large scale developments such as have occurred elsewhere in the Metropolitan Area, primarily because of the residential zoning standards in effect since shortly after World War II.

The following table provides data showing the growth of population since 1900.

year	population	% change over preceeding census	numerical change
1900	2303		
1910	2206	-4.2	-97
1920	1935	-12.3	-271
1925	2255	16.6	320
1930	2937	23.2	682
1935	3346	12.2	409
1940	3505	4.5	159
1945	3901	11.3	396
1950	4407	11.4	506
1955	7359	67.0	2952
* 1960	10444	41.8	3085
* 1961	10965		521
* 1962	11445		480
% increase 1945 - 1960		167.6	6543
1945 - 1955		88.7	3458
1950 - 1960		136.9	6037

1. Data from U. S. Census of Population and Mass. Decennial Census of Population.

\* Town Clerk's listing

### The Projection of Future Growth

The estimates of change in population assume that the economic health of the region will favor continued growth. Although there is much said currently about the "return to the city", it is not the opinion followed herein that this will be a trend numerically sufficient to alter suburban growth.

As a guide for planning purposes a population of 20,000 seems logical to assume in anticipating community services. This has been determined by calculating the number of dwellings that can be expected in full development of all land expected to be used for residential purposes. Map No. 4, Population Distribution, shows this projection of dwellings and the distribution of the existing population. It shows the assumptions relative to land use (in accordance with the proposals made herein for future land uses). Existing regulations concerning lot size were assumed to be maintained as no recommendations are herein made to increase lot sizes. Rapid growth will be ended with lack of available land for further development.

In Table B the population is projected through 1985 on the arbitrary assumption that the number of persons per dwelling unit and the increase in the housing supply will follow trends similar to those experienced in the past decade.

TABLE B POPULATION PROJECTION TO 1985

(Jan. 1) year	Total Population and Projections	No. of Dwelling Units (D.U.) Occupied and Projections	Estimated Persons Per D.U.	Yearly increase in No. D.U.'s and Projections	Bldg. Permits New D.U.'s
1950	4407	1326	3.32	104	141
1951	4800	1430	3.35	184	155
1952	5480	1614	3.39	165	140
1953	6110	1779	3.43	105	181
1954	6550	1884	3.47	192	137
1955	7359	2076	3.53	173	138
1956	8000	2249	3.56	190	172
1957	8760	2439	3.59	107	126
1958	9301	2541	3.61	144	132
1959	9785	2695	3.62	154	125
1960	10 444	2825	3.63	130	152
1961	10965	2942	3.72	117	99
1962	11445	3059	3.71	120	
1963	11750	3179	3.7	120	
1964	12200	3299	3.7	120	
1965	12630	3419	3.7	120	
1966	13100	3539	3.7	120	
1967	13560	3669	3.7	120	
1968	14000	3789	3.7	120	
1969	14450	3909	3.7	120	
1970	14850	4029	3.7	115 (x5)	
1975	16560	4604	3.6	115 (x5)	
1980	18620	5179	3.6	115 (x5)	
1985	21300	6000	3.55		

TABLE C TEN YEAR RECORD OF BIRTHS AND DEATHS 1950-1960

year	Births	Deaths	Difference	Estimated Net In-Migration
1950	109	57	52	341
1951	164	89	75	605
1952	143	72	71	559
1953	169	73	96	344
1954	208	80	128	681
1955	196	90	106	535
1956	239	89	150	610
1957	261	103	158	383
1958	243	93	150	334
1959	246	74	172	233
1960	235	96	139	382
1961	255	118	137	168
TOTAL	2468	1034	1434	5175

In developing Table B the two factors basic to the prediction are: (1) number of persons per dwelling unit and (2) the number of dwelling units occupied. The figures for the estimated number of dwelling units occupied were established by using the 1950 U. S. Census, the Assessors' records and data from field survey and mapping. There are no statistics obtainable to determine in and out migration. There are data of the excess of births over deaths which is given in Table C. Using these figures one can determine what the net immigration has been. This is nothing more than an abstract number for it cannot be directly related to the increase in dwelling units occupied. Consequently, the more helpful basis of projection seemed to be the supply of housing, assuming that the number of persons per dwelling unit would not vary widely.

If this prediction proves to be valid, the population will have expanded to about 14,850 persons by 1970, an increase of 4400 over 1960. The growth from 1950 - 1960 was about 5800. The Greater Boston Economic Study Committee in mid-1959 estimated that Wayland will have a population of 13,100 in 1970. This is 1750 lower than projected in Table B herein. By 1980 it is predicted in Table B that another 3700 will have been added by which time the rate of growth should have declined considerably.

## SECTION II

### Recreation and Open Land Preservation

These observations and recommendations were made to the Wayland Planning Board and to the Town in early 1958 in a report published in The Town Crier issue of February 27, 1958. An extract of this report is reproduced herewith with some changes that have been made in light of comments and helpful criticisms that have been received in the interim. The land use recommendations herein are depicted on Maps 7 and 8 and are under continuing study and review by the Planning Board and Conservation Commission.

The active recreation facilities proposed for each school site are intended to represent a statement of potential need and use for a population of 20,000 persons. It should be understood that the important aspect for the immediate future is to insure that sites are large enough for this scale of development and that the topography and site planning of each school area be evaluated in light of the projected need. Early purchase of the land to accommodate whatever plans are adopted for recreation is urged. The Town of Wayland is extremely fortunate in its topography and in the inclinations evidenced in policies of land use controls in recent decades. There already is established as reservation a sizeable quantity of land; there is interest, appreciation and activity in open land conservation and in active recreation leadership. It seems most important to foster this interest and action as a matter of continuing policy. Open land preservation is the function of the Conservation Commission.

A summary of the recommendations of this section follow.



Map No. 7 illustrates sites and recommendations set forth for recreation land and open space reservation, although areas shown on the plan around Dudley Pond are recommended to include only vacant land.

#### Synopsis of Recommendations

1. Seven playgrounds developed at the seven elementary school sites (either existing or planned). These playgrounds shall have facilities for all ages, with emphasis on those for the 6-14 years of age.
2. Three playfields, one at each of the junior and senior high school sites, to provide facilities for the School Department's program of physical education and athletics as well as for youth and adult use.
3. A continuation of the policy of the School Department to permit the school gymnasiums, locker rooms, meeting rooms, classrooms, music, arts and crafts facilities to be used by groups composed of adults or children, provided that adequate leadership and supervision is supplied. Such will be provided by an expanded public recreation program or by such private groups as the Junior Town House.
4. Town-wide facilities:
  - (a) Acquisition of some vacant land around Dudley Pond for recreation use.
  - (b) Improvement of the Town Beach facilities on Lake Cochituate.
  - (c) Acquisition of tracts in the Rice Road area and Pine Brook area for forest preserves.
  - (d) Acquisition of land or easements to increase the number of bridle paths, bicycle paths, hiking trails and walks to permit easier access to school sites and to connect the various tracts of land reserved for public use and appreciation. This will include the construction of side walks in certain instances to assist pedestrians in reaching the school sites and recreation areas.
5. A program of purchase by the Town of Wayland with public funds of wooded low-lands and marshlands in the Sudbury Valley watershed to supplement the program of acquisition by the Sudbury Valley Trustees, Inc. Close coordination with the Massachusetts Department of Natural Resources and the Sudbury Valley Trustees regarding the program by which certain lands now in their natural state can be permanently established as reservations for public use and appreciation. This program should be initiated and administered by the Wayland Conservation Commission.
6. A gradual increase during the next five years in funds spent for recreation program leadership.

7. A Study by The Town Government Committee to determine the advisability of reorganizing the Board of Park Commissioners as a Park and Recreation Commission, and the advisability of the appointment of recreation director.
8. An acquisition and development program to provide the recommended land and facilities at a rate to keep pace with the growth of population. It is proposed that land acquisition be given priority in order to insure that it will not be used for other purposes. This includes the seventh elementary school site that has not yet been selected and purchased.

### Recreation in Wayland

#### Space Standards:

In considering a plan for recreation facilities and a program for a community which has the density characteristics that Wayland now has, and can expect to have under present zoning requirements, there is considerable modification required in accepted recreation standards. Particularly is this the case in the northern precinct where the lot size requirement is larger. The distance that children and adults must travel to the nearest playground, playfield or other facility has to be greater than is generally considered desirable in more dense urban areas. It may well be that for many families children have to be transported by car even to the playground at the nearest elementary school.

For such suburban communities it is still necessary to have facilities, particularly for the age group 14 years and under, located as close to each home as practicable. In low density areas this tends to result in acreage per capita above what would be encountered in denser areas. This is to say that National Recreation Association and other accepted standards for public outdoor recreation space for urban areas are not applicable to communities such as Wayland where the particular circumstances justify space well in excess of such standards. The policy to locate the elementary school sites in a dispersed pattern gives opportunity to use the school sites as year round playgrounds. This increases the area per capita in recreation use. In addition, Wayland's topography is such that it is very desirable to place in public or semi-public hands a number of areas that do not lend themselves to active development, (public or private) but are great assets aesthetically and from the point of view of wild life conservation, hiking, fishing and the like. The above is stated to point out that the land being acquired by the excellent program of the Sudbury Valley Trustees and the Conservation Commission plus what may be acquired by the Massachusetts Department of Natural Resources under the Bay Circuit Plan may amount to a great deal more land reserved for recreation, parks and open space than a strict interpretation of any current standards might warrant.

## Resources:

In addition to having already adopted a dispersed school plan which will be the framework for playground locations, Wayland has a remarkable number of natural resources for recreation, namely:

### A. Water resources such as:

Lake Cochituate  
Dudley Pond  
Heard's Pond  
Baldwin's Pond  
Reserve Reservoir on Rice Road  
Mill Brook, Pine Brook, and their tributaries  
Various other streams tributary to the Sudbury River

### B. Topographic features such as hills for trails, skiing, riding, etc.

### C. Swamp areas for reserves and wild life sanctuaries, i.e., the Sudbury marshes and several other areas.

### D. Wooded areas which can still be preserved as forests and wild life preserves.

The Program of the Junior Town House, a non-profit organization founded in 1943, has given leadership and impetus to a number of activities and projects of a recreational and educational nature. Every encouragement should be given to this organization to continue to take the responsibility for programs and projects of community participation. Through this group and others more specialized in interest, Wayland has the citizen support needed to have an expanding and varied program of activities, beyond what is actually sponsored or provided by any public program by the Town.

The Town of Wayland offers an opportunity to preserve woods roads, bridle paths, hiking trails that may now exist and to establish a network of such to connect the open reserve lands of the Town and of the Sudbury Valley Trustees. It is proposed that a careful survey of the present legal status of the existing trails, woods roads and abandoned roads be made. From this a program of acquisition of easements or actual purchase can be planned. Suggested paths and connections are shown on the accompanying recreation land map.

In addition to this, it is strongly recommended that a network of paved side-walks and paths be established to encourage the walking to and from recreation sites and schools. In light of the fact that most of the active recreation facilities will be at the school sites, these paved walks would serve a dual purpose.

This is not to suggest that all children would be able to walk to school, only those within a reasonable distance. Where traffic hazards exist, police assistance should be provided to assist younger children in reaching the school sites. For access to the recreation facilities in after school hours or in the summer, these walks and paths will make it much safer for children bicycling and walking. In a number of instances the bridle paths and woods roads can also serve as walks to school and recreation facilities. In such instances a width of six feet could be paved, the remainder of the pathway left in sod. As the areas contiguous to these paths are developed for residential use, care should be exercised by the Planning Board to preserve them. In establishing these trails, etc., it is important to anticipate the subdivision of parcels where such is to be expected.

Sidewalks generally along only one side of existing streets should be constructed by the Town in instances where school and recreation sites require connections to residential areas. These sidewalks need not follow the grades of the streets nor is it necessary to remain within the present right of way of the streets where an easement or actual pathway can be acquired elsewhere. In new subdivisions, it is recommended that consideration be given to reserving pathways for Town purchase to serve the purposes outlined herein. In addition, where appropriate, under subdivision control, sidewalks should be required, generally on one side only of the new ways.

It is recommended that this be given high priority by a program of planning and acquisition of rights of way and easements.

#### Population:

The present population of Wayland is approximately 11,000 persons. The ultimate population is estimated to be between 17,000 and 20,000 assuming that some buildable land will remain as open space in private hands and that present zoning requirements as to lot size will be maintained. The six elementary school sites are planned to be spaced in approximate proportion to the density of families. This means that as an average each school site and its playground serves one-sixth of the expected population. The playfields at the High and Junior High Schools will serve about 6,000 persons each.

#### Preservation of open space

Inherent in our acceptance of zoning, a building code and other controls over development, is the recognition that the unregulated use of land will fail to create an urban community of enduring benefit for the majority of its citizens. A relatively new concept perhaps for many people is that provision must

be made for "Open Space" if we are to maintain the basic atmosphere of Wayland, and protect our water supply. The former contributes in a major way to the value of every home in Wayland; the latter represents a vital asset whose impairment can result in huge direct expense to every resident of the Town.

There are other reasons too. As typical and specific examples, "Open Space" can

- provide opportunities for public recreation and enjoyment;
- protect the ground-water table and thus our water supply;
- moderate floods and their damage;
- be of great educational value to our schools;
- give form and dimension to the Town;
- enhance the value of surrounding property;
- conserve agricultural, forest or other natural resources;
- act as vital habitat for much of our wildlife;
- preserve a desirable link between an urban present and the nation's rural tradition;
- limit or channel the extension of encroaching metropolitan areas;
- limit the level of air pollution.

Wayland, in the best New England tradition, is blessed with unique beauty and charm; it reflects a historic tradition in which the very basis for the freedom and vigor of this country is rooted. The preservation of "Open Space" is vital if Wayland is to retain these fragile assets in the future as it becomes surrounded by the increasingly dense metropolitan area which the Atlantic seaboard seems destined to become. As Nathaniel Hawthorne once commented re Boston Common -

"Blessed be God for this green tract, and the view which it affords, whereby we poor citizens may be put in mind sometimes, that all His earth is not composed of blocks of brick houses, and of stone and wooden pavement."

There are two programs directed toward the conservation of open space in Wayland, that is, in addition to any efforts of the Town itself. One is the program of the Sudbury Valley Trustees, Inc., formed in 1953 to acquire or at least assure for preservation as much of the wooded and marsh areas in the Sudbury Valley watershed as possible. Its activities have been chiefly in Wayland to this date. By gift and purchase this group has acquired considerable acreage of marsh and wooded land, well distributed throughout the Town, including land north of the Standby Reservoir near Rice Road, an area in the Upper Mill Brook basin, areas in the Sudbury River marshes, land south of Sherman's Bridge Road parcels in the Wash Brook basin north of Heard's Pond, and at the southern end of Heard's Pond.

The Massachusetts Department of Natural Resources is authorized to make plans for and to procure (title, easements etc., by gift and by purchase when funds are made available) a continuous crescent of open land encircling the Metropolitan area of Boston. This is called the Bay Circuit, plans for which were first proposed about 30 years ago. The Sudbury Valley is a link in this "circuit" with much of the marsh land included in the preliminary determination of the land desired as open area. The intent is such that no conflict of interest need arise between the Department of Natural Resources and private groups holding land for preservation in its natural state. To date, no land in Wayland has been acquired by the State under this program. Recent legislation has authorized the Bureau of Sport Fisheries and Wildlife of the U. S. Department of the Interior to acquire the principle flood plain marshes as a National Wild Life Refuge which will augment the programs of the State and the Town.

A program of purchase by the Town of marginal lowlands and marsh lands is recommended to supplement the program of the Sudbury Valley Trustees, Inc., and the proposed National Wildlife Refuge. It is vital to preserve these lowlands which now are obtainable at moderate cost but which will not remain so as development of the metropolitan area continues.

These marshlands are unique in providing habitat for a large quantity and a wide variety of birds. Particularly, the areas around Heard's Pond, are the most important and unique recreational asset of the Sudbury Valley. The preservation of natural habitat is considered to be the most critical factor in determining the continued survival of wild bird life. Until such time as the State Legislature appropriates funds for the Massachusetts Department of Natural Resources to procure land (by eminent domain) for the Bay Circuit, the entire responsibility rests with the Conservation Commission and the Sudbury Valley Trustees, Inc., which group is making strenuous efforts to interest donors in giving land and to raise money for purchase. However the time element is so critical, that assistance is needed from the Town of Wayland if the objectives discussed herein are to be achieved. Close liaison by the Park Commission, the Planning Board, and the Conservation Commission with the Sudbury Valley Trustees and with the Massachusetts Department of Natural Resources and the Bureau of Sport Fisheries and Wildlife is urged in order to make the most of opportunities to acquire land which should be preserved as natural areas. This important program should be supervised by the Conservation Commission.

The Town appointed committee (Annual Town Meeting 1958) requested to report on recreation sites, recommended among other things, that certain forested areas of low lying land be preserved as open space reservations. This committee in

its final report in 1957 cited five areas listed below:

1. The low-lying forest and marshlands surrounding the brook between Oxbow Road on the west and Red Barn Road on the east.
2. The low land surrounding the upper reaches of the Mill Brook lying generally north of Claypit Hill Road, east of Concord Road, and south of Glezen Lane, being attractive forest and low land including about four acres of cranberry bog and a two-acre pond.
3. Land surrounding Pine Brook lying generally east of Cochituate Road, south of State Road east, west of Pine Brook Road, and north of the Aqueduct, being attractively forested low land through which flows a substantial stream.
4. Land north of the auxiliary Reservoir at Rice Road, lying generally west of Rice Road and south of Mainstone Farm.
5. The low forest land lying north of Heard's Pond between it and the Sudbury River.

The Sudbury Valley Trustees, Inc., have already acquired some land in areas numbers 2, 4, and 5. This committee report is cited to reinforce the evidence that there is strong Town interest in preserving these areas.

### Section III

#### Transportation, Streets and Highways, Parking Facilities

Although Wayland is served by rail and bus service to Boston and other regional destinations, the principal means of transportation is by automobile and truck. As an integral part of the Boston Metropolitan Area, Wayland contains major highways carrying connecting traffic in both east-west and north-south directions, plus some long distance regional traffic (chiefly on Route 20). The major highways in this vicinity are Route 128 (circumferential around Boston) and the Massachusetts Turnpike (toll road extending from Route 128 west to New York State). Aside from the Turnpike which passes through the southern tip of Wayland, Route 20, (Boston Post Road) carries the highest volume of traffic of any main highway within the Town. This traffic is chiefly commuters' trips and local movements; there is some long distance commercial traffic that does not patronize the Turnpike. The long range plan of highways in the region does not include the construction of any new highways through any part of Wayland. The construction of Interstate Route 495 (outer circumferential) will stimulate activity and growth in the area between 495 and 128 and will further increase traffic on

the major routes in Wayland, particularly Route 20.

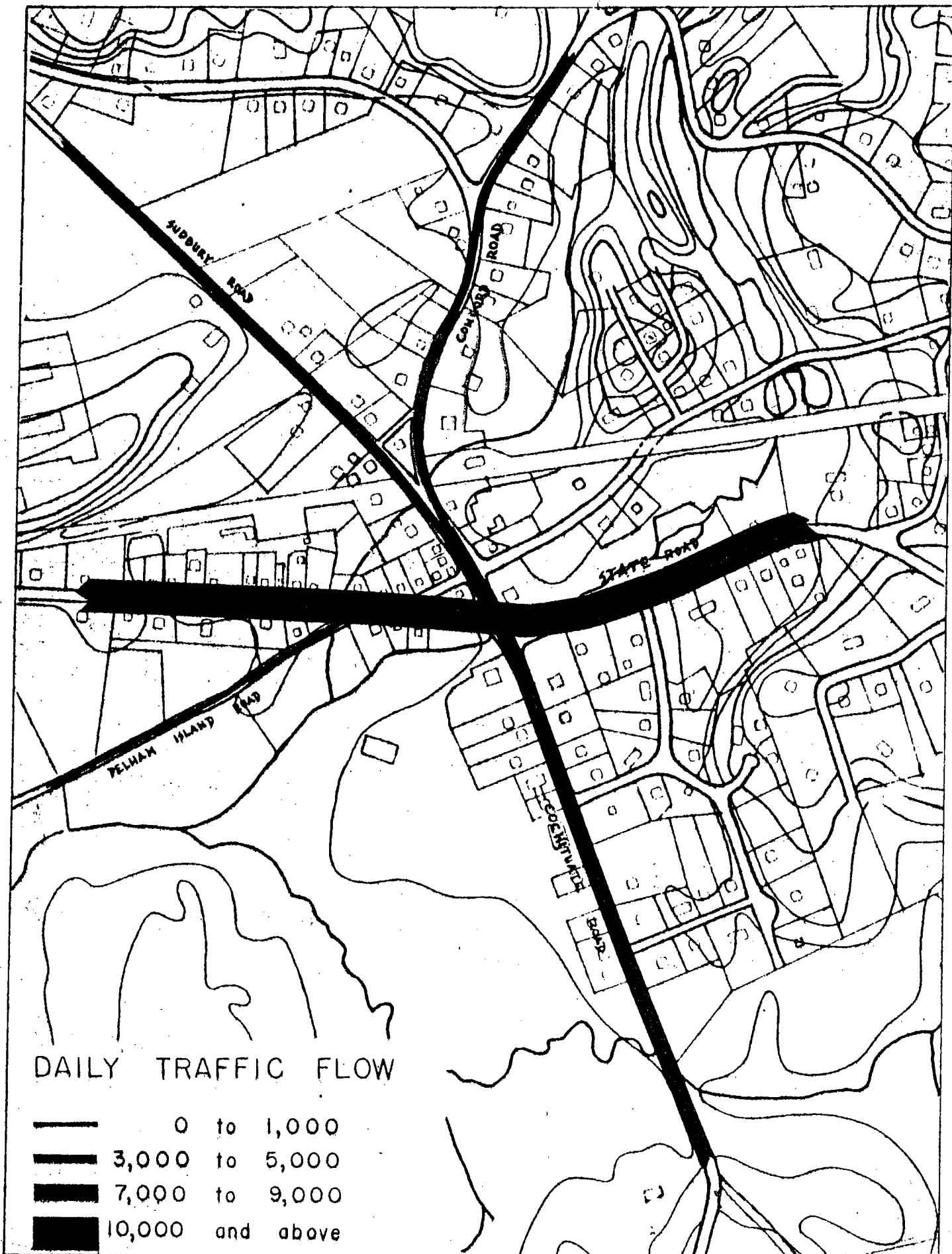
The accompanying traffic flow map shows the relative volumes of traffic on major routes in Wayland, exclusive of The Massachusetts Turnpike. In the future the commuting and other short distance movements in and through Wayland can be expected to increase as the land development intensifies in this sector. The improvement and changes proposed for highways in this section are shown on Map No. 8 and include the following:

1. The relocation of Route 20 to a new right of way in order to bypass Wayland Center as shown on the accompanying map. The volume of traffic on this route is high and will undoubtedly continue to increase as more employment opportunities and new residential developments are located in Wayland and west of it in the nearby towns. The Massachusetts Department of Public Works has contemplated this bypass for a number of years. The project has not to date achieved a high enough priority for execution. The volume of traffic, present and anticipated is sufficient to make imperative the use of design standards that will insure that the improved roadway will be capable of handling the maximum in volumes of traffic. The very least in design specification for any new construction should provide that the road be limited in access from abutting property, divided in direction to avoid left turns and facilitate safe movement and that intersections with major routes or connections to large concentrations of parking space for industry or retail business be handled with grade separations and interchange ramps.

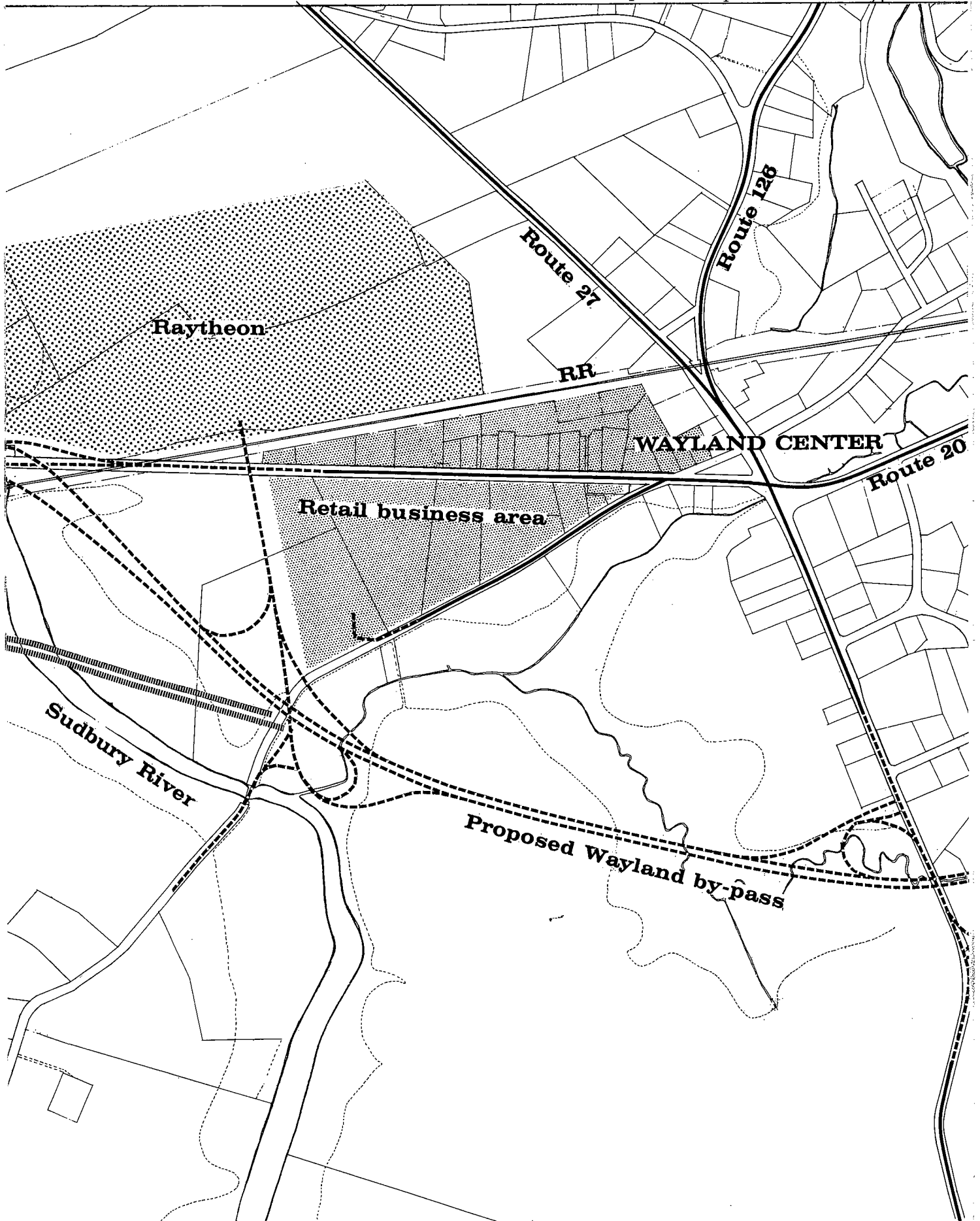
It is recognized that, short of complete relocation, the specifications for that part of Route 20 from Robinhood Ten Acres east to Route 128 (through Wayland and Weston) cannot include limitation of access nor frequent grade separations. This may also permit the preservation of existing trees where there are such. The intersections at Ten Acres and at Old Connecticut Path should be designed to encourage the use of the bypass and avoid the residential areas for which protection from traffic is sought. Designs for these intersections are suggested on Map No. 8.

In the vicinity of Sand Hill, the new location of Route 20 may follow that of the present roadway or be constructed to cross the marsh thereby remaining south of the railroad. Part of the area adjacent to State Road in the Town of Sudbury is now used for business and industrial purposes. The projected land use of a much wider area in both Towns is for industry. This will mean a large increase in industrial land in the Sand Hill section. In order to preserve the usefulness of Route 20, it is recommended that a road plan be developed for the Sand Hill section by which traffic to the various industrial sites is channeled onto one or more feeder streets. These, in turn, will intersect with Route 20 at sufficiently distant intervals to permit the handling of the traffic intersections with channelization techniques or partial grade separations. Even

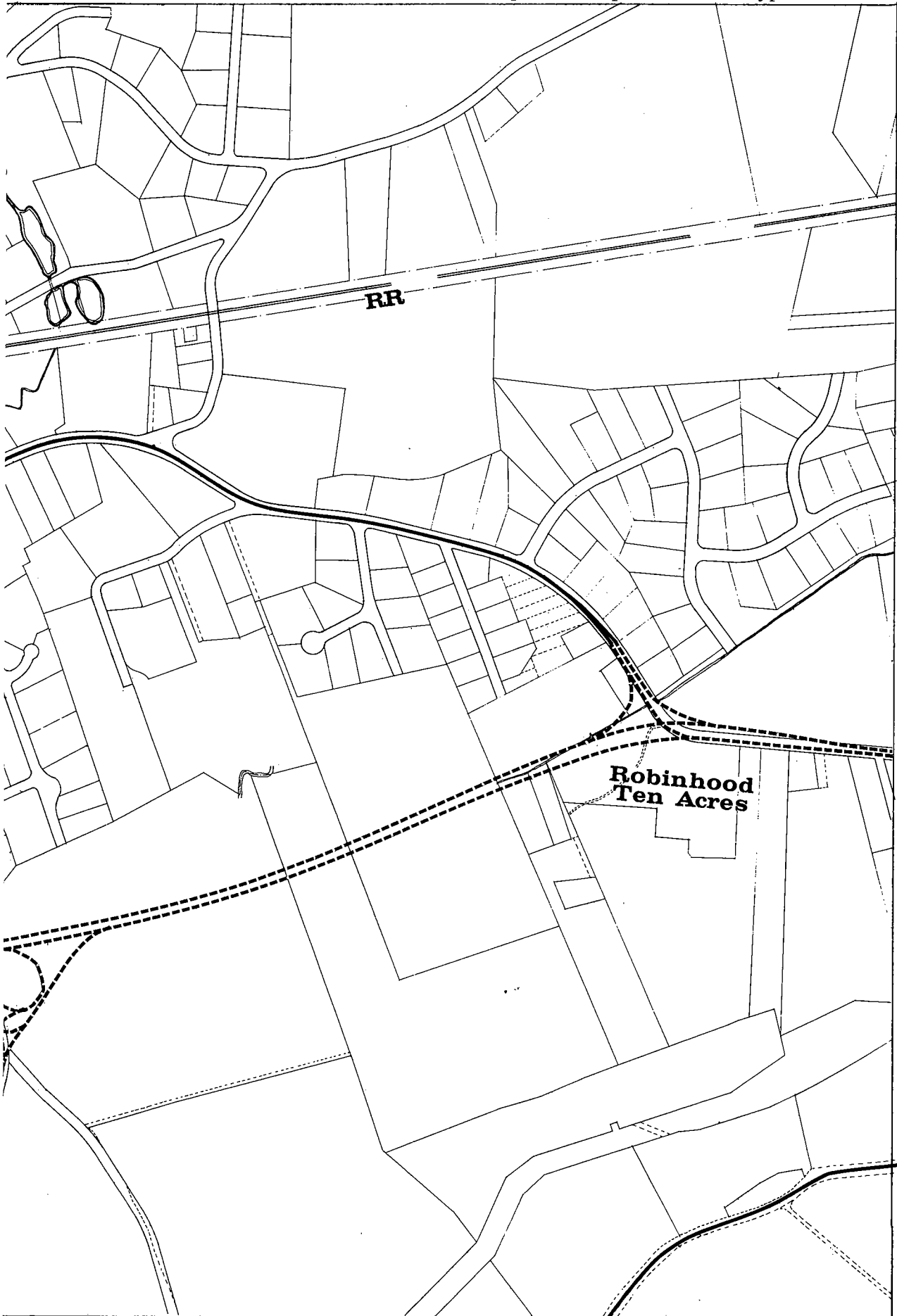




Section 2 of Map for Proposed Rt. 20 Bypass



Section 1 of Map for Proposed Rt 20 Bypass



Section 3 of Map for Proposed Rt. 20 Bypass



though the traffic generation is not great at present in the Sand Hill area. it will become so as the land proposed for industrial use in the two towns is developed. If the State does plan the bypass to continue into Sudbury south of the Boston and Maine Railroad tracks, it may be possible to use the present Route 20 roadway as an access road to industrial sites and to design the interchange with the bypass at the same point at which the traffic from the Raytheon Manufacturing Company and the retail center will join the bypass.

2. At the east end of Route 20, it is recommended that the through traffic using Old Connecticut Path from the Weston boundary to Cochituate Road be encouraged to use the bypass and Cochituate Road. This section of Old Connecticut Path will serve as an access to Rice Road and other streets that may be constructed as this section is subdivided for residential building.

3. Consideration has been given to the possibility of relocating Route 27 to run from its present position in Sudbury along the river to Route 20, rather than to enter Wayland Center on Old Sudbury Road. This might serve as an access to the Sand Hill area industrial uses. It is doubted that this relocation would reduce traffic on Old Sudbury Road passing through Wayland Center unless the design of Route 27 was such that it was appreciably more convenient to reach Route 20 to the west of Cochituate Road or at Robinhood Ten Acres.

4. New layouts for some other roads is proposed. The first is Rice Road, the major access street to a sizeable area (now undeveloped). The development of this area will depend upon new residential streets constructed under the Planning Board's rules and regulations dealing with subdivision control. For this area Rice Road is reasonably well located to serve as a main feeder street. No improvement should be undertaken unless the surrounding area is subdivided, creating the need for improvements of any streets in this section.

Oxbow Road also needs improvement in layout and construction. Some other roads need partial reconstruction or relocation, such as Stone Bridge Road in the vicinity of the Aqueduct. Much of this partial relocation and construction is done under the Road Commissioners. Consideration by the Board of Selectmen and Road Commissioners should be given to the possibility of limiting the weight of vehicles on Routes 27, 30, and 126, particularly in precinct 2, so as to prevent these roads from becoming the route of access to a new trucking terminal to the west of Lake Cochituate in Framingham. There is at present such a limitation on Route 16 in Watertown.

#### Construction of New Ways Under Subdivision Control

The most important local control over the provision of new streets is exercised by the Planning Board in carrying out its function under the Subdivision Control Law. The Board is responsible for the adoption of regulations

governing the subdivision of land where a new road or way is required. One of the fundamental purposes of this law is to insure adequate layout of new ways and the legal authorization to require that the subdivider install the utilities and construct the roadway. Since 1943 Subdivision Regulations of the Wayland Planning Board have governed the construction of new subdivision roads. These regulations are in the process of being updated for administration and for road construction requirements.

Aside from the width of the right of way and its travelled surface and the details of construction, the Planning Board has also the responsibility to guide the location of ways toward the end result of a coordinated safe and efficient network of roads. In practice, it is economically unfeasible to limit development of houses along major existing ways in favor of new residential streets. The costs of street improvements and utilities are great enough to induce development of all usable frontage, either on new ways or existing streets. While the Planning Board has limited power to control the street pattern developed in residential areas under subdivision control, the primary achievement of subdivision control is to provide for a safe layout and to control the quality of street construction.

#### Parking Facilities

Off street parking requirements in connection with new construction in both Business Districts A and B are currently in force through the Zoning Bylaw (as amended in 1956). The percent of coverage of lot by buildings is also restricted by zoning in order to insure that there will be sufficient lot area for off street parking in most instances.

The Business District B areas of Wayland Center and Cochituate are large enough to permit conformity to the parking requirements of the Zoning Bylaw. The "Village Shopper" development in Wayland Center has provided off street parking in conformity with zoning. There is sufficient land to accommodate expansion of this development. In Cochituate the large area southeast of the intersection of Commonwealth Road and Main Street is of such size as to accommodate off street parking for any new uses.

From a metropolitan point of view it is desirable to encourage the use of rail and bus transportation to Boston destinations. At present the prospect for sound economic support for rapid transit service on the Boston and Maine rail line seems very remote. It is possible that a Metropolitan plan for expansion of rapid transit service will be developed. In this case parking space in addition to that at the Wayland Station will be needed. No further consideration of this is proposed until such time as the demand for more parking space is felt. The recent purchase by the Town of the Wayland Station and Tower Hill Station parking areas may suffice for some years.

## Section IV

### Municipal Services and Utilities

The Town of Wayland supplies to its residents the following services: water; fire and police protection; public health services; public library (two locations); welfare assistance; disposal dump (no collection service); recreation facilities; public cemeteries; garbage collection. These are in addition to the public school system, public roads and streets and many other general functions of government. No public system of sewage disposal is in existence.

Map No. 5\* shows the water distribution systems and hydrants for fire protection, and locations of fire and police stations. Map No. 9\* illustrates the natural water shed areas and the stream courses as an aid to the Planning Board in developing solutions to the surface water drainage, particularly in connection with subdivision approval. The Everett M. Brooks Company has prepared transparent overlays of each sheet of the property maps<sup>1</sup> (1" = 200' and 1" = 100') to show drainage courses and easements of record, plus the location and nature of drainage structures. These overlays enable the Town to reproduce copies of the property maps with the drainage information included.

### Drainage, Sewage and Water Distribution

The maintenance of adequate records concerning drainage easements and construction is being provided for as described above. The Planning Board's regulations governing the subdivision of land authorizes the Board to require of the subdivider a satisfactory system for surface water drainage in connection with the construction of a new way. The Town through its Road Commissioners is responsible for providing adequate solutions to the drainage problems in connection with existing public ways (responsibility may be shared with the State and the County for certain main routes.)

The most difficult surface water drainage problem occurs in Wayland Center during periods of flooding of the Sudbury River. The streets in the Center itself are at such elevation that they are flooded if the level of the river rises to an elevation as much as 121 feet above sea level. The storm drainage system for this area collects water and disposes of it via Mill Brook and Pine Brook to the Sudbury River. There appears to be no easy solution to prevent the infrequent flooding such as was experienced in August 1956 when the level of the Sudbury River reached the elevation 121.5 feet above sea level. One possible solution might be in the construction of a dike to prevent the river water from entering

1 The town maintains property maps, (Town Atlas) revised annually.

\* In Planning Board Office

the brooks during flooding; this would necessitate impounding the water in the brooks above the town center and the gradual releasing of it when the level of the river permitted. Such a plan would require pumping of water into the river as sufficient upstream reservoir space does not exist. Another solution may be in the raising of the level of the streets above the expected flood level. This would be expensive and complicated as a general solution (except for Pelham Island Road where it is essential).

The nature of the flooding in the Sudbury Valley is such that the intensity of any flood can be reduced by impounding water upstream but the duration of the flooding is hard to reduce. The large flood plain area and the sluggish movement of the water toward the Merrimack River combine to make it difficult to prevent flooding in periods of extremely heavy rainfall.<sup>2</sup> The infrequency of such flooding and its shallow depth in the center does not seem to warrant the very heavy expenditure to prevent it. Basements are subject to flooding in this area but the safety of life is not directly threatened; the flooding may cause added health hazards by sewage disposal failure. The provisions of the present Zoning Bylaw prevent building on terrain that is below the elevation of 125 feet above sea level unless a permit from the Board of Appeals is obtained. The Board of Health and the Planning Board are alert to the hazards of additional building in the flood plain throughout the town and are making efforts to avoid the creation of new hazards or situations requiring town remedy.

The raising of the roadway of Pelham Island Road is under consideration at present in order to avoid isolating the inhabitants of the Island during flooding of the Sudbury River. At such time egress from the Island into Sudbury to the southwest is also blocked by the river. Essential communication and emergency services are most logically maintained to this area from Wayland. It is recommended herein that the rebuilding of Pelham Island Road be coordinated in design with the Route 20 Bypass as discussed. In addition to Pelham Island Road, there are other less critical instances of roads in the flood plain; Oxbow Road, Sherman's Bridge Road and an area (mostly owned by the town) in the Stonebridge section.

There has been no serious consideration of a town wide sewage disposal system because of the cost and of the fact that the density requirements (lot size) and soil characteristics are affording satisfactory sewage disposal by septic tanks and leaching fields in the subdivisions developed since 1945. Most but not all of the buildings erected prior to this have lot areas adequate for safe disposal. The Board of Health supervises the details of installation of the individual systems. The Planning Board's regulations and the zoning bylaw are further controls to avoid inadequate sewage disposal. In some areas there have been

2 Soil Conservation Service, United States Department of Agriculture



instances of summer cottages constructed before zoning controls were adopted in which instances the lot is too small for a leaching field and/or the ground elevation is too near the level of the water to avoid direct pollution. The Board of Health, the Planning Board and the Town Officers have for a number of years followed a policy of strict enforcement of health regulations, preventing occupancy of building in violation, and have recommended to the Town Meeting that such properties be purchased by the Town. The acceleration of this process is contemplated by the plans proposed by the Redevelopment Authority. It is the assumption for this area that sewage disposal problems will be eliminated without a central treatment system.

There are, at times during wet periods, difficulties in septic tank operation experienced in densely developed areas. It has been the policy of the Board of Health to solve these by improvements to the individual systems.

The Water Commissioners have in recent years completed an expansion of storage capacity to 2,500,000 gallons (new 2 million gallon tank), installed a new well at Baldwins Pond and completed the metering of individual services. The distribution system is well developed with mains to almost every part of the Town. The supply is from ground water sources, two gravel-packed wells in the Happy Hollow area and two at Baldwin Pond. The Water Department is maintained as a self supporting public service enterprise.

There are no immediate needs for capital expansion. The department has located by test well investigations new sources of water in the northern part of the town in order to meet the potential demand for service in this section. It seems likely that ground water sources will be able to supply the so-called ultimate population of 20,000 persons. If not, the Town can seek supply from the Metropolitan District Commission to augment local sources. Two of the Commission's aqueducts pass through Wayland, the Hultman Pressure Aqueduct running north of Dudley Pond and the Weston Aqueduct (gravity) running through the Happy Hollow area and along Old Connecticut Path. The present policy of the Commission is to permit such connection for partial supply.

The water consumption for the past eight years is as follows:

1954	233,000,000 gallons/year
1955	259,000,000
1956	257,357,800
1957	320,000,000
1958	279,000,000
1959	315,000,000
1960	333,000,000
1961	368,000,000

The maximum daily consumption reached was 2,360,000 gallons per day in 1957. The pumping capacity is 3 million gallons per day.

### Fire and Police Protection

The two departments operate separately in the Town Office Building. There are no new capital expenditures (except for periodic renewal of equipment) required. The new town office building houses the fire and police departments and their equipment. There is a second fire station (built within the past ten years) in Cochituate. The present policy is to allocate six thousand dollars annually for the purchase of Fire Department equipment. Recently, changes in the operation of the Fire Department have been made by which two men are on duty each night at the Wayland Station, plus one communications officer.

### Parmenter Health Center

The Parmenter Health Center on North Main Street is a privately endowed health center which is operated in close cooperation and joint sponsorship of the public health programs of the Wayland Board of Health.

### The Wayland Library

The Town of Wayland has the distinction of being the first community in Massachusetts to support a free library. The Wayland Library was founded in 1848 as the result of a gift of \$500.00 to the Town on the condition that the residents would raise an equal sum. The Library was first situated in the building now used by Collins' Market (the former Town House); later it was moved to the Town Hall (1879) and thence to its present building in 1900.

The present library has somewhat more than 50,000 books. The library operates a branch in the fire station in Cochituate. The expenditures for the past eight years are as follows:

Year	Total Expenditures	Equipment and Capital Expenditures	Total Town Population	Per Capita Exp. (Operating Costs)
1954	\$17,348.86	\$ 383.30	6650	\$2.56
1955	17,004.98	160.94	7359	2.30
1956	19,595.11	1,520.17	8000	2.25
1957	19,983.45	1,588.39	8760	2.10
1958	26,427.29	6,781.27	9301	2.12
1959	21,307.23	707.35	9785	2.12
1960	32,981.35	4,771.39	10444	2.61
1961	33,509.20	6,760.00	10965	2.43

## Section V

### Land Use and Zoning

Zoning was originally adopted by vote of the Town Meeting on September 5, 1934. This represented a comparatively early awareness of the protection afforded by zoning. It has meant that there has been a measure of control exercised over the subdivision and development of land for residential purposes and that non-residential uses have been restricted to certain well defined areas. Prior to 1934, Wayland did experience some subdivision of land into very small parcels, in certain other areas, but for the most part subdivision has been subject to lot size regulation of the Zoning Bylaw.

Since 1934 the zoning bylaw has reflected a desire to maintain Wayland as a low density residential community. As population pressure has heightened, the Planning Board and the Town Meetings have reappraised Wayland's position within the western section of the metropolitan area and have increased the lot area and frontage requirements for residential districts and maintained the single family residence requirement. These policies are primarily responsible for the growth of Wayland in a manner that has encouraged investment in homes and gives evidence of creating a most satisfactory environment for family living.

The older areas in Cochrutuate are the most dense, these having been developed before zoning and subdivision control standards were as high as at present. Most of the older residential areas in other parts of the Town have an open, semi-rural character which is in keeping with present space standards. The newer areas have followed zoning minimums to a large extent, although there are many residential properties with more than minimum lot areas (and without the possibility of further subdivision on an economically feasible basis). The large amounts of steep wooded land and swampy marsh area tend to encourage the maintenance of open spaces because the cost of subdividing and building on such land is too great to be justified at the present. This is not to say that this will always be the case, for which reason the program of open land acquisition by the Town and the Sudbury Valley Trustees is of such immediate importance.

Map number 8 illustrates the proposed use of land. It is a compilation of the specialized plans discussed and submitted in the various sections of this Plan. No major changes in residential densities (and consequently zoning) are proposed at the present time. Some increase in residential densities may be desirable after careful consideration and effective controls to insure that the open character of Wayland is not sacrificed.

## Wayland Center

In 1956 and 1957 consideration was given to the zoning of land for retail business and to changes in the zoning bylaw provisions relating to business. A land use plan for both Cochituate and Wayland Center was developed on the basis of which zoning changes were proposed and adopted with only minor modifications. At that time a part of the triangle between Pelham Island Road, State Road West and the Sudbury River was placed in the Business B District. It is proposed that as the demand develops, the remainder of this triangle be zoned for business (requiring off street parking as is provided in the requirements for the Business B District). In order to preserve the character of Wayland Center, it is urged that efforts be made to avoid the replacement of the frame buildings facing Cochituate Road now in the Business District A. These buildings are harmonious in character with the residential buildings making up the center of the Town. The land area of these parcels is too small to provide off street parking in significant amounts. Other financially satisfactory use of these properties can be found without demolishing the present buildings, the most obvious being for professional or business offices. Related to the preservation of the character of Wayland Center is the disposition of the three parcels in Business District A on the south side of the intersection of Pelham Island Road and Boston Post Road. These should be acquired by the Town when available and the buildings moved or razed. This would enhance the school site and the general appearance of the Town Center. It would also avoid the ultimate development of traffic generating activity (retail business or similar commercial activity) at a point of extreme congestion.

The development of a plan, jointly worked out by Wayland and Sudbury, for the Sand Hill area is an industrial sector is included in these recommendations. The design and construction of the Route 20 Bypass will affect the details of a plan for the Sand Hill area. The fundamental objectives are:

- (1) to control the ground level for proper surface water drainage and ease of development of the district in accordance with a coordinated plan.
- (2) to make a limited number of connections to Route 20 so that traffic can be handled in a manner that will not interrupt the movement of traffic on Boston Post Road.

Another very important series of land use policies relate to the preservation of open land and the protection of marshes and the flood plain. The relatively low density residential zoning requirements in most areas will preserve enough space among dwellings to permit the maintenance and development of trees, shrubs, etc. which will enhance the desirability of the residential areas. At the same time some larger open areas are needed for recreation and the enjoyment of the undeveloped land, either wooded or open. In 1958 the Town Meeting

enacted flood plain zoning to exercise some controls over the filling of the Sudbury River marshes. In Section II and on Map Number 7 detailed proposals are made for public and private acquisition of steep land, marshes and flood plain areas. Coupled with this is the proposal for a series of connecting paths and trails to be established by purchase or easement. To supplement these efforts, the Town can maintain the trees and rights of ways of streets in a manner that increases land values.

In the Cochituate area no expansion of the business districts is recommended. It does not seem desirable to foster business uses along Commonwealth Road east of Main Street beyond the areas so zoned at present. A possibility for light industry is the area south of the Turnpike. The decision relative to land use here should be fully coordinated with proposed and actual land use and access in the Town of Natick in light of the fact that the area is entirely isolated from the remainder of Wayland by the Massachusetts Turnpike. There is an area nearby in Natick now zoned for industry. Current contact with the Town of Natick indicates that no policy has been determined relative to expanding this industrial district. At present all land surrounding the Wayland sector south of the Turnpike is in a residential district.

## Section VI

### Capital Budget

Appropriations of money for Capital Expenditures are initiated by various Boards and Departments as discussed below. The programming of such appropriations has been closely supervised by the Finance Committee. Recommendations in this section are for the 5 year period 1963 - 1968.

This section contemplates no change in the continuity of policy in regard to capital appropriations, as continuity of overall town government procedures of recent years is one of the main themes of this report on planning. Involved in the discussion below are those items that have a bearing on the tax rate, and do not include specific figures of capital appropriation for the Water Department, where all appropriations are expected to be derived from Water Department Income. Capital needs for the Water Department, however, are limited to a well site in the north of the Town, and extension of mains in existing Town roads as well as main replacements.

### Schools

As mentioned in the introduction to this Report, planning of school facilities has been an orderly practice of the School Building Committee and the School Committee. The continuity of this effort has been encouraged in this Report and the Planning Board is not in a position to state any specific projected

appropriations for capital expense.

#### Redevelopment Authority

Since no specific plans are in existence for work to be done by the Authority, no projection of appropriation can be made at this time. The Town's share of any work to be done under a specific plan would have to be included in a Capital Outlay Program.

#### Conservation Commission

One of the strongest recommendations in this Report is for support of a program as previously described as to being forthcoming from the Conservation Commission. Statutes allow Towns to appropriate one twentieth of one percent of assessed valuation per year up to \$15,000 for a program of acquisition by a Conservation Commission. At present in Wayland this would equal about \$12,500. Purchases are reimbursible at the rate of 50% from the State. A budget of \$3000 per year is recommended now for the Wayland Conservation Commission, this to be revised upward in future years as specific plans and programs now being formulated for open space preservation are developed by the Commission. When such plans are developed the Planning Board urges the Town to appropriate sufficient money for their execution.

#### Fire Department

The program of appropriating \$6000 per year for replacement of vehicles should be continued. This will put the Department in the position of replacing each vehicle at the age of 20 - 25 years. Currently there are still two vehicles older than this standard, each being about 29 years old. When these are replaced, replacements will be such that no more than one vehicle is purchased in a given year. It is contemplated that of the two oldest mentioned above, one would be replaced in 1963 and one in 1965 or 1966. The Department's station wagon and light utility truck are not considered capital expense.

#### Highway Dept.

Continuation of appropriations for the following categories at the following rates is recommended as an average per year for the 5 year period.

Chapter 90 Construction	\$ 8,000 per year
Reconstruction of existing Town Roads	\$15,000 per year
Heavy Equipment Replacement	\$10,000 per year
Betterments	\$20,000 per year
Sidewalk Construction	\$ 5,000 per year

Park, Cemetery, Tree and Moth Depts.

Construction of a building to store vehicles, supplies, and equipment. This building to be a three bay garage; forty to forty-five thousand dollars recommended.

Town Beach (Park Department)

Three thousand dollars for each of 3 years, for beach expansion, development, and retaining wall.

Purchase of Condemned Property

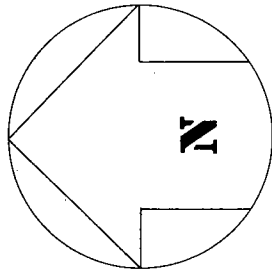
The program of appropriating about \$5000 per year should be continued pending a specific plan from the Redevelopment Authority which might eliminate or reduce this amount as a separate item.

Purchase of Land for Cemeteries

It is known that in total additional land is needed for the two cemeteries, although no specific land is currently under consideration. Three thousand dollars is recommended as a total during the five years in question.

# LAND USE INVENTORY WAYLAND MASSACHUSETTS

Section 1 of Land Use Inventory Map



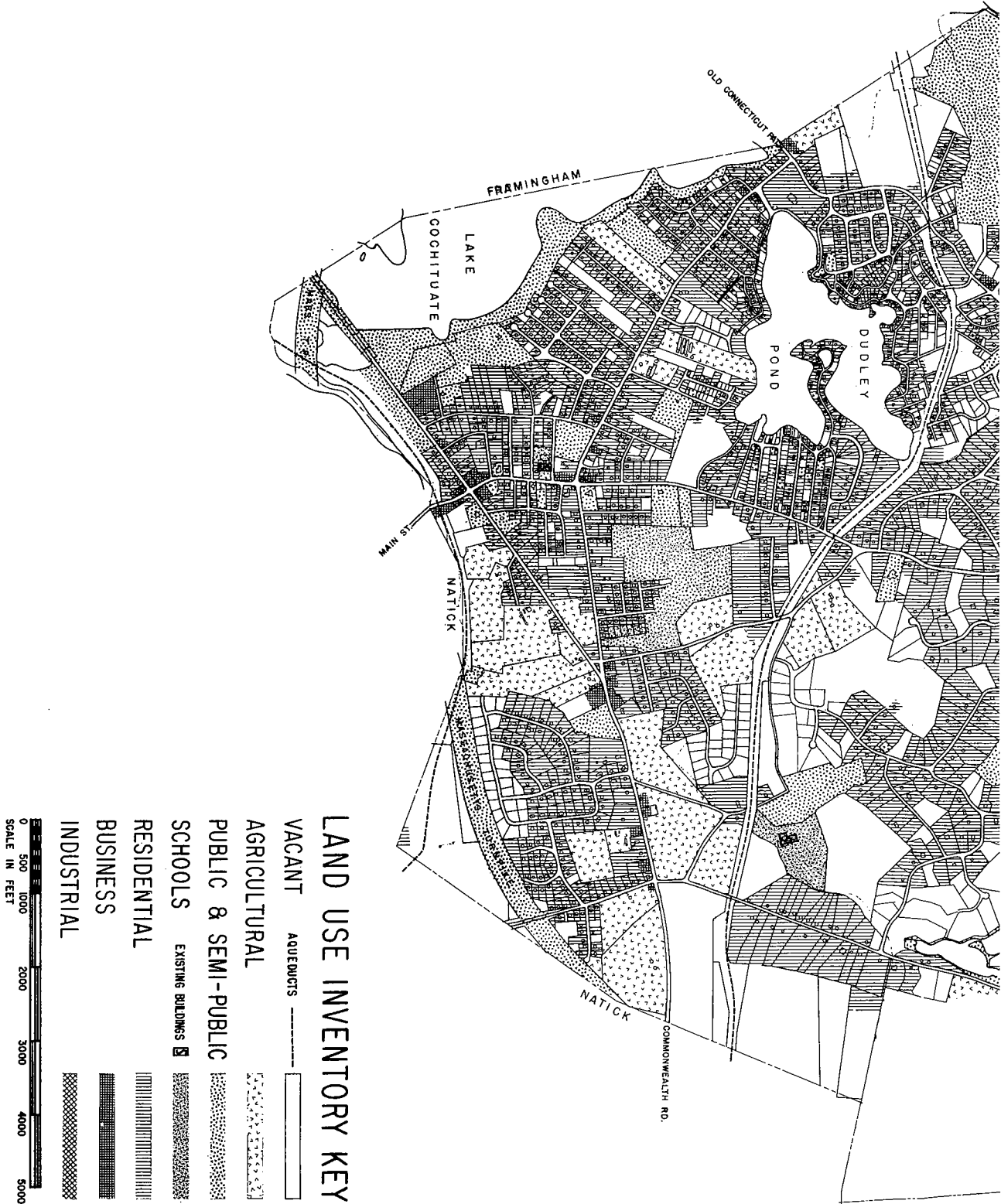


Section 2 of Land Use Inventory Map



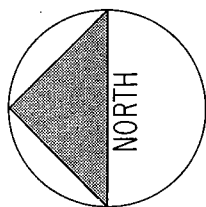
3

PREPARED FOR THE WAYLAND PLANNING BOARD WAYLAND MASSACHUSETTS  
BY JAMES L. HARRIS-ARCHITECT & PLANNING CONSULTANT-CAMBRIDGE, MASSACHUSETTS 1959

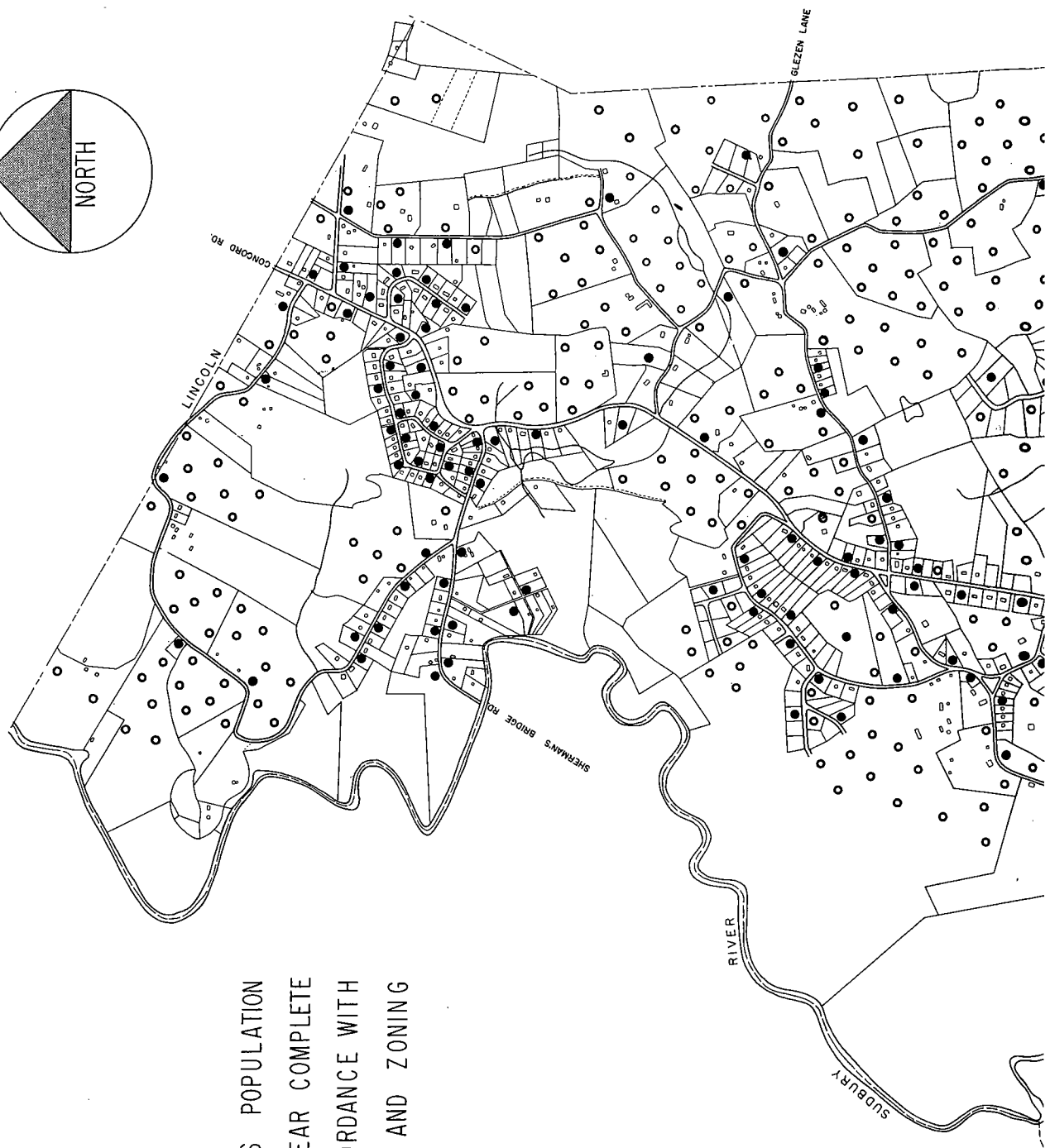


# POPULATION DISTRIBUTION WAYLAND MASSACHUSETTS

## Section 1 of Population Distribution Map



THIS MAP ILLUSTRATES POPULATION  
CAPACITY ASSUMING NEAR COMPLETE  
DEVELOPMENT IN ACCORDANCE WITH  
PROPOSED LAND USES AND ZONING  
REQUIREMENTS



Section 2 of Population Distribution Map

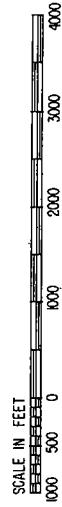




Section 3 of Population Distribution Map

JANUARY 1, 1959 \*  
 DWELLING  
 UNITS:

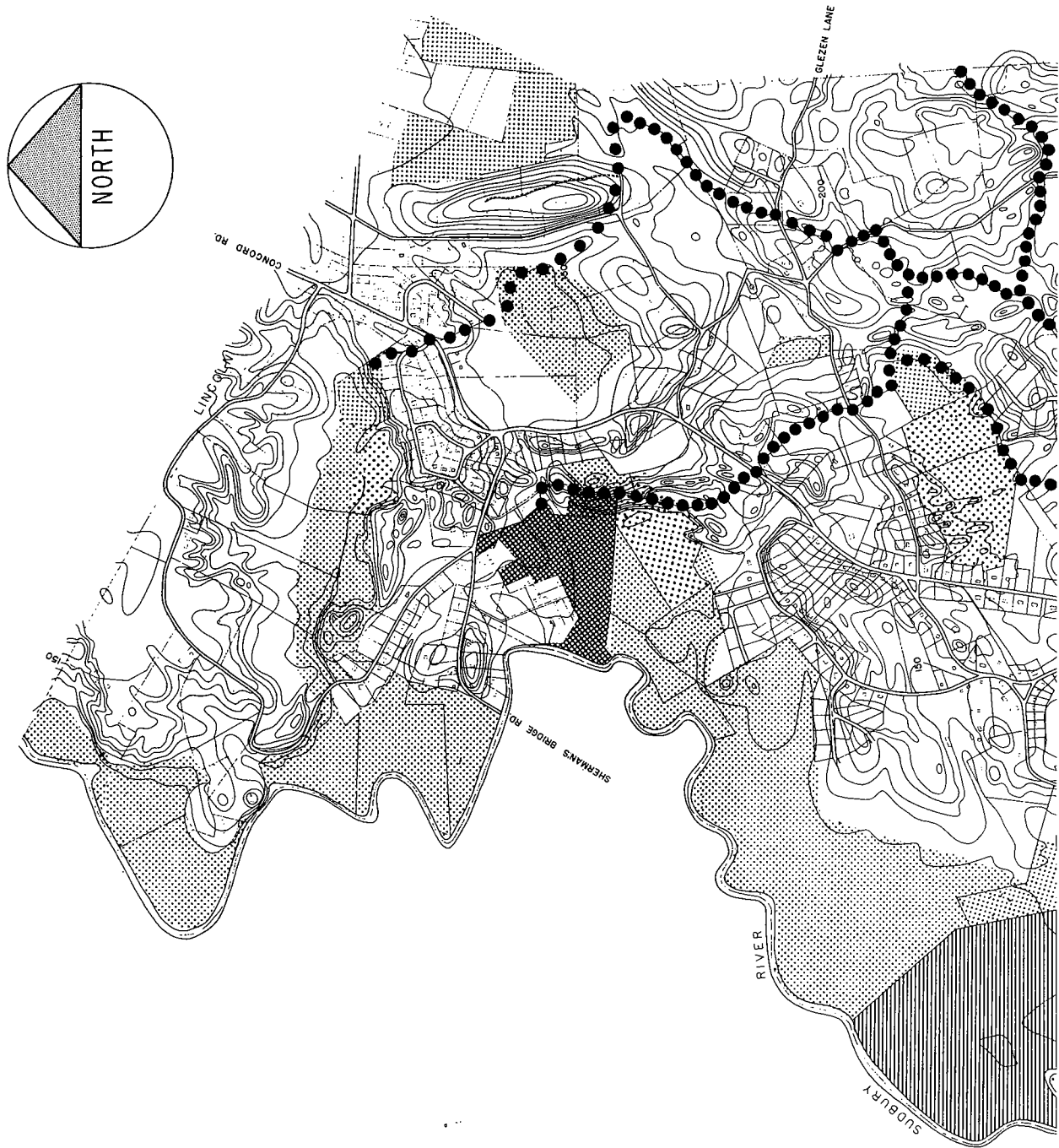
EXISTING	2810	POTENTIAL INCREASE	3079	TOTAL CAPACITY	5889
PRESENT DEVELOPMENT 1958 • REPRESENTS 4 DWELLING UNITS (EXISTING) POTENTIAL DEVELOPMENT ○ REPRESENTS 4 DWELLING UNITS (INCREASE)					



\* QUANTITY OF EXISTING DWELLING UNITS ACTUALLY MAPPED IN 1958. TOTALS SHOWN HEREIN INCLUDE 132 DWELLING UNITS BUILT IN 1958 (NOT MAPPED AS EXISTING). TOTAL CAPACITY INCLUDES THIS GROUP.

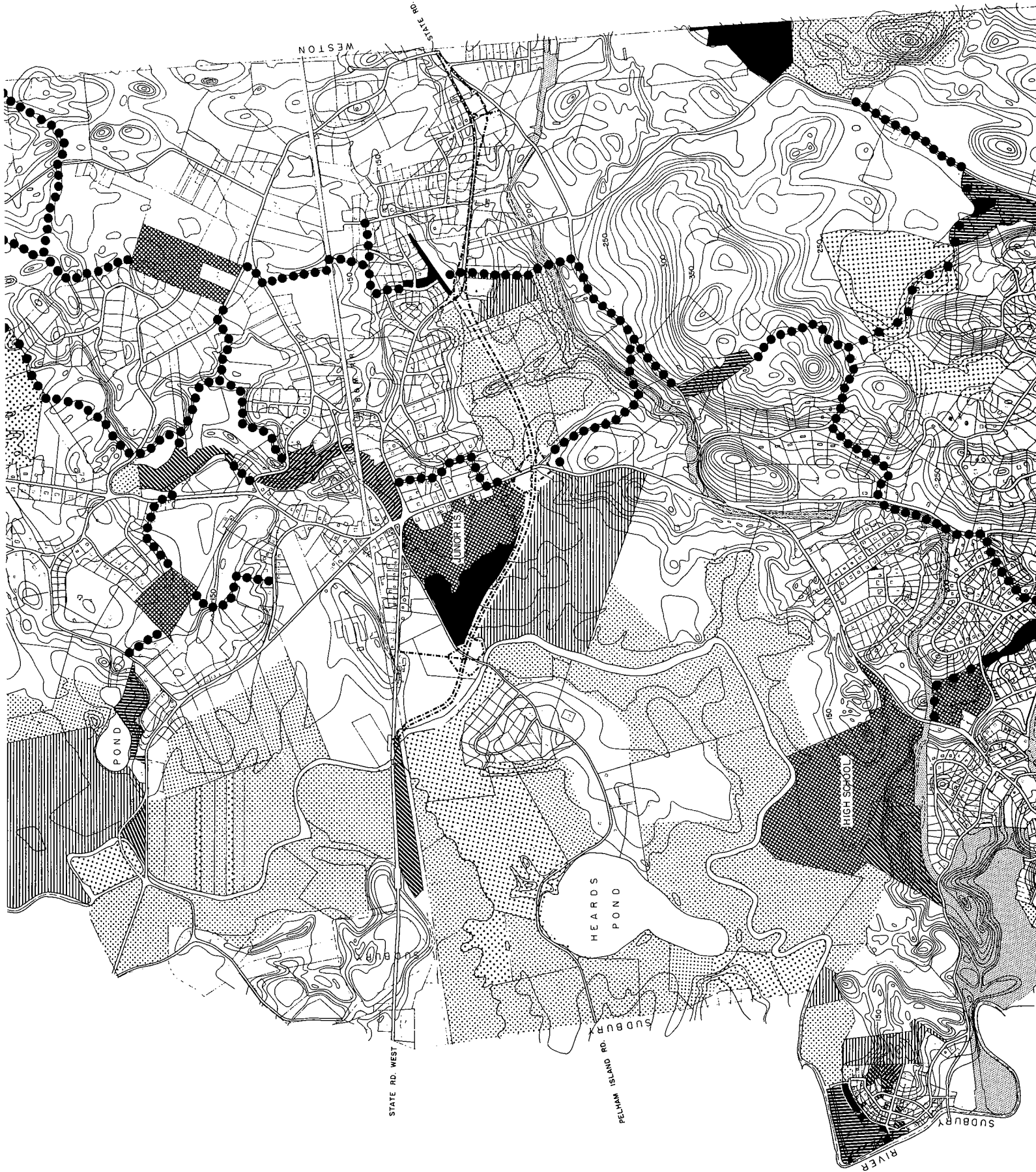
# RECREATION LAND PROPOSALS WAYLAND MASSACHUSETTS

## Section 1 of Recreation Potential Map

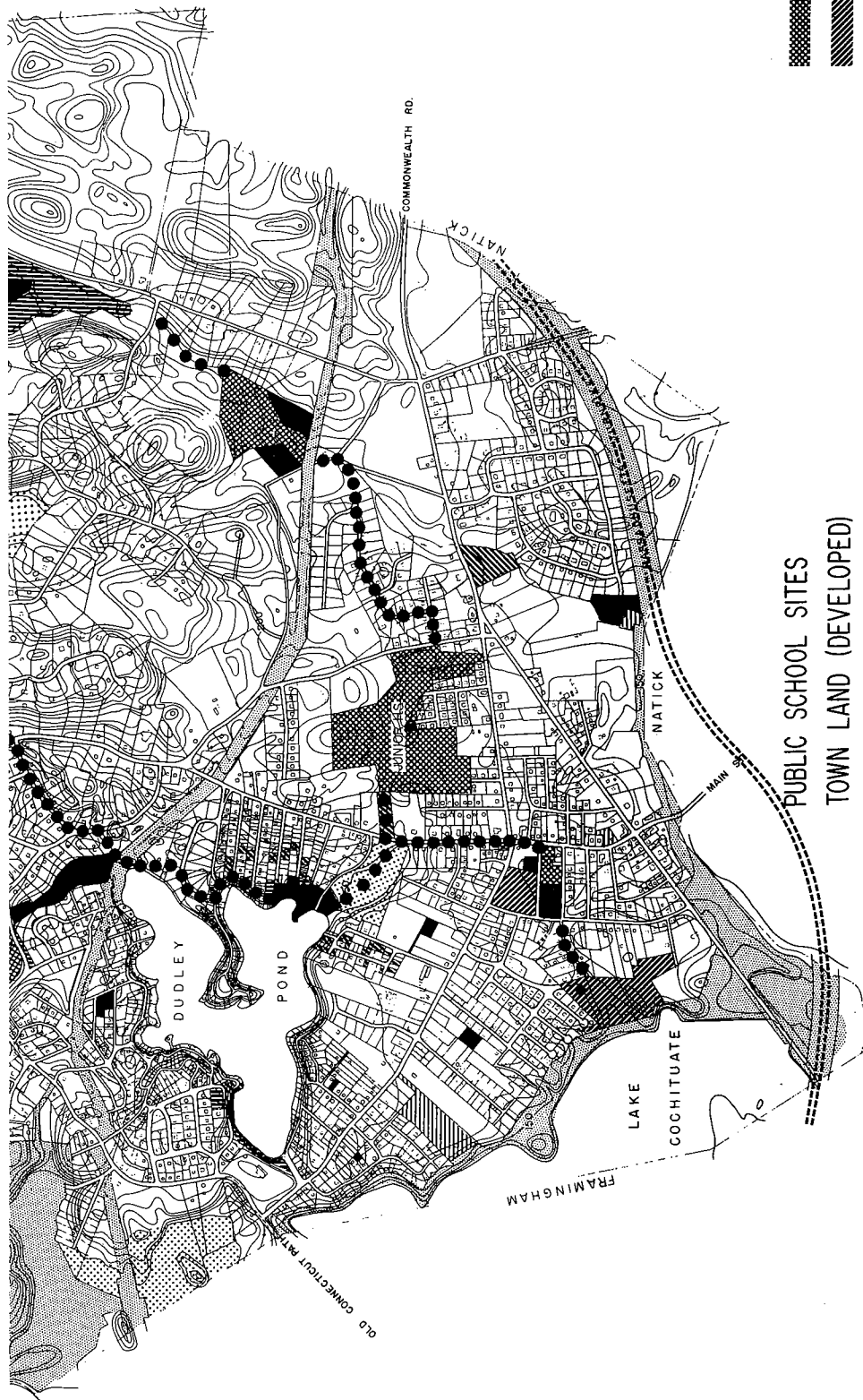




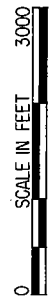
# Section 2 of Recreation Potential Map



Section 3 of Recreation Potential Map



- PUBLIC SCHOOL SITES
- TOWN LAND (DEVELOPED)
- TOWN LAND (UNDEVELOPED)
- (PROPOSED FOR DEVELOPMENT)
- LAND PROPOSED FOR TOWN PURCHASE
- PROPOSED WALKS & TRAILS
- PROPERTIES OF CLUBS & ORGANIZATIONS
- LAND OF SUDBURY VALLEY TRUSTEES (APRIL 1, 1959)
- PROPOSED OPEN LAND RESERVATION
- AQUEDUCTS (LIMITED IN USE) & STATE LAND
- FLOOD PLAIN (ELEV. BELOW 124')



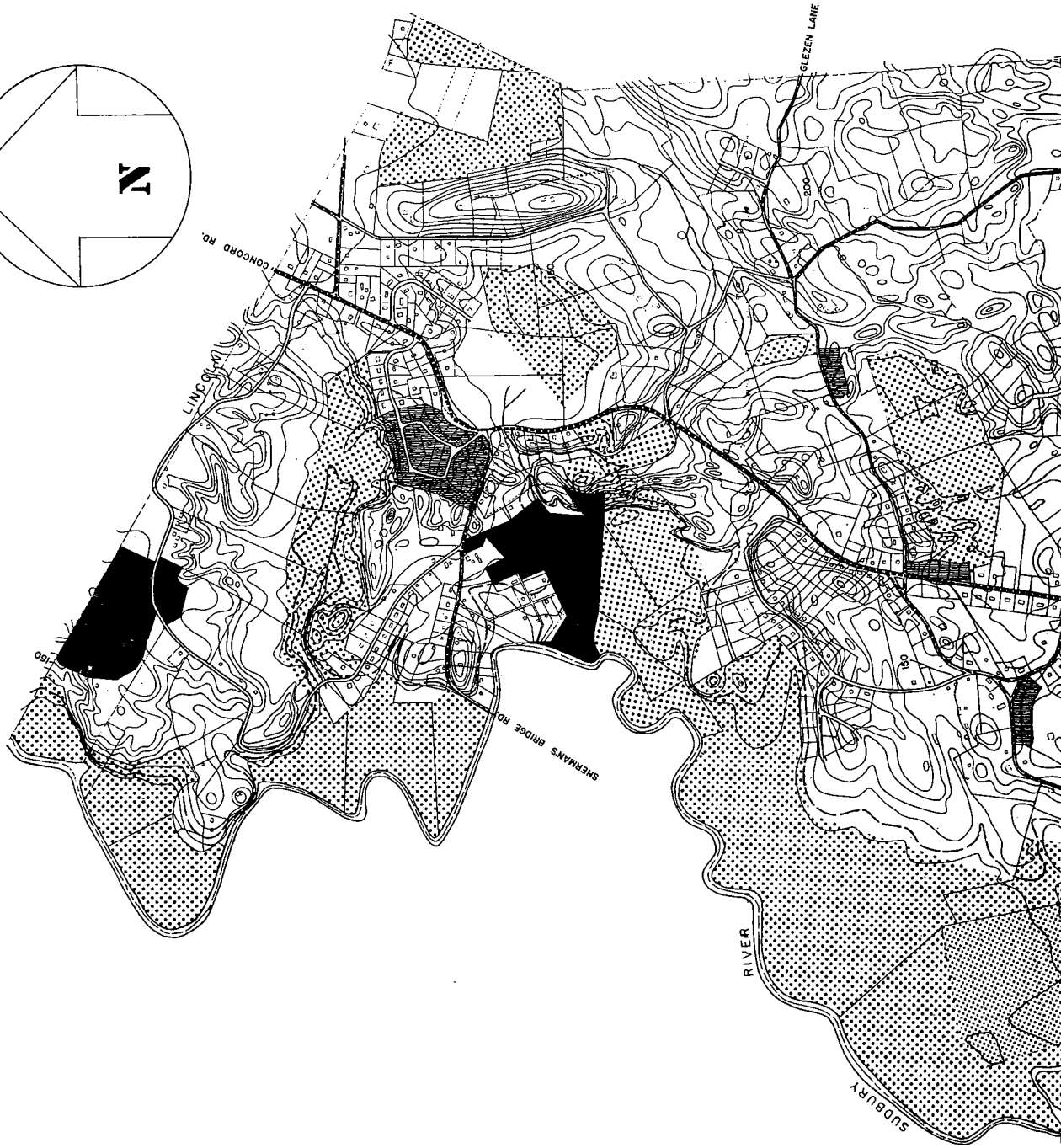
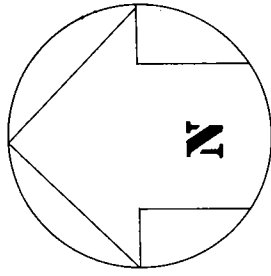
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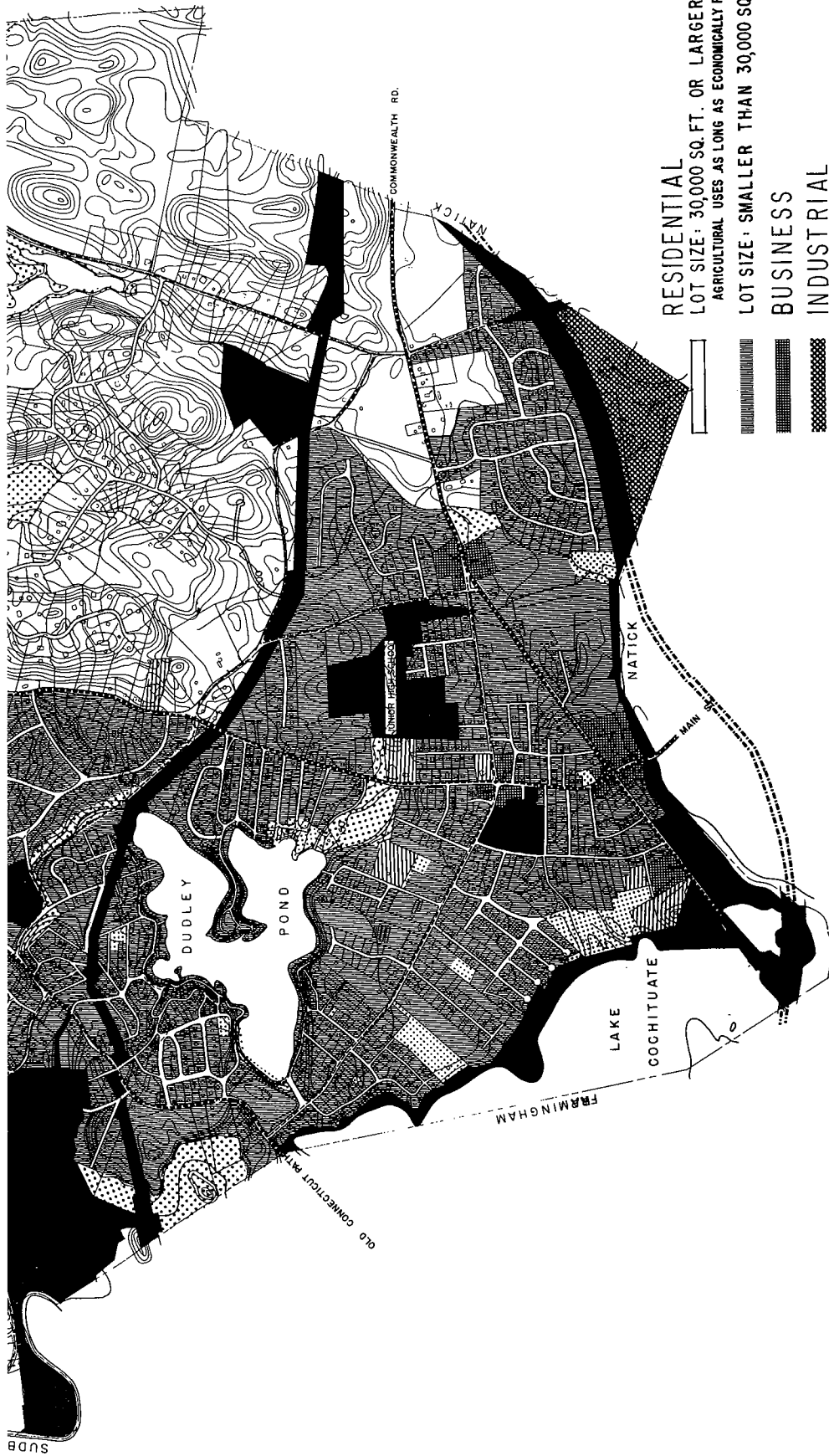
# PROPOSED LAND USE WAYLAND MASSACHUSETTS

Section 1 of Proposed Land Use Map



Section 2 of Proposed Land Use Map





- RESIDENTIAL**  
 LOT SIZE: 30,000 SQ. FT. OR LARGER  
 AGRICULTURAL USES AS LONG AS ECONOMICALLY FEASIBLE  
 LOT SIZE: SMALLER THAN 30,000 SQ. FT.
- BUSINESS**
- INDUSTRIAL**
- PUBLIC AND SEMI-PUBLIC USES**  
 SCHOOL SITES  
 OTHER ACTIVE RECREATION AREAS  
 OPEN LAND RESERVATIONS (PUBLIC AND PRIVATE)  
 INSTITUTIONS AND PUBLIC BUILDINGS  
 STATE AND FEDERAL LANDS
- FLOOD PLAIN**
- CIRCULATION PROPOSALS**  
 LIMITED ACCESS ROUTES  
 THROUGH HIGHWAYS  
 FEEDER STREETS  
 LOCAL STREETS

0 3000  
 SCALE IN FEET

PREPARED FOR THE WAYLAND PLANNING BOARD, WAYLAND MASSACHUSETTS  
 BY JAMES L. HARRIS, ARCHITECT & PLANNING CONSULTANT, CAMBRIDGE, MASSACHUSETTS 1959