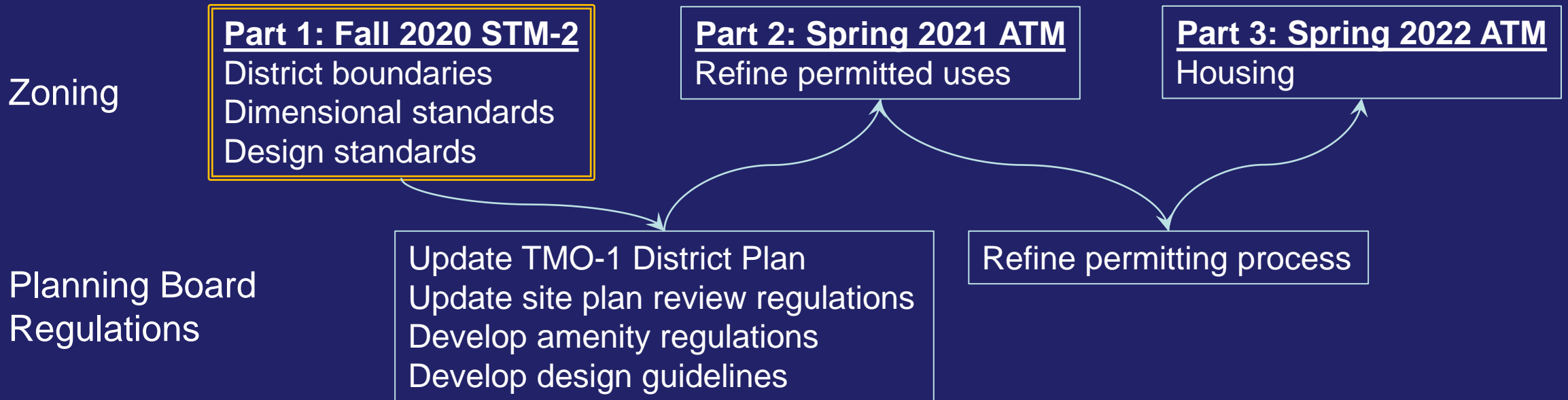


***Article 16***  
***Hartwell Avenue Area***

*September 14, 2020*  
*Public Hearing*

# Why This Change?

- We need the money.
- We need the density.
- We need the jobs.
- We need to start now to get the benefits later.
- This is the first part of a larger Hartwell Zoning Initiative.



# Dimensional Standards

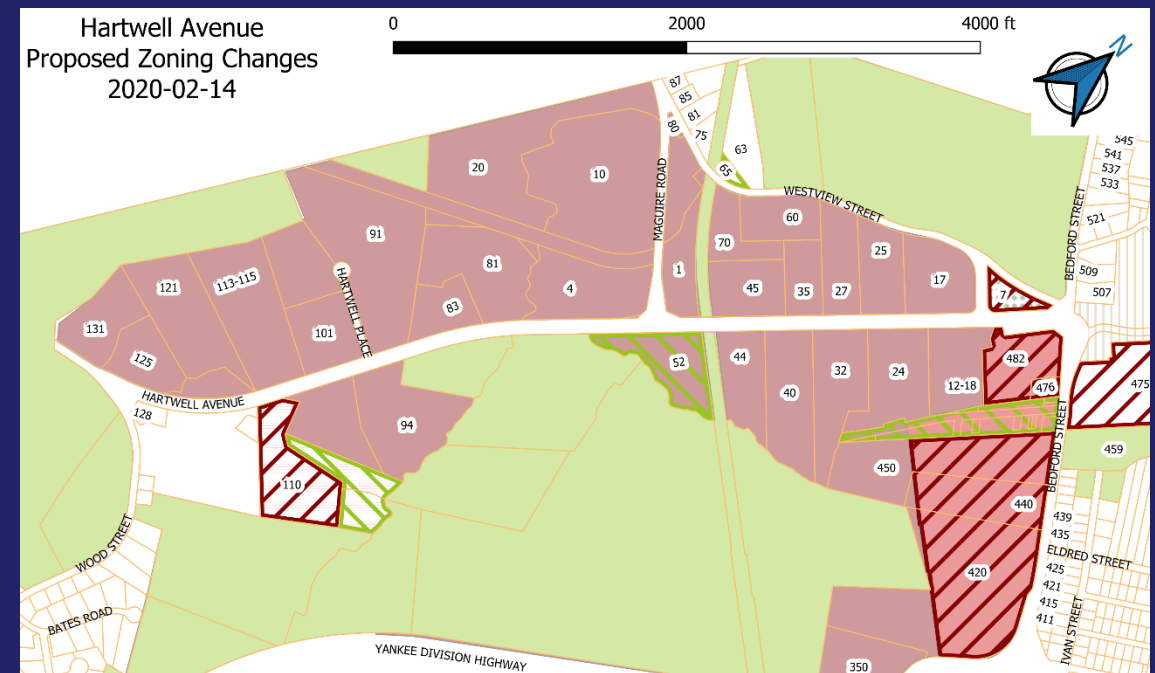
	<u>CM</u>	<u>CM</u>
Minimum lot area	<del>3 AC</del>	<u>20,000 SF(f)</u>
Minimum lot frontage in feet	<del>200</del>	<u>50(f)</u>
Minimum front yard in feet (a), (b), <del>(h)</del>	<del>25</del>	<u>NR</u>
Minimum side yard in feet	<del>25(f)</del>	<u>15(f)</u>
Minimum rear yard in feet	<del>25(f)</del>	<u>15(f)</u>
Minimum side and rear yard adjacent to, or front yard across the street from a residential district in feet	<del>100(f)</del>	<u>50(f)</u>
Maximum nonresidential floor area ratio (FAR)	<del>0.35(f)</del>	<u>NR</u>
Maximum site coverage	NR	NR
Public and institutional buildings, maximum height:		
In stories:	NR	NR
In feet:	<del>65(f)</del>	<u>115(f)</u>
Other buildings, maximum height:		
In stories:	NR	NR
In feet:	<del>65(f)</del>	<u>115(f)</u>

# Design Standards

- Devote at least 15% of each lot to outdoor amenities.
- Require buildings to 'step back' from streets (and the bicycle path) to avoid a perception of excessive height.
- Reserve space along Bedford Street to widen the right-of-way from 65' to 100' if needed for improvements identified during the 25% design process.

# District Boundaries

- Move all buildable lots into the CM District to provide consistent standards for the whole area.
- Move utility and open space lots into the GC District.



# What is not Changing?

No changes to permitted uses.

# Tax Revenue

- Theoretical complete buildout considering only physical constraints:
  - Gross floor area (GFA): ~2.3M SF grows to ~6.3M SF.
  - Tax revenue/year (2020 \$): ~\$10M grows to ~\$51M.
- More realistic to plan on just  $\frac{1}{3}$  of the properties over the first 10 years:
  - Gross floor area (GFA): ~2.3M SF grows to ~3.6M SF.
  - Tax revenue/year (2020 \$): ~\$10M grows to ~\$24M.

# Traffic

If new development happens, it will bring new traffic, **but:**

- More traffic is coming anyway due to growth elsewhere.
- Only  $\sim\frac{1}{3}$  of the traffic in the area is due to area businesses.
- The Town has built some important roadway improvements.
  - Bedford Street crosswalks at Hartwell Avenue and Eldred Street
  - Partial Hartwell Avenue sidewalk
- The Town is designing major roadway improvements.
  - 25% design for area roadway system funded in 2019
  - Federal/State construction funding will depend on convincing the state that this is the most valuable project competing for funds.



# Parking and Transportation

The TMO-1 District Plan regulates parking and transportation demand for new developments in this area.

- An update to the plan is in progress.
- The updated plan should require important improvements:
  - Shared parking
  - EV charging stations
  - Solar canopies over parking
  - Financial contributions for transportation infrastructure improvements
  - Robust requirements for shuttle services and other TDM measures

# Natural Environment

- The developed footprint of the Hartwell Avenue Area is not going to change.
- Redevelopment following modern best practices will:
  - Decrease stormwater and pollutant impacts on wetlands
  - Decrease impervious surface through structured parking
  - Be energy-efficient
  - Be resilient to flooding
  - Allow energy-efficient alternative transportation

Hartwell Avenue Area  
Existing Conditions  
2020-02-14

0 2000 4000 ft

