

PUBLIC VISIONING & LAND USE ALTERNATIVES REPORT

NORTH 40 PROPERTY

Town of Wellesley, Massachusetts

October 2014

Prepared by:

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With

Brovitz/Community Planning & Design

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1.0 INTRODUCTION

The Town of Wellesley through the North 40 Steering Committee (N40SC) engaged the planning consultant services of Dodson & Flinker Associates and Brovitz Community Planning and Design (the consultant team) in August 2014 for the purposes of conducting a public visioning program and land use alternative analysis for the Wellesley College parcel commonly referred to as the “North 40”.

The North 40 property is located at 156 Weston Road and owned by Wellesley College. It is separate and distinct from the main campus which is directly south across Central Street (State Rte. 135). The property has long been protected by a use restriction known as the “Durant Indenture”. Wellesley College informed the Town in April 2014 that the College had filed a petition with the Massachusetts Supreme Judicial Court (SJC) seeking to remove the restrictions set forth in the deed in order to allow for outside development on the property either through a long term lease, ground lease, or sale of the property. The SJC granted the request in early May 2014. Since the request was granted, the College has been conducting a series of due diligence studies on the property to determine natural attributes and constraints, environmental issues, development potential, and property value.



Given the size, unique nature, and long history of community access to the North 40 property, the Board of Selectmen organized the North 40 Steering Committee involving all relevant Town boards, committees, and neighborhoods within close proximity to the North 40 to expeditiously assess the Town’s potential municipal interest in the property. In determining whether it is in the Town’s best interest to pursue acquisition of the property, the Selectmen determined it necessary to conduct a comprehensive analysis of the North 40 and public visioning process to consider the opportunities and impacts on local residents as well as the Town’s services, facilities, resources, and assets.

In preparing this report, the consulting team worked closely with the North 40 Steering Committee (N40SC) to prepare a structure and schedule for public participation exercises, visioning and scenario-buildings workshops, and public forums with the goal of gaining an understanding about the relationship of the North 40 with local residents, preferred land uses, and future goals for the property.

2.0 ASSESSMENT OF EXISTING CONDITIONS

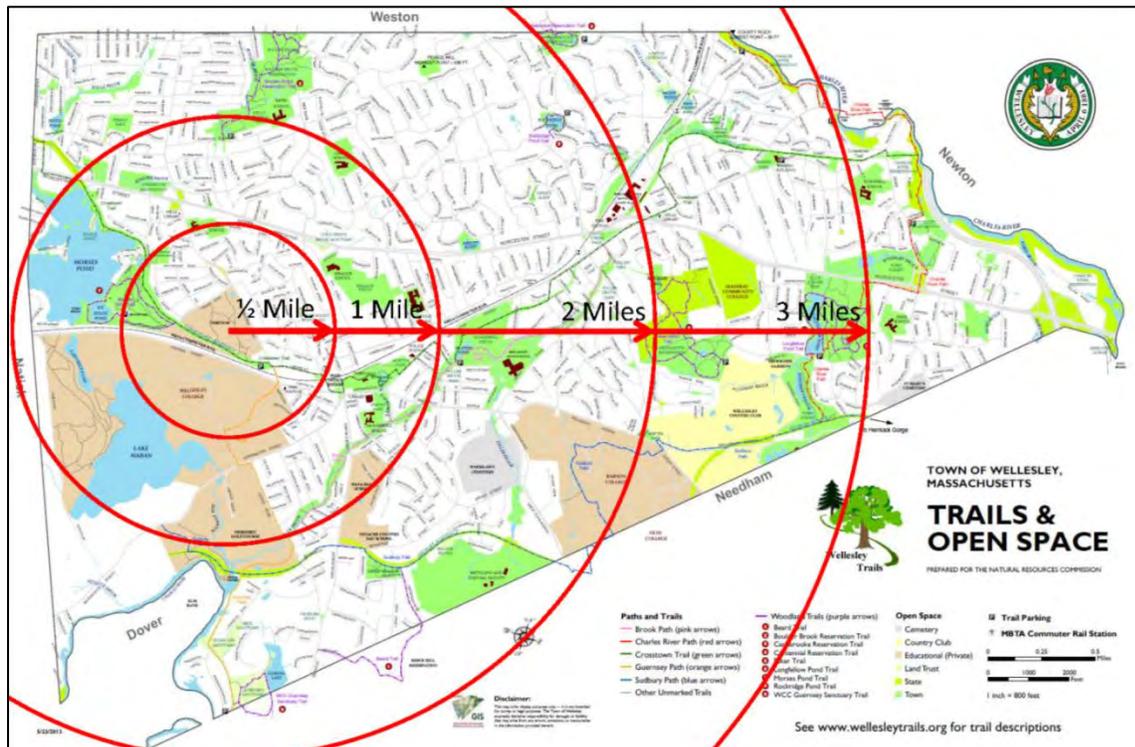
The consultant team reviewed plans, maps, regulations and other existing and on-going documents relevant to the North 40 property site conditions and future land use potential. The consultant team also compiled available GIS data from the Town in preparing base mapping and the existing conditions assessments of the North 40.

Context

The Town of Wellesley was incorporated in 1881 and is located in Norfolk County approximately 10 miles west of Boston. It is bordered by Natick to the west, Weston and Newton to the north and northeast, Needham to the southeast and Dover to the southwest. It is approximately 10.5 square miles in area.

The North 40 property is 46 acres and located in the western portion of the community within 2 miles of the majority of town residents and within 4 miles of all residents. The property is bisected by the Cochituate Aqueduct, and the MBTA rail line is located along the southern property line.

Figure 1. Locus Map of North 40 with 1-mile radius rings

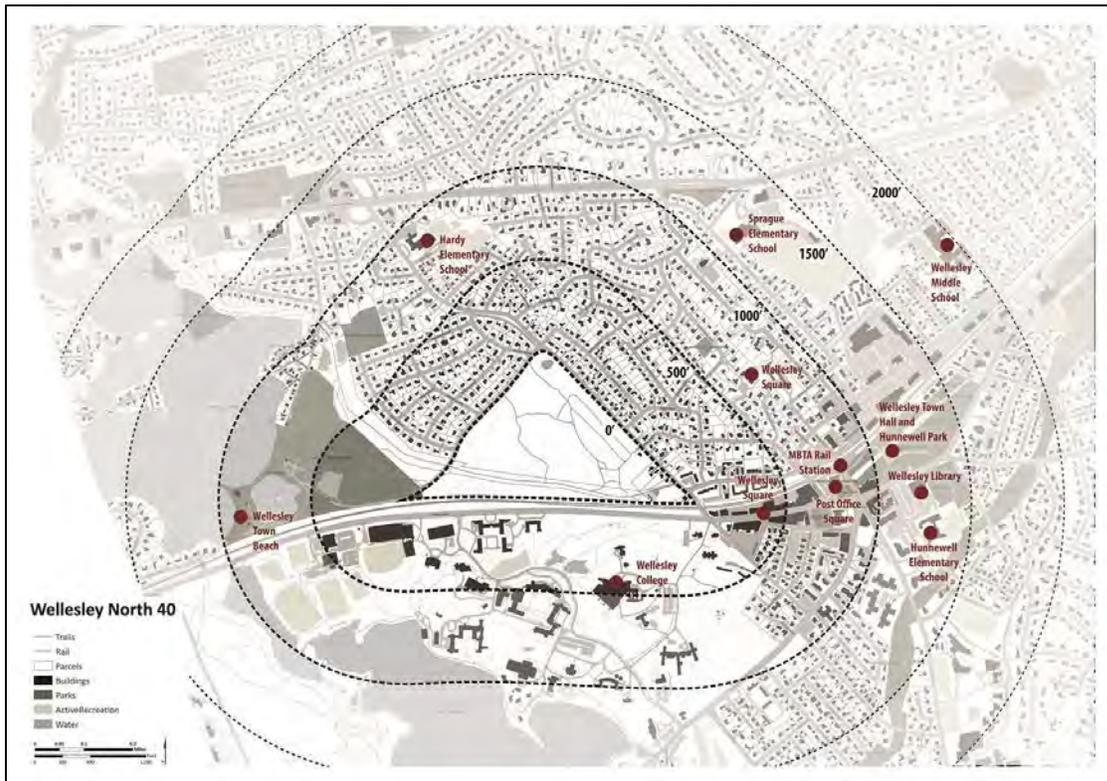


The North 40 property is located in close proximity to numerous public facilities, civic gathering areas and destinations, public transportation, and commercial districts. For example, the North 40 is within a comfortable walking distance (1/4 mile) of the following:

- Wellesley Town Beach (on Morse Pond)

- Wellesley Town Hall and Public Library
- Hardy, Sprague and Hunnewell Elementary Schools
- Wellesley Square and Post Office Square
- Wellesley College
- MBTA Commuter Rail Station (in Wellesley Square)

Figure 2. North 40 Walking District to Local Attributes (1,000-foot Pedestrian Precincts)

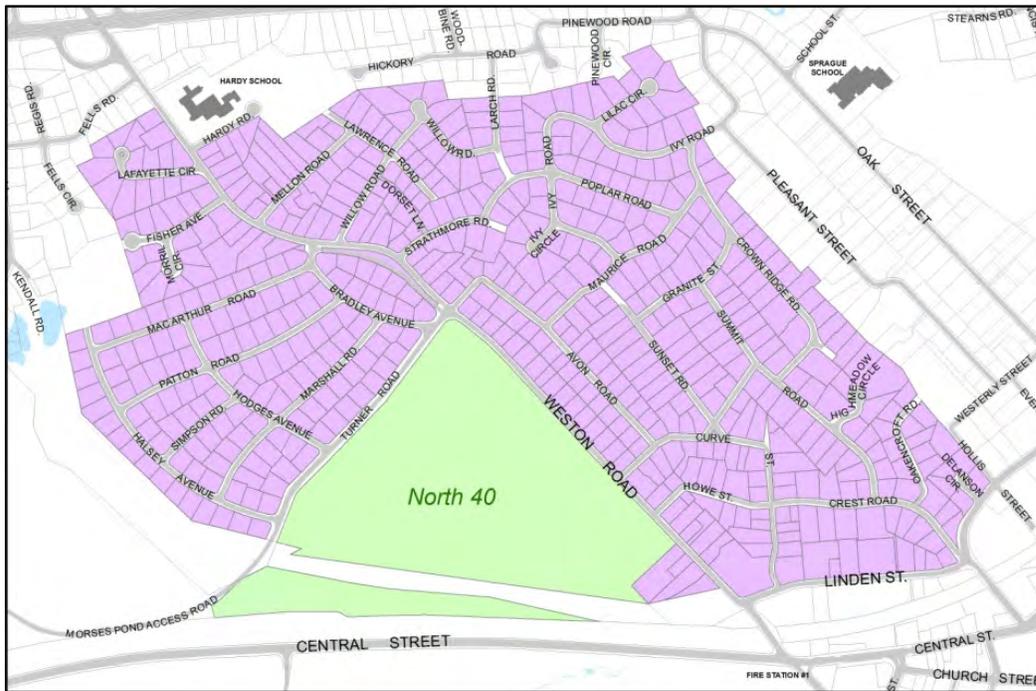


The North 40 site is also within a ½ mile of Route 9 and Fells Market to the north and Linden Square to the east. It is directly accessible to public bus transit with MWRTA Route 8 which runs along Weston Road.

This triangular-shaped property is located in the adjacent to the Woodlands and Weston Road neighborhood. The site is bordered Weston Road to the east, Turner Road to the north, Central Street (Route 135) to the south, and Town land (Morses Pond) to the west. An evaluation of the surrounding neighborhood by the Wellesley School Committee indicated the following general statistics:

- There are 584 properties in the vicinity of the North 40 (predominately single family homes).
- 104 residential properties were bought or sold between November 2009 and October 2013.
- There are 477 children between the ages of 2 and 17 living in the neighborhood.

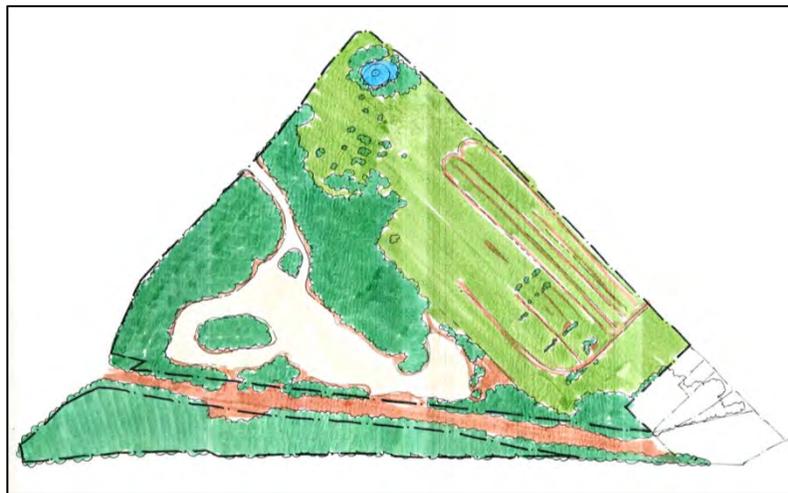
Figure 3. North 40 Site (Green) and Surrounding Woodlands and Weston Neighborhood (Purple)



Existing Uses

The properties that make up the North 40 were acquired by Wellesley College in the 1860s from the City of Boston, Charles Dana, Gilbert Seagrave, and a 7 acre parcel from the Town in the 1940s. Except for the 7-acres parcel from the Town, the site was restricted by “Durant Indenture” from further development. The site has largely remained in open space and agricultural use since being acquired by the College except for a period between 1955 and 1960 when the Town leased a portion of the property and operated a sanitary landfill.

Figure 4. Graphic Depiction of 1955 Aerial Photo Illustrating Agricultural Use and the Former Landfill



The College has historically allowed public access and use of the site. As such, the site has formed a strong relationship with the surrounding neighborhood and is heavily used for passive recreation and gardening. It is also used by college students and residents from other areas of Wellesley. Passive recreational uses include walking and running trails, bike paths, and natural play areas for children.

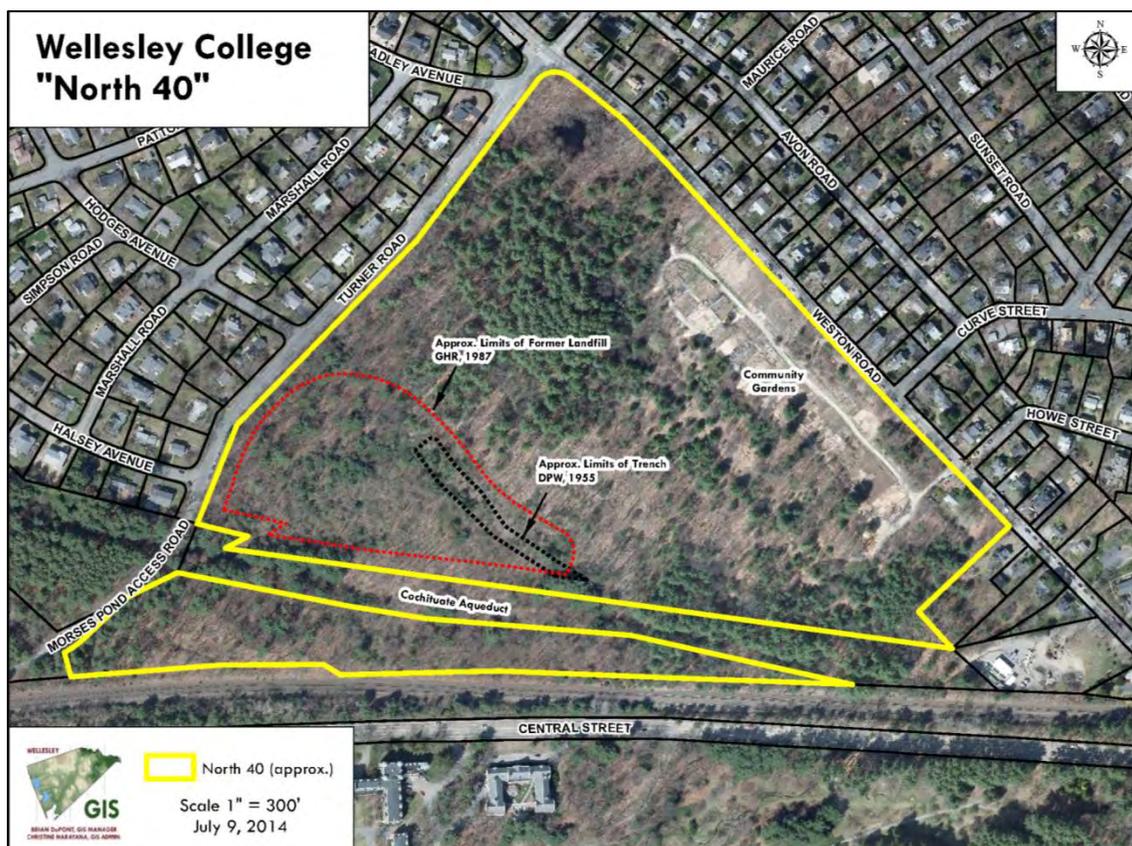
The North 40 site includes three distinct segments. The core area of the site is the 40-acre segment

located in the triangle of land between Turner Road to the northwest, Weston Road to the northeast, and borders by the Cochituate Aqueduct to the south. This segment contains the community garden plots, former landfill site, forested areas and a series of trails. Approximately 7 acres located parallel to Weston Road have been actively used for community gardens since the 1940s. Today, there are a total of 55 garden plots which are leased by Wellesley College to local residents for \$100 per year.

There is one single family home located at 156 Weston Road which is the entrance to the community gardens (the only vehicle access to the site). The house is occupied by an employee of Wellesley College. The balance of this segment largely remains forested with only passive recreation including, walking, hiking, biking, and snowshoeing in the winter. Trail access points are located off Weston Road and Turners Road.

From 1955 to 1960 seventeen (17) acres of this segment were leased and used by the Town as a sanitary landfill which was located in the southwest area adjacent to Turner Road. After 1960, the Town planted a significant number of trees on the leased portion of the site and returned the property to the College.

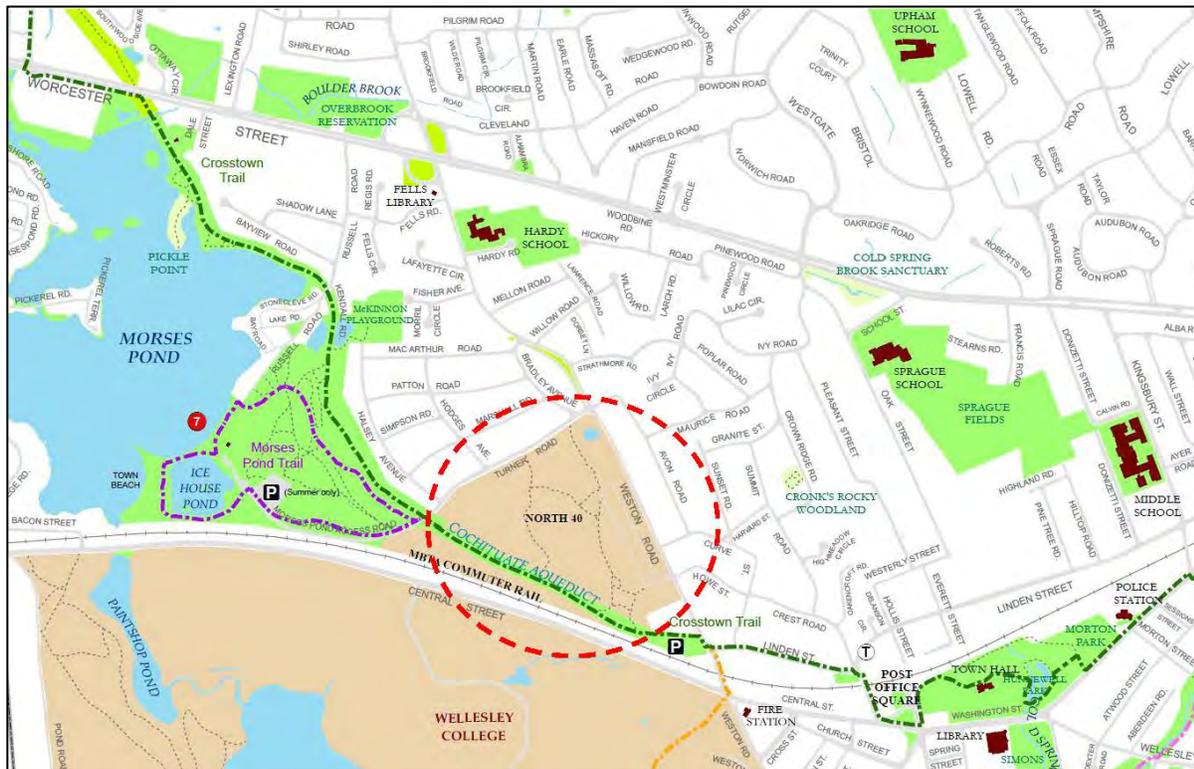
Figure 5. North 40 Site Base Map



The Town-owned Cochituate Aqueduct forms the middle segment of the North 40 and bisects the site providing a connection between the Town-owned Morse Pond property to the west and Weston Road at Linden Street to the east. This eastern node is owned by Wellesley Power and Light (WPL) which uses the site as a power substation and public parking lot. The Cochituate Aqueduct segment is approximately 2 acres and ranges between 80 and 150 wide. The Crosstown Trail is located on this segment and provides a multipurpose trail connection between Wellesley Square/Linden Square,

Morse Pond Park/Town Beach, Route 9 and Weston to the North. This green corridor is often referred to as Wellesley’s “Emerald Necklace”

Figure 6. Cross Town Trail Connections between North 40 and Surrounding Open Space



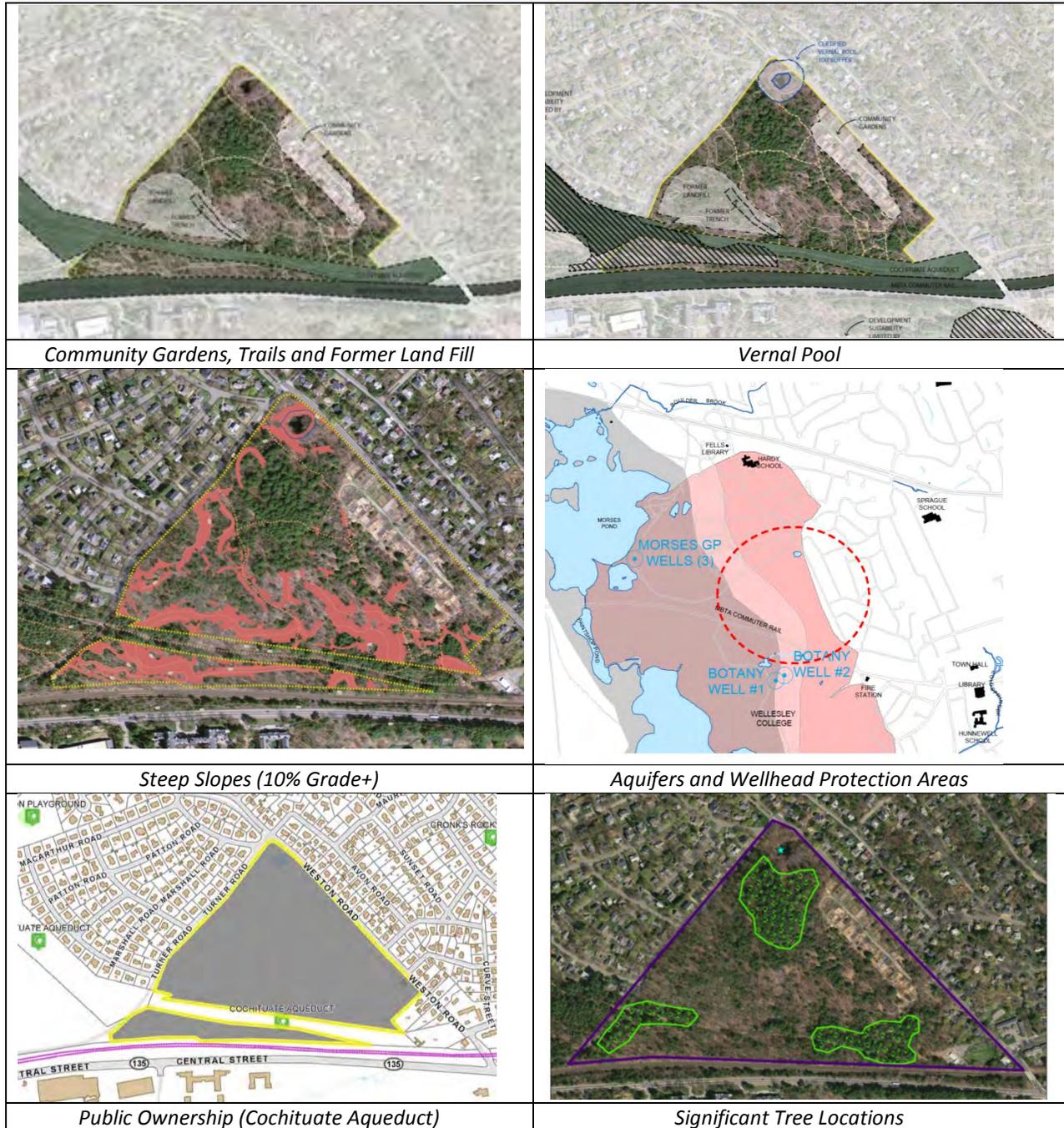
The southern five (5) acres of the site forms the third segment of the North 40. This area is largely forested and isolated due to the location of the Cochituate Aqueduct to the north, and MBTA tracks to the south. The only access to this segment is from the Morse Pond Access Road.

Natural Attributes and Constraints

The North 40 site is largely wooded with varying topography. A vernal pool is located on northern tip of the site at the southeast corner of Weston Road and Turner Road. According the area residents, the North 40 provides valuable wildlife habitat to a variety of birds and mammals such as deer, fox, snakes, and rabbits.

Existing attributes and constraints are well documented in the on-going site evaluation and the North 40 Steering Committee’s report to the Board of Selectmen. Several key site attributes and constraints are further illustrated below.

Figure 7. North 40 Site Attributes and Constraints



Images of the North 40 and Surrounding Area



Relevant Town Plans and Regulations

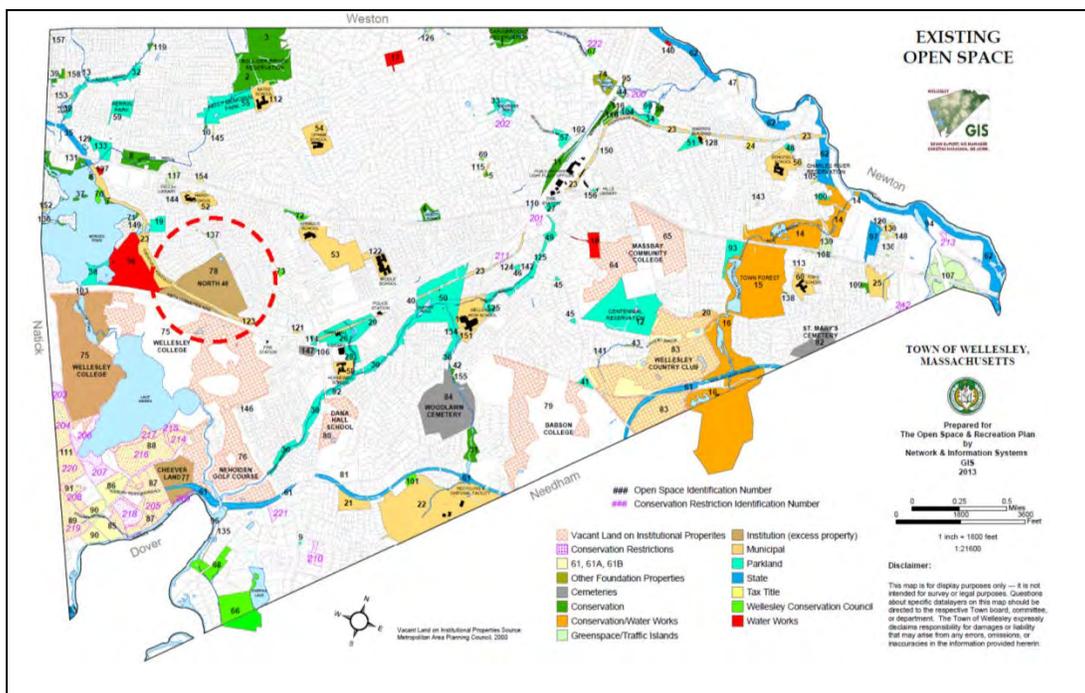
The consultant team reviewed Wellesley’s land use plans, policies and regulations as they pertain to the North 40 property in terms of current uses as well as potential future development scenarios. From this evaluation, conceptual land use and development scenarios were prepared for the North 40 site to help understand potential constraints, placement, orientation and scale of different types of buildings, land uses, streets and trails, open spaces. These future use scenarios are described and illustrated in Section 4.

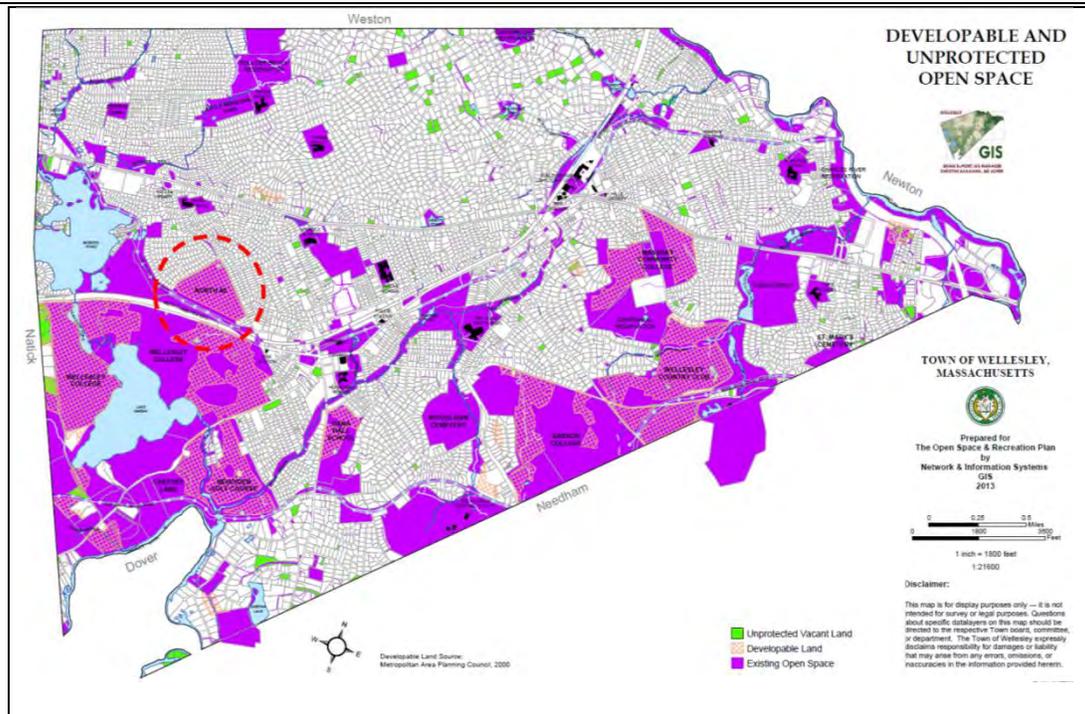
Wellesley Comprehensive Plan, 2007-2017

The Comprehensive Plan provides land use goals and priorities for the community and generally serves as the foundation for policies, regulations, capital improvements, and programs related to development, conservation, and public infrastructure improvements throughout Wellesley. Therefore, it is important to consider the Comprehensive Plan as it pertains to the North 40 given the possibility for substantial land use changes and public investment.

There are a series of attribute and constraints maps in the Comprehensive Plan that address the North 40 site. On the Existing Open Space Map (see below) the North 40 is identified as an “Institutional (excess property)” and recognized for its natural attributes and value to the surrounding neighborhoods. The Developable and Unprotected Open Spaces also recognizes the North 40 for its vulnerability as a high quality open space that is subject to future development.

Figure 8. Comprehensive Plan Open Space Maps Applicable to the North 40 Site





There are specific policies and recommendations in the Comprehensive Plan that could pertain to potential future development scenarios on the North 40 in terms of housing, municipal uses, and conservation. The “10 key Comprehensive Plan recommendations that can shape Wellesley’s future”, identify the North 40 as a key open space site without conservation restrictions. It is recommended that the site be subject to mandatory cluster zoning to permanently protect portions of the site for open space. This recommendation was acted on in 2013 when Town Meeting adopted the Natural Resources Protection Development (NRPD) bylaw which required smaller house lots and 50% conservation of open space on the North 40 and other significant sites in the community.

The recommendations for future land use also indicate that the North 40 site should be identified as “Colleges and Schools” uses and subjected to mandatory cluster zoning. The uses recommended in the Comprehensive Master Plan are consistent with those potential future uses identified through the public visioning process. Any other uses not supported in the Comprehensive Plan or allowed for in the current zoning bylaws should be carefully evaluated to determine whether they are appropriate and acceptable to the community. Alternative uses may also require revisions to the Comprehensive Plan as well as amendments to the zoning bylaws.

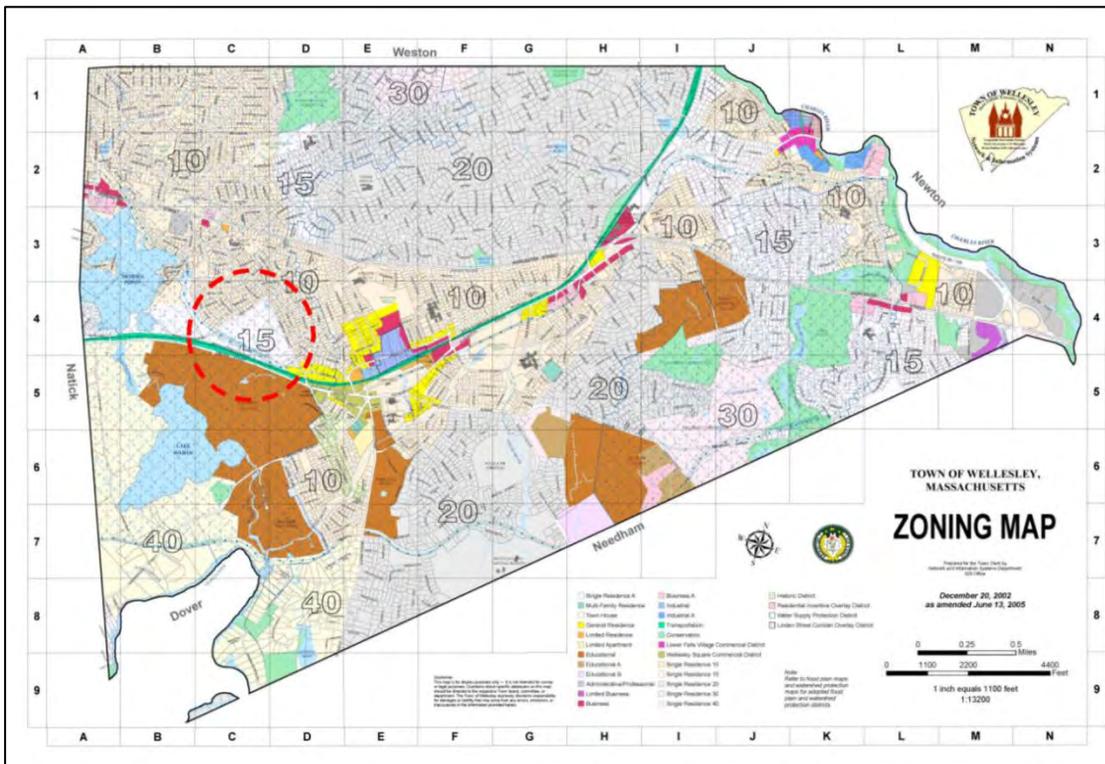
Generally, the quality of the North 40 as a valuable open space which also connects to other open spaces via the Cross Town Rail (on the Cochituate Aqueduct) is recognized in the Comprehensive Plan. The significance of the North 40 in the network of open spaces in the community is also confirmed by the initiatives of both the Natural Resource Commission and the Wellesley Trails Committee, both of which are seeking to permanently protect the North 40 and enhance its network of trails. There are also housing goals in the Comprehensive Plan that could pertain to the North 40 if it were to be developed under the NRPD bylaw in the future. These goals promote the creation of housing units “other than single-family homes to provide housing options for people across a range of income, age, family size and needs while complementing town character” and “permanently affordable to households with incomes at or below 80 percent of the area median income.” The Wellesley Housing Development Corporation is

seeking was to carry out these goals and considering the possibility of development in the future on the North 40.

Land Use Regulations

The North 40 property is in the Single Residence Zoning District (SRD15) which requires a minimum of 15,000 square foot lot size and 100 feet of frontage on a public road. This zoning would also allow educational, religious and municipal uses.

Figure 9. Wellesley Zoning Map Applicable to the North 40 Site



The property is also subject to other zoning bylaws such as the Natural Resource Protection District. The NRPD is an overlay district requiring cluster housing development. This bylaw applies to developments that would yield 5 or more residential lots, allowing lot sizes and dimensional requirements to be reduced (to a minimum of 7,500 square feet in the SRD15) without increasing density, and requiring a minimum of 50% of the site be preserved as open space. Other applicable zoning regulations include the inclusionary zoning (requiring 20% of housing units to be affordable), parking bylaw, and other development review processes based on the type and size of the project. The North 40 is also subject to the Subdivision Regulations which contain the Approval Not Required (ANR) process for properties with frontage on public roadways, and the public infrastructure and street design and construction standards.

It is important to understand the land use and development regulations as they pertain to the North 40 property and its potential sale to private interests. Section 4 includes a full evaluation of applicable land use regulations as well as potential future development scenarios based on these regulations.

3.0 PUBLIC VISIONING AND SCENARIO-BUILDING

The consultant team facilitated a series of public visioning and scenario-building workshops to gain a better understanding of the potential challenges and opportunities posed by the North 40 property, preferred future land uses, and community opinions as to possible acquisition of the property by the Town. The results of these workshops are described below.



Internal Forum with Town Boards, Committees, and Officials

An internal workshop held on August 13, 2014 brought together elected and appointed officials and management level Town staff. The intent of this session was for elected officials and staff, who oversee the town finances, planning, maintenance, public safety and other elements of Town government, to verify the facts and mapping developed by the consultants and to weigh in on opportunities and constraints as seen from their respective department. There were an estimated 49 people in attendance representing 12 committees, board and departments. This initial workshop considered the following as part of the North 40 visioning and land use analysis:

- Potential consolidation of elementary schools;
- Desirable recreational uses of the property including passive and active uses;
- Desirable open space amenities, opportunities and connections;
- Alternative approaches to integrate the site with the adjoining neighborhoods;
- Desirable site buffers and streetscapes;
- Desirable use of sustainable elements;
- Desirable mix of uses;
- Access, use, and impact on the existing rail line;
- Access, use and impact on the Cochituate Aqueduct;
- Desirable pedestrian and bicycle amenities and links;
- Desirable traffic circulation, access and egress alternatives;
- Potential impact on retention and protection of water resources;
- Potential revenue generating uses; and

- Financial impact on Town services from preferred development alternatives.

First Round

The consultant team facilitated the workshop and posed the first round discussion questions as follows:

1. From the perspective of your department, board or committee, what are the key issues and opportunities presented by the North 40?
2. What are your desired future uses for the property?

Responses were as follows:

Natural Resource Commission (NRC)

- Preserve the North 40 the way it is.
- Increase town-wide open space which is low compared to other towns.
- Protect more open space (currently only 1,350 square feet per capita).
- Loss of North 40 will take away open space currently used by many people.

Recreation Department/Commission

- Preserve N40 as a gathering place for hiking, picnics, bocce, Frisbee golf, etc.
- Consider active recreational uses (i.e. town swimming pool, ice rink, basketball courts and recreation fields).
- Connect to adjacent Morse Pond (hiking, fishing, beach access).
- Provide civic amenities (i.e. band shell, theater, pavilion).
- Other towns have more recreational amenities than Wellesley.
- School could be a compatible use – shared facilities.

School Department/Committee

- Aging school facilities need to be addressed.
- Goal is to align resources with needs.
- The North 40 provides opportunity for new school which addresses aging facilities issue and avoids conflicts during construction.
- Approximately 12 Acres would be needed for school, recreation and open space.

Housing Development Corporation

- About 90 to 100 SF homes are possible under current zoning regulations.
- Chapter 40B (affordable housing) could have up to 300 units as a “Large Project”.
- Wellesley is about 340 units short of 10% affordable housing mandate.
- N40 provides a great location for housing (walking distance to train, stores, churches).
- Consider a mix of housing types, affordable and market rate.

Board of Public Works

- The board has no pre-judgment of uses.

- NRPD zoning anticipates private development.
- Town should be cautious about impact to municipal systems and transportation.

Neighborhood Representatives

- Keep the North 40 “Green!”
- Many residents use the site as well as local wildlife (i.e.deer).
- Neighbors are concerned about traffic on Weston Road (15,000 trips per day and 20% over capacity).
- Neighbors are concerned about loss of neighborhood atmosphere.

Trails Committee

- Don’t make trails an afterthought.
- Make open space contiguous.
- Provide a buffer zone adjacent to the Cross-Town Trail.
- Avoid roads across the Cochituate Aqueduct.
- Replace any trails lost to development (about a mile of trail exists on the site).
- Keep current access points on surrounding roads.

Community Preservation Committee

- CPC can use funds for open space, historic preservation, affordable housing, and recreation.
- Committee does not have a stand on potential uses but is open to suggestions.
- CPC can borrow against future funds to do major project.

Board of Selectmen

- The Board has not taken a position on N40 yet but understands its significance to the community.
- N40 site could provide many positive uses for many years.
- Purchasing the property would give the town control over the ultimate decision.
- Traffic is a significant issue.
- Cost and method of payment is another significant issue.
- Use of CPA funds could limit future use.
- Acquisition would likely require a debt-exclusion override.

Zoning Board of Appeals

- Would not be appropriate for ZBA to express a preference as to use of the property.
- Future development would need to improve Weston/Linden intersection
- Purchase could avoid Chapter 40B battle and facilitate affordable housing on town’s terms.
- What uses are possible on the former town landfill?
- Under NRPD zoning, landfill could be part of the dedicated open space.
- Open space is only use that doesn’t preclude others in the future.

Second Round

A second round of discussion questions included the following:

1. From the perspective of your department, board or committee, what issues or challenges are raised by the potential future alternatives?
2. What else do we need to know to make an informed decision about the feasibility of each use?

School Scenario

- Traffic and congestion are important issues.
- Eliminating the school bus fees could reduce traffic congestion caused by parent pick-ups.
- School Facilities Committee has been looking at schools and sites.
- Every school is at full capacity but 10-12% decline in enrolment is likely over time (year to year variations, it's not linear).
- SFC looked at redistricting, but it doesn't offer relief.
- North 40 is a good site, but not centrally-located.
- Residents appreciate the convenience and charm of the neighborhood schools.
- Cost of maintaining old schools or empty buildings is expensive.
- What would happen with existing schools if a new one were built on the North 40? It hasn't been determined.
- Need to make sure the site is safe to build on – no potential for contamination.

Open Space

- Wellesley is 6,432 acres with 27,000 residents, but only 800 acres are permanently protected (12% of the total land base and 1 acre per 34 people).
- Housing on the North 40 would simultaneously reduce available open space and increase pressure on the open space that remains.
- Would the open space be public under NRP zoning? – Not necessarily, while 50% of the site would be permanently protected, it would not have to be open to the public.
- Town is dealing with the long-term impacts of runoff on Morse's Pond.

Housing Scenario

- A large housing development (100-300 units) would have major impact on schools, and therefore also on town finances.
- 100 houses @ 3 cars each would create significant congestion on Weston Road.
- Town needs need to be educated about affordable housing. (Let people know affordable can also mean workforce housing for teachers, public safety personnel as well as the elderly).
- What type of housing is needed? 55-plus, smaller houses and rental.
- Consider age restricted housing (55 and over).
- NRPD Zoning would favor smaller lots and houses, naturally catering to smaller households and seniors, and producing fewer school-aged children.
- Need to look at the Comprehensive Plan.
- Need to implement capital asset management.

- Look comprehensively at all needs and assess impacts (fire department, police, library and other town facilities).
- How can town offset the cost of open space – is Transfer of Development Rights (TDR) an option?
- Consider the environmental impacts from housing (water supplies, aquifers, etc.).
- Need to take the time to figure out future uses; in Medfield the town voted to purchase the Medfield State Hospital property and plans to take 5-10 years to figure out the best mix of future uses.

Summary of the Internal Visioning Workshop

- Consider new uses (affordable housing, public school, athletic fields, community facility, conservation, others).
- Passive and active recreational amenities are desirable.
- Improve pedestrian and bicycle amenities and links.
- Integrate or buffering from neighborhood where appropriate.
- Address potential impact on rail line and Crosstown Trail.
- Address traffic circulation and congestion issues with reasonable alternatives.
- Address impact on retention /protection of water resources.
- Minimize impact of new development on Town services.

Neighborhood Visioning Workshop

The second visioning workshop was conducted for residents in close proximity to the North 40 on September 7, 2014. Approximately 77 residents for the Woodlands and Weston Road neighborhoods were specifically invited and in attendance. They were asked to describe site characteristics and discuss ways in which they currently use and value the North 40 and the surrounding area. Participants were also encouraged to identify issues and opportunities for alternative land uses, and to identify goals for any potential uses located on the site in the future. The primary objective of this workshop was to listen to the concerns of the neighbors, and to discuss and brainstorm future uses on the site.

Discussion of Strengths and Weaknesses

Following a presentation on the existing conditions and on-going evaluation of the North 40 property, the consulting team facilitated an open discussion on strength and weaknesses in terms of the site's relationship with the surrounding neighborhood. The session resulted in a series of comments and questions as follows:

1. Real strength of site is the beauty of nature enriching the life of the people in the neighborhood.
2. North 40 is the only green/open space on the west end of Wellesley.
3. Use for community gardens and local agriculture gives meaning to the Wellesley community.
4. Community gardens important and too few of them available. There are 60 people on waiting with only opening 2 plots a year.
5. Woodlands neighbor and abutter want to preserve the integrity of the neighborhood.

6. Greatest strength of site: biodiversity, animal life, conservation and passive recreation – that needs to be protected.
7. The new curbs on Weston Road are unsafe for bikers (No way to escape from cars).
8. Cars rarely observe the crossing signs on Turner Road and Linden Street.
9. Do the well sites pose a problem for development of any structures and sports facilities?
10. Are 75 lots on 15,000 square feet possible?
11. Is 50% of open space preservation possible under the NRCD bylaw?
12. Are 75-90 units possible for affordable housing?
13. What would necessitate a new school? How much space is needed? What's the traffic impact?
14. Does zoning allow for commercial uses?
15. What has the traffic study shown regarding increase in traffic and what options are there?
16. Are the older trees protected now?
17. Why didn't the Town fight Wellesley College challenging the decision and right to sell the land?

Future Opportunities and Threats Break Out Groups

Workshop participants were asked to break into tables with 5 to 10 people and work together to locate potential land uses and identify opportunities and threats considering neighborhood goals and vision for the North 40. Each table was given base maps of the North 40 site and colored markers, and asked to identify future changes under the following categories:

- Conservation and Recreation
 - What attributes or features of the site should be preserved the way they are?
 - What open spaces, views, trails or landmarks should be preserved?
 - What are potential future uses for open space areas?
- New Development
 - What areas are appropriate for alternative land uses?
 - What are some appropriate types of new land uses or building development?
 - How would new uses or buildings impact (positively or negatively) the surrounding neighborhood?
 - What should development look like?
- Access and Connectivity
 - How do you get to the site on foot or by car or bike?
 - Where should new streets, sidewalks, trails and other ped/bike entrances or connections be made?
- Community
 - What existing and future civic uses support, or would support, quality-of-life in the neighborhood?

Each of the groups was given 45 minutes to identify future opportunities and threats on the North 40 base maps and then report back to the full workshop. The results are summarized below:

- Keep the property as it is. (Strength of N40 is agricultural use, supporting wildlife, natural beauty of site).
- N40 is conducive for educational opportunities for schools.
- Kids need a playground containing natural experiences.
- Trail improvements and playground opportunities – enriching our life.
- Build bike trail under Linden Street Bridge to Rt. 135.
- Create forestry program and forestry science education (another educational opportunity).
- Great site for a solar farm bringing revenue to the Town.



Table 3:

Conservation and Recreation – Attributes that should be preserved or added:

- Large trees of 10”+ diameter (CO2 offset provided by woods).
- Wildlife habitat.
- Dark skies.
- Agricultural uses.
- Visual buffers from Turner Road and Weston Road.
- Trails.
- Connectivity to other open spaces or natural areas.
- Provide safety and noise buffer from RR tracks on N40 south 6 acres.
- Expanded bike path on south side of Weston Road.

- Add picnic areas, gathering areas, nature education.
- Take pressure off other open space in town.

New Development – Potential future uses:

- Playing fields and playgrounds.
- Senior center and community center.
- Homes (clustered) to off-set cost of purchase to town.
- Address negative impacts of new development including increased traffic in Woodlands, load on schools, and light and noise pollution.
- Potential benefits of new development may be:
 - Providing new housing for those residents that want to downsize which would off-set cost of purchase.
 - Improved quality of life with nature education, picnic areas, more gardens and a community center.
- New development should:
 - Be of high quality.
 - Consistent in scale with the neighborhood.
 - Maximize green space.

Access and Connectivity

- Possible bridge from Rt. 135 with multi-purpose (bike and ped) pathway.



Table 4:

- Add bike path parallel to Weston Road.
- Carbon offset provided by wood important.
- Need playground and picnic area.
- Noise buffer on southern 6 acres important.
- Some possibilities for development—mostly funds for town.
- Consider bridge between Rt. 135 and Weston Road.



Table 5:

Conservation:

- General consensus that open space should be conserved. The range of the percentage of open space was from 50% (under NRP) to 70% - if has to be less than 100% “as is”.
- Potential future use could include a teaching/learning center, nature preserve – sustainability, agriculture, wildlife, etc.
- There was general support for increasing the community gardens.

New Development:

- 55+ housing on southern section of North 40.
- Modest support for senior cluster type housing with a limited number of units.
- No support for any other housing due to increased traffic and associated costs

- Limited support for a school – concerns again being increased traffic. Feeling was that the Hardy School traffic would just be moved down the street but the problem not solved
- Very limited support for recreational use due to increased traffic, lighting, noise.
- Suggestion that a municipal use could be an arts center – visual arts, performing arts, etc.

Access and Connectivity:

- Extend bike path along Aqueduct to Rt. 9.
- A bike lane/path parallel to Weston Road is critical.
- Attend to traffic on Weston Road as well as periphery access roads (i.e. Avon, which is already cut-through street).

General Comments:

- One participant raised the question of financing the purchase and how much folks would be willing to pay in additional taxes for that and going forward.
- One participant is active in a group pushing for the College to work with a conservancy to preserve the land.

Summary:

- There was strong support for Town to purchase the land to control future development. Also, there was a strong feeling that if a private developer was to purchase the land, the permitting process should very stringent. (For example, if the developer cannot alleviate traffic, then it would not get through the Planning Board).



Table 6:

- Most important for Town to acquire the property.
- Emphasize sustainability.
- Town-wide arts complex.
- Cluster senior housing.



Table 7:

- No-build zone along woodlands are priority, expanding to whole site.
- Educational uses.
- Bike path.
- North 40 should only be used as natural space.
- The Cochituate Aqueduct should be used as a commuting path.



Table 8:

- Bridge crossing like Needham to access lower 6 acre piece for parking.
- Expand agricultural use for education also BMPs for forestry and water quality.
- Forested area with mature trees should be conserved for determined later.
- Housing for 55 plus.
- Possibly close two schools and build one on the N40
- Add more community garden plots (very long waiting list).
- Protect green space.
- Improve buffer zone on Turner Road.
- Broaden the use of N40 for recreational use to all parts of town by providing parking.
- Create access road from Rt. 135 to help alleviate traffic on Weston Road.

Neighborhood Workshop – Table 8



Summary of the Neighborhood Visioning Workshop

- Preserve integrity and current relationships with the surrounding neighborhood and adjacent open spaces.
- Garden plots, trails woodlands are of critical importance.
- Traffic and loss of forest lands are a major concern.
- Expanded gardens, improved trails, and permanently protected land is of high important.
- Buffers from the RR tracks, Crosstown Trail, surrounding streets of high importance.
- Dog-walking area, picnic area, athletic fields of interest.
- Improved access and bicycle and pedestrian facilities needed.

Community Visioning Workshop

Two town-wide workshops were conducted on September 14, 2014 in the Wellesley High School cafeteria between 2-4 PM and 7-9 PM. Approximately 45 people attended the afternoon workshop and 29 attended the evening workshop. These workshops included a presentation on the existing site conditions and environmental analysis, summary results of the Internal and Neighborhood Workshops, and a break-out visioning session. The results had considerable variation, but there was general consensus that the Town should acquire the North 40 property and retain a portion of the site as open space. Several of the groups also proposed including a range of housing and recreational uses on the site.

Community Workshop (Session 1), September 14, 2014, 2:00 - 4:00 PM

Like the Neighborhood Workshop, the consultant team had participants break into small groups of 5 to 10 with base maps and plans of the North 40 site. Participants were asked to consider existing and potential future uses on the site as well as possible impacts of such uses under the following categories:

- Conservation and Recreation
- New Development
- Access and Connectivity
- Community
- Other Uses (as determined by each breakout group)

In addition to colored markers, each group was given sticker labels illustrating various open space, community, recreational, and housing uses. Each group was also given “Other” labels to identify additional uses as well as potential issues and opportunities on the North 40.



Figure 11. Town-Wide Workshop Use Categories and Labels



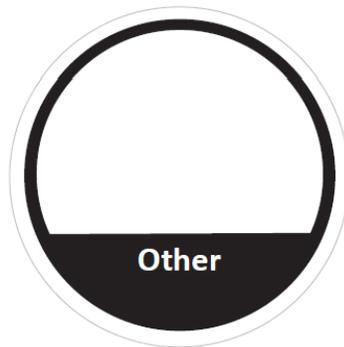
Community Uses

- What other community and/or recreational uses should be considered?
- Where should these uses be placed?



Other

- Alternative Uses, Issues and Opportunities?



Access and Connectivity

- How can we improve access to the site on foot, bike and car?
- Where should new streets, sidewalks, trails and other entrances or connections be made?

The groups were given 55 minutes to identify future uses, opportunities and threats on the North 40 base maps and then report back to the full workshop. The results are summarized below:

Table 1:

- Preserve Community Gardens –possibly use this area for solar energy.
- Attached Housing on Turner Road.
- Fenced dog park with unpaved parking.
- Age restricted/affordable housing on Weston Road, close to downtown.
- Hiking trail around perimeter of property.



Table 2:

- Bike trail/path.
- Protect/expand Community Gardens.
- School traffic is a concern for new development.
- BMX trail in southern 6 acres.
- Housing on Weston Road and a solar energy facility.
- Question: Would people come to a playground that is isolated from nearby residents?
 - Answer from G2: Yes, we think they would—there is a need for playing fields.

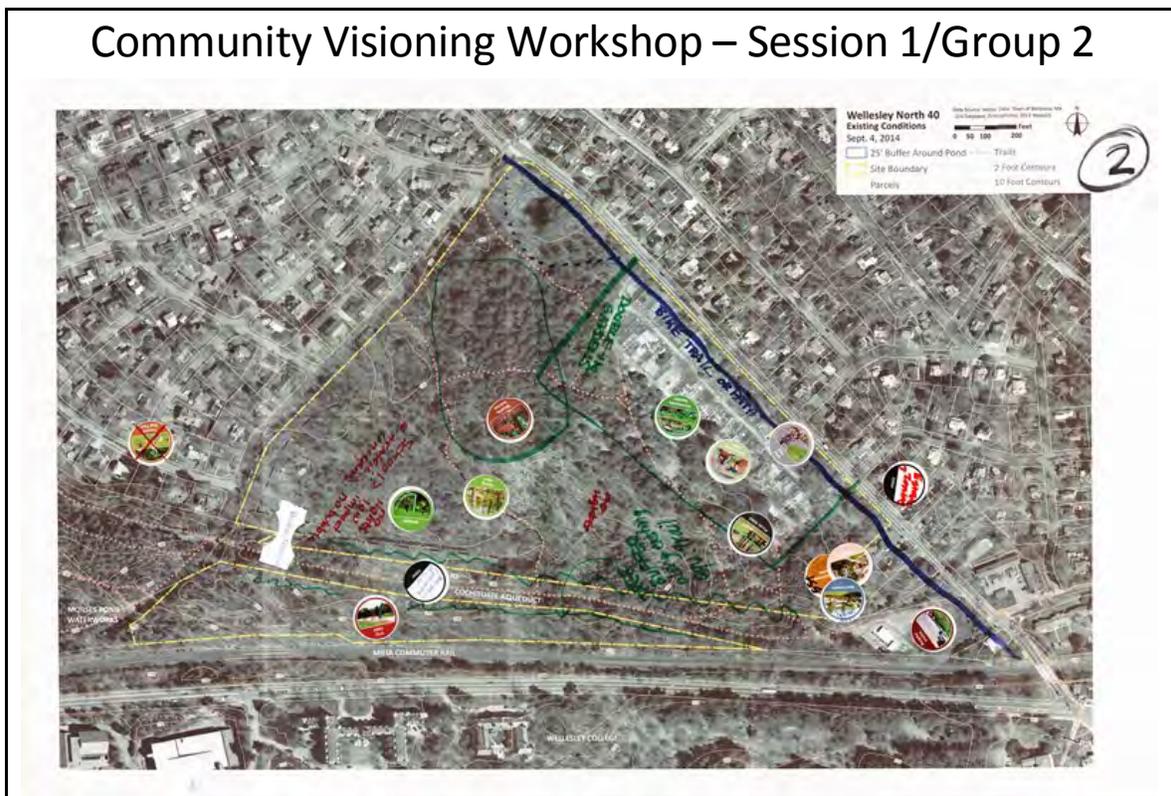


Table 3:

- Wind farm, solar farm, wildlife areas on southern 6 acres.
- 15 units of attached housing.
- Use center of the property for outdoor recreation
- Fenced dog park.
- Bike path on a Cochituate Aqueduct.



Table 4:

- Town should be the property for open parkland.
- Visitor parking.
- Expand community gardens.
- New bike paths.
- New ballfields.
- Residential development: “semi-affordable”; no “McMansions”; Over-55 housing.
- Expand trail network.
- Provide for easy accessibility.
- LEED certified buildings.
- Significant tree protection effort.

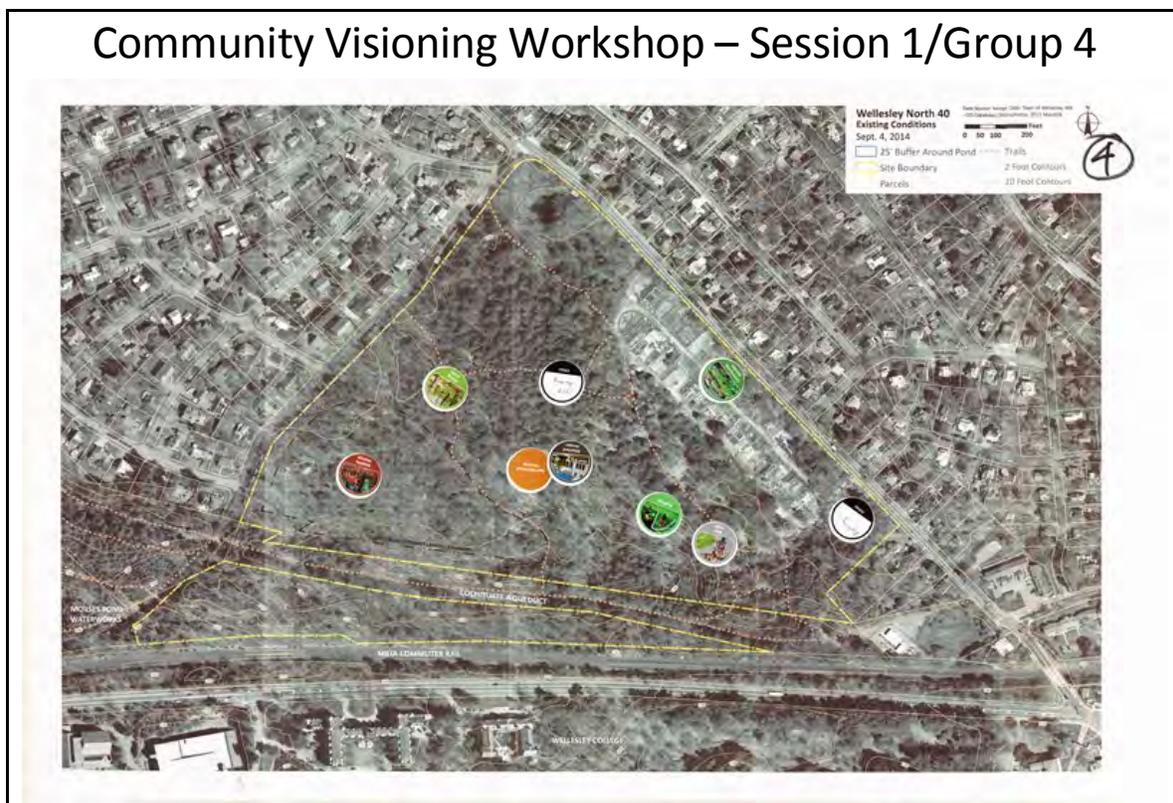
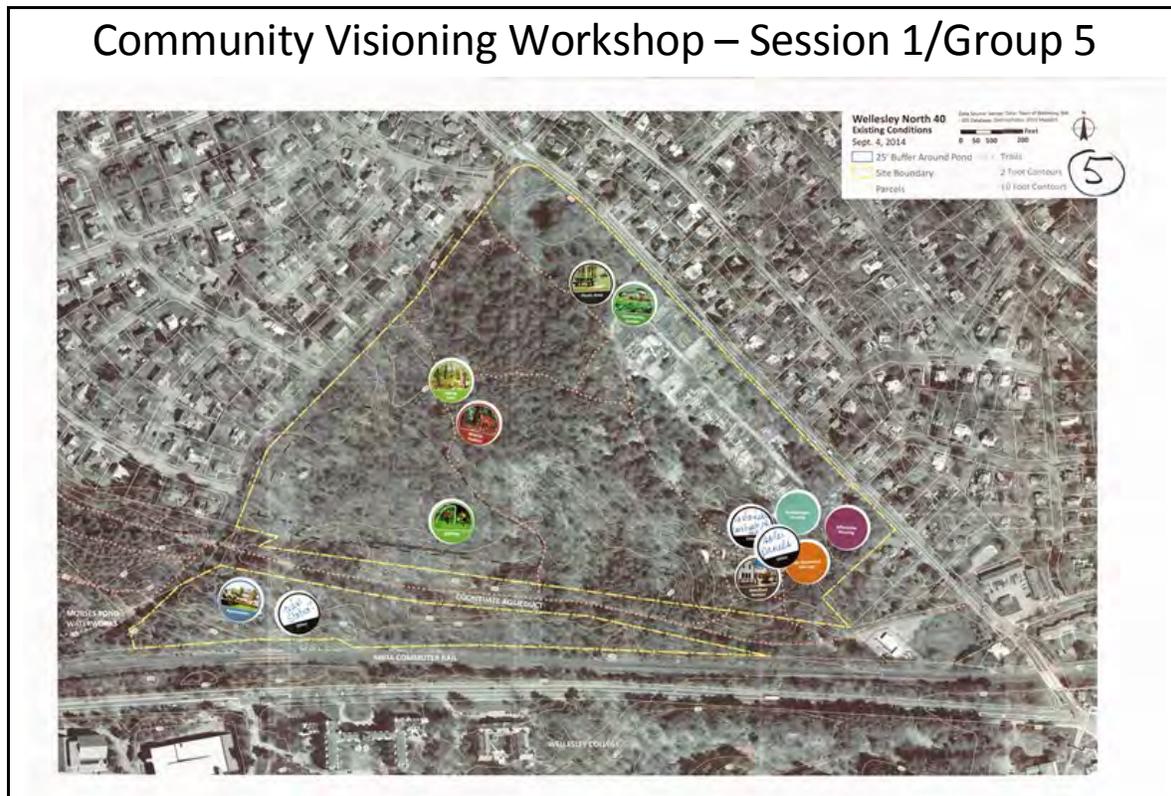


Table 5:

- Dense housing (age restricted, affordable).
- Sustainable/LEED certified buildings.
- Situate new structures near downtown.
- Concern about overcommitting resources at expense of other schools.
- Create buffer around Cochituate aqueduct, preserve connection to Wellesley College.



General Discussion of Preferred Land Use Alternatives

Question: *If the Town doesn't buy the property, there is the idea that Wellesley might sell it to a conservancy. I am concerned that some people may vote against the Town purchasing the property because they think it is likely that a conservancy will step in.*

Response: The issue with relying on a conservancy is that the property would first have to merit the interest of a specific group more than other similar properties in the region. There are many land trusts and conservation organizations such as the Trust for Public Land which stepped in when the Town of Northampton was going to purchase farmland. However, this is because the land had considerable historic merit. A conservation organization might step in to purchase the North 40, but this seems much less likely given its qualities in comparison to similar nearby sites.

Comments:

- Maybe purchasing the additional private properties on the southwest corner of North 40 is a good idea as well.
- Maybe the Town could collect a user fee on community gardens.
- Traffic is a major concern. Traffic should be restricted; if you widen roads it will draw more vehicles.

Community Workshop (Session 2) September 14, 2014, 7:00-9:00 PM

Table 1:

- Add a solar park on the former landfill site.
- Add a bike path on Central Street.
- Create bridge extension between Weston Road and Central Street.
- Cluster housing/attached units at entrance off of Turner Road.
- Affordable and age restricted housing.
- Parin Park is a potential precedent for open space.
- Protect the community gardens.



Table 3:

- Add bike lane on Weston Road.
- Purchase properties on southwest edge of N40 for bike lane/bridge.
- Put housing in south section for walkability to college and downtown.
- An elementary school is a possibility.
- Keeping community gardens is important, but expansion is not necessary.
- Use southern section for BMX trail.

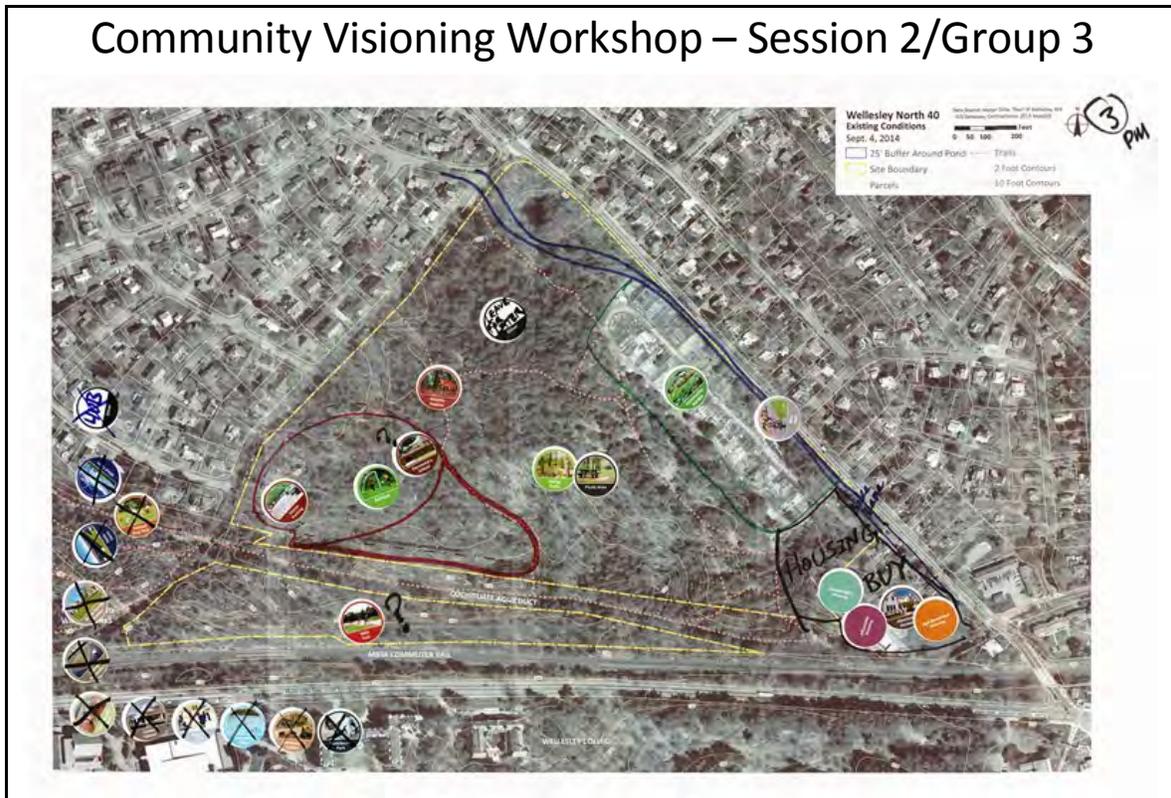


Table 4:

- Group members are primarily from neighborhood.
- In general, maximize open space preservation.
- Add age restricted housing in southwest corner.
- Market rate housing in southern section with bridge crossing to Wellesley College campus.
- Expand/modify community garden for greater access and educational programming.
- Add bike path along the aqueduct.
- Add bike lane on Weston Road for commuters.

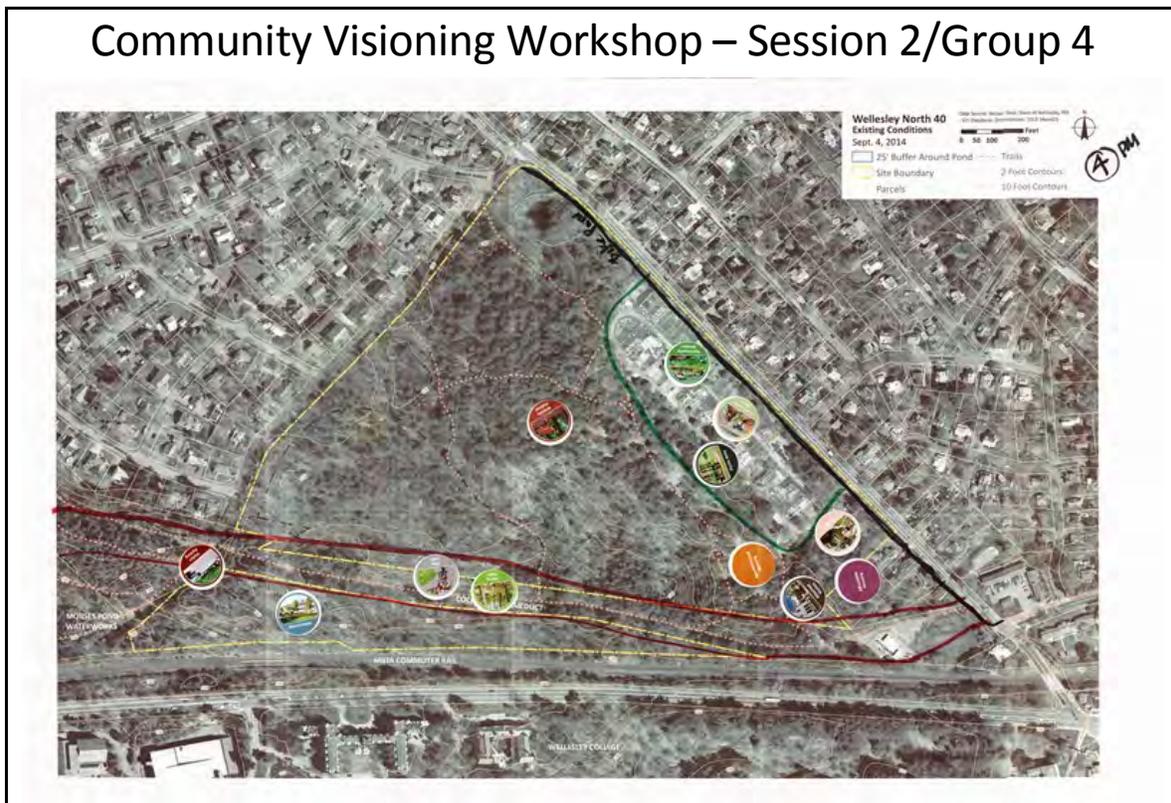


Table 5:

- Keep as much open space as possible.
- Put housing close to downtown.
- Preserve the community gardens.
- Bike path should be internal to property rather than along Weston Road.
- Strong buffer on Turner Road between neighborhood and any development.
- School would be ok but strong concern about traffic.
- Sustainability/ecology program tied to open space.
- Town should consider getting a right of first refusal on properties in southwest corner.

Community Visioning Workshop – Session 2/Group 5



Student Table:

- Create a network of roads and trails on the North 40.
- Include a hockey rink/swimming pool sports facility.
- Elementary school is a possibility.
- People appreciate the unpaved trails.
- Add housing on the south segment.
- Construct road/bridge connection between Weston Road and Central Street.

**General Discussion of Preferred Land Use Alternatives**

As a follow up to the group breakout sessions, the consulting team facilitated a discussion of future land use alternatives with workshop participants. The results are summarized below:

- We should not forget the cost of preserving this as open space. Is it worth 35 million dollars?
- When considering this property, we need to employ a more sophisticated method of assigning value to natural resources.
- Don't let a private developer make the decisions.
- This is about money—money we as taxpayers will have to pay.
- Senior Center? St. James Property? Having the Town be able to think carefully about the uses that could be on this site is important.

- The Town only has jurisdiction over 800 acres. Per capita open space is the least in MetroWest region. We have very limited space. If we take out the privately owned space, we don't have much. Playing fields are currently counted as open space.
- I think the Town should consider selling St. James to pay for the North 40. Take that money and put it toward purchasing the North 40.

Summary of the Town-Wide Visioning Workshop

- Open Space uses - Preserving the garden plots, trails woodlands, wildlife habitat, picnic areas were highly rated.
- Housing Uses – Attached and age-restricted homes were favorable to the majority.
- Community Uses – Bike path and solar farms were highly rated; ballfields and BMX track were moderately supported; elementary school was less supported.

Public Forum

The final public workshop was conducted on September 29, 2014. The objective of this workshop was to provide the public with an update of on-going site analysis, the results of the public visioning workshops, potential land use scenarios and impacts based on current regulations and feedback from the visioning workshops, and the facilitate a general discussion on the goals, future uses, site control, and next steps for the North 40 property. Approximately 76 people attended the Public Forum and the following is a summary of the discussion:

- North 40 is part of much larger habitat and open space system.
- North 40 may provide valuable migratory habitat.
- What's the bottom line: how will valuation be determined?
- Consider state or federal grants to off-set cost of acquisition.
- Conservation restrictions – difference between valuation and market/development value.
- Use future Community Preservation Committee funds
- Encourage Wellesley College to slow down process; consider value to town as well as development.
- What influence does Town over private development scenario?
- Right of first refusal to Town? Wellesley College declined.
- Draw attention from media/state about interest in North 40; reach out to media
- Approval Not Required (ANR) may drive first phase of development; consider changing zoning to maximize frontage requirement.
- What is the Board of Selectmen Strategy plan if can't acquire North 40?
- How can we get Wellesley College to be more cooperative with town?
- Get involved with Save the North 40: petition, letters, blogs, etc.
- North 40 is similar to other valuable open spaces and natural resources that are protected and owned by the Town.

- Value to development is significantly higher than assessor's value.
- Consider partnership opportunities between Wellesley College and Town.
- Encourage Wellesley College to solicit conservation organizations and make them aware of resident, student and alumni concern about the sale.
- Reach out to students, professors, etc. with social media.
- Can we lease North 40 versus buy?
- Consider a Town partnership with conservation organizations.
- Pilot program for Wellesley College on North 40?

4.0 FUTURE LAND USE SCENARIOS

Current Land Use Regulations

Current Zoning and Applicable Bylaws

Zoning District: The North 40 property is located in the Single Family Residential 15 (SRD15) zoning district which requires a 15,000 square foot minimum lot size and 100 feet of frontage on a public (or publically-accessible) roadway.

Permitted Uses: Under Section 2.A, the following uses are allowed **by-right** in the SRD15 district:

1. One-Family Dwelling;
2. Religious Purposes;
3. Educational purposes (specific dimensional restrictions, min. 75% of lot area in open space);
4. Child Care Facility (specific dimensional and operational restrictions);
5. Club (except service customarily carried on as a business);
6. Agriculture, horticulture, floriculture, including sale of natural products raised thereon;
7. Home Occupations; and
8. Accessory uses which are customary and incidental.

By **Special Permit**, the following uses are allowed in the SRD15 zoning district:

1. Continuation of a preexisting residence;
2. Educational purposes and any non-profit purpose (not including Registered Marijuana Dispensaries);
3. Public, semi-public institution of a Philanthropic, Charitable or Religious character;
4. Community Group Residence in an existing building having a single kitchen facility.
5. Telephone exchange provided there is no service yard or garage;
6. Removal of sand, gravel, rock, clay, loam or sod;
7. Residence where more than 3 unrelated persons reside together as a single housekeeping unit;
8. Home occupations, that include additional parking and/or nonresident employees;
9. Municipally owned or operated public parking lot or other public use;
10. Off-street parking as a non-accessory use;
11. Such accessory uses as are customary in connection to the special permit uses; and
12. Use by the Town for its Municipal Light Plant or its Water Works Plant.

The following uses are allowed in the SRD15 zoning district only after **Town Meeting** approval as well as a Special Permit:

1. Air Navigation Facilities;

2. Conversion of a building and site previously used for a municipal purpose;
3. Cemetery (burial use)

Dimensional Standards: Under Section 18 (Area Regulations), buildings in Single Residence Districts (such as SRD15) may have a **maximum lot coverage** of the greater of 20 percent or 2,500 square feet for lots containing less than 20,000 square; the greater of 18 percent or 4,000 square feet but not more than 6,000 square feet on lots of 20,000 square feet but less than 40,000 square feet; and 15 percent for lots containing at least 40,000 square feet.

Under Section 19 (Yard Regulations), the dimensional requirements in the table below are applicable to lots recorded or endorsed on or before January 24, 1985 (such as the North 40 lots):

Area Regulation/District	10,000 sq. ft.	15,000 sq. ft.	20,000 sq. ft.	30,000 sq. ft.	40,000 sq. ft.
Minimum Frontage	60 ft.				
Minimum Front Yard Width	60 ft.				
Minimum Front Yard Depth (Setback)	30 ft.*				
Minimum Side Yard Width	20 ft.				
Minimum Rear Yard Depth	10 ft.	15 ft.	20 ft.	20 ft.	20 ft.

The table below is applicable to lots recorded or endorsed on or after April 8, 1997 which would include new lots subdivided from the within the North 40 property:

Area Regulation/District	10,000 sq. ft.	15,000 sq. ft.	20,000 sq. ft.	30,000 sq. ft.	40,000 sq. ft.
Minimum Frontage	90 ft.	100 ft.	110 ft.	175 ft.	200 ft.
Minimum Front Yard Width	90 ft.	100 ft.	110 ft.	175 ft.	200 ft.
Minimum Front Yard Depth (Street Setback)	30 ft.*	30 ft.*	35 ft.*	40 ft.*	40 ft.*
Minimum Side Yard Width (Side Line Setback)	20 ft.	20 ft.	20 ft.	30 ft.	40 ft.
Minimum Rear Yard Depth (Rear Line Setback)	18 ft.	20 ft.	20 ft.	30 ft.	40 ft.

Under Section 19. B, The entrance of an **attached or detached garage**, built in conjunction with a one-family dwelling, which does not face the street line must be setback a minimum 30 feet to ensure adequate area for vehicles entering and exiting the garage.

Also under Section 19, a **Build Factor** is defined as a “ratio of lot perimeter to lot area which limits the degree to which a lot may have an irregular shape”. For lots recorded or endorsed after January 24, 1985, the maximum Build Factor is 20 which is calculated according to the following formula:

$$(Lot\ Perimeter\ Squared / Actual\ Lot\ Area) / (Actual\ Lot\ Area / Required\ Lot\ Area)$$

Under Section 20 (Heights of Buildings or Structures), No building or structure in the SRD15 district,

except one for religious or non-residential municipal purposes, may exceed a **height** measured from the average original grade or finished grade, whichever is lower, of the land surrounding the exterior walls to the highest roofline, of 45 feet or 3 stories. Parapets, chimneys, flag poles, solar collectors or necessary projections are not included in the measurement of height. Single family, two family and town house buildings may not exceed 36 feet in height.

Natural Resource Protection Development (NRPD) Bylaw: Under Section 16.F, the new Natural Resource Protection Development (NRPD) bylaw (approved at the 2013 Annual Town Meeting) will apply to any subdivision on the North 40 generating 5 or more lots. This bylaw requires a minimum of 50% of the property be preserved as open space in exchange for reduced lot sizes (to a minimum of 7,500 square feet in the SRD15 district) without increasing density.

Inclusionary Zoning Bylaw: Section 16.B requires subdivisions that have a development potential of 5 or more lots to create .20 affordable units for each dwelling unit built (i.e. 20% of the units must be deemed affordable, as defined under State law). This would apply to any residential subdivision on the North 40 property except for residential lots created through the Approval Not Required Program (see below).

Water Supply Protection Zoning District: The North 40 property is within the Water Supply Protection Zoning District (Section 14.E of the Zoning Bylaws), which requires a special permit for projects that result in impervious surfaces over 10,000 square feet in area. The zoning prohibits specific uses that could generate hazardous wastes including petroleum products, chemicals, car repair/servicing. The intent of the zoning provision is to mandate new projects have clean fill, recharge all on-site storm water runoff, and prohibit the re-grading of soil less than 5 feet above groundwater unless it can be proven that groundwater quality will not be affected.

It appears from initial investigation that no portion of the North 40 lies within a Zone I or II Wellhead Protection Area, as defined in the MassDEP's (Department of Environmental Protection) rules and regulations, for the Town's wells. However, it appears that at least some portion of the property lies within Zone II for certain Wellesley College wells. Similar to the Water Supply Protection District Zoning Bylaws, this may restrict the types of uses that might be permitted.

Subdivision Regulations

The Wellesley Subdivision Rules and Regulations apply to the division of property for the purposes of creating residential (and other) lots. The regulations also include design and construction standards for streets and utilities related to subdivisions and other forms of development.

Approval Not Required (ANR) Subdivision: In general, new lots with sufficient lot size and frontage (15,000 s.f. lots and 100 feet of frontage in SRD15) on a public way (e.g., Weston and Turner Roads) could be developed via the Approval Not Required (ANR) process, as defined under the State's

Subdivision Control Law (MGL Chapter 41 Section 81). Developments that follow this process are “by-right”, and involve minimal Town review.

Residential Subdivisions: The development of residential lots (other any ANR) on the North 40 parcel requiring the creation and construction of new roads must follow the Town’s subdivision regulations. This process would require the Planning Board’s approval of the subdivision plan and compliance with Zoning Bylaw provisions related to Natural Resource Protection (NRP) Development and the Water Supply Protection District. The Subdivision Regulations (Section 4.8) also provide the Planning Board with the authority to require parks or playgrounds as part of a residential development.

Streets and Utilities: Section 5 and 6 of the Subdivision Regulations provides the design and construction requirements for streets, sidewalks, water, sewer, stormwater, electrical utilities, streetscape treatments, and other utilities related to the subdivision and development of land. According these standards (section 5.B), the “Optimal Street Width” is 54 feet which includes 2 5-foot concrete sidewalks, 2 10-foot tree lawns, and 24 feet of paved travel lanes (curb-to-curb) according to the Typical Cross-Section diagram. The Planning Board, however, may allow a reduction to a minimum of 40 feet with a plan prepared by a registered landscape architect showing the difference in street tree planting area and alternative landscaping areas which may include a “town footway” and Town or private conservation lands. Under Section 5.B.3, the maximum street grade may not exceed 9 percent in any part of its length and not exceed 6 percent for more than 200 feet.

Under Section 5 and 6, underground distribution systems are required for electrical, telephone and cable utilities and the developer must request that the Wellesley Municipal Light Plant provide the design of an underground distribution system.

Natural Features: Under Section 5.E. Protection of Natural Features, “due regard” must be given to natural features such as large trees and tree canopy, water courses, points of scenic or historical interest, rock outcroppings, significant habitats of plant or animal species which are endangered, threatened or of special concern as so designated under MEPA and by regulations of the Massachusetts DFW Natural Heritage and Endangered Species Program.

Trees: Existing trees may be preserved to satisfy the street tree planting requirement provided that they are inspected and approved by the Superintendent of the Park and Tree Division. It is strongly encouraged that healthy trees on the site should be preserved, and that the developer should consider on-site reuse of healthy trees which must be removed in conjunction with construction activity.

Under Section 6. K, Trees to be planted must be at least 2 1/2 inches in trunk diameter. New or retained/reused street trees must be placed so they are not more than 60 feet apart and not less than 4 feet and not more than 24 feet from the roadway pavement. It is the preference of the Planning Board that the required trees be planted between the roadway pavement and the sidewalk if the planting strip is at least 7 feet wide.

Design Guidelines Handbook

For Major Construction Projects under the Site Plan Review process, the Town's Design Review Board is responsible for evaluation of the development proposal at preliminary and final stages of the application. The DRB's role is not to determine specific styles, materials or siting but to encourage creativity and sensitivity of the project while meeting the general Design Criteria as defined in Section II of the guidelines and summarized below:

- Preservation and Enhancement of Landscaping – Preserve the site in its natural state so far as practical; and integrate the development into existing vegetation and landforms, keeping in mind the natural environment, surrounding properties, and townscape.
- Relation of Buildings to Environment – relate harmoniously to the terrain and the use, scale and architecture of existing buildings in the vicinity; buildings should be visually related to their surroundings with respect to height and roof slopes, scale, materials, texture and colors, rhythm and spacing of buildings, fenestration, open space and landscapes, and street facades.
- Open Space – Ensure that valuable open space is preserved and enhanced; landscaped and usable open space should add to visual amenities, and include trees along roadways and in parking lots, small parks, along , and landscaping around buildings and surrounding areas.
- Signs and Advertising Devices – The size, location, design, color, texture, and materials should be in harmony with significant architectural features of the proposed building and surrounding properties.
- Heritage – New construction should be in harmony with traditional, significant, and historical uses.

Development Review and Permitting

All potential future development on the North 40 site is likely to require development plans subject to Subdivision Control or project approval under Project of Significant Impact or Site Plan Review.

Major Construction Projects: Under Section 16.A of the Zoning Bylaws, a "Major Construction Project" is any development which involves a change in the outside appearance of a building or buildings or premises, and includes one or more of the following:

1. construction of 2,500+ square feet gross floor area (GFA);
2. an increase in GFA by 50% or more which results in a GFA of at least 2,500 square feet;
3. grading or regrading of land to planned elevations, and/or removal or disturbance of the existing vegetative cover, over an area of five thousand (5,000) or more square feet;
4. any activities regulated or restricted under Floodplain and Watershed Protecting Districts; or
5. any activities regulated under Water Supply Protection Districts.

Project of Significant Impact (PSI): Under Section 16.A of the Zoning Bylaws, PSI means any construction

project having an aggregate total of:

1. newly constructed floor area of 10,000 or more square feet; or
2. renovated, altered and/or replacement floor area of 15,000 or more square feet in a building having 15,000 or more square feet of ground coverage to provide for a use which is different from the existing use as determined by the State's Property Type Classification Codes (April 1991 edition).

Projects involving the construction of single and two-family dwellings are specifically exempted from the PSI permitting requirements.

The develop review and permitting process will likely include municipal systems impact analysis and comprehensive traffic analysis and mitigation. There are various levels of traffic reviews that could be triggered, depending on the type of development sought. However, for Approval Not Required (ANR) lots, a traffic analysis is not requirement for the creation of new individual house lots.

For any new subdivision that is deemed to generate 30 or more vehicle trips in any single hour of the day, traffic impact data and analysis is required and evaluated in the Planning Board's decision; the analysis must include existing traffic conditions at the existing connections including peak hour volumes, speed, level of service as compared to post-development traffic volumes, level of service of intersections and streets at the proposed point of intersection of the new street system. If the Planning Board finds the data shows that the street does not have adequate construction or will not have adequate capacity, alternative designs to address the deficiencies must be created and approved by the Planning Board.

Construction of a new school or other large, non-residential project would be subject to the Town's PSI special permit approval process, which requires an in-depth Municipal Systems Impact Analysis, including a traffic study. Such a study would analyze the traffic impacts of the proposed development and require the development and evaluation of various approaches for mitigating adverse impacts.

Future Land Use Scenarios

The North 40 site is comprised of three (3) existing lots, with one of the lots incorporating the Cochituate Aqueduct which bisects the entire site east to west. The primary parcel is 40 acres and located north of the Cochituate Aqueduct. This lot is conforming to the basic zoning requirements and building permits could be sought for allowed uses in the SRD15 district. The triangular parcel on the southern end of the site that lies between the Cochituate Aqueduct, railroad right-of-way, and Route 135 poses a challenge to future development. Its only frontage is on the Morses Pond Access Road, which may not satisfy frontage requirements in the Zoning Bylaws. A developer would likely request seek access to the parcel by constructing a new road over the Town-owned Aqueduct, or via an extension of Turner Road. Either scenario would require approval from the Town. Accessing this portion

of the property would also likely require an additional curb cut on Route 135, which requires MassDOT approval.

Based on the Town's land use and development regulations, and potential future uses identified in the visioning workshops, the following alternative development scenarios were prepared for the North 40.

Open Space

The Natural Resource Commission (NRC), Wellesley Trails Committee, Save the North 40 organization, and several other town boards, committees and citizens have identified the value of the North 40 for its natural and passive recreational attributes such as woodlands, wildlife, walking trails, bike paths, natural play areas for children, and community garden plots. The NRC and others have advocated for preserving as much of the North 40 as possible for parkland which would minimize traffic impacts, maintenance cost, and keep the land as a valuable community open space asset. While all future land use scenarios involve extensive preservation and enhancements to existing open spaces and trails, it is likely that other forms of development will occur on the property given its market value and potential for residential, educational and other community-oriented use opportunities.

Residential Development

The North 40 site is a highly favorable location for housing given its proximity to the MBTA Commuter Rail, Wellesley Square, schools, supermarket, religious and cultural institutions. The Metrowest Regional Transit Authority (MBTA) Route 8 bus also runs down the Weston Road corridor providing public transportation connects to local and regional destinations.

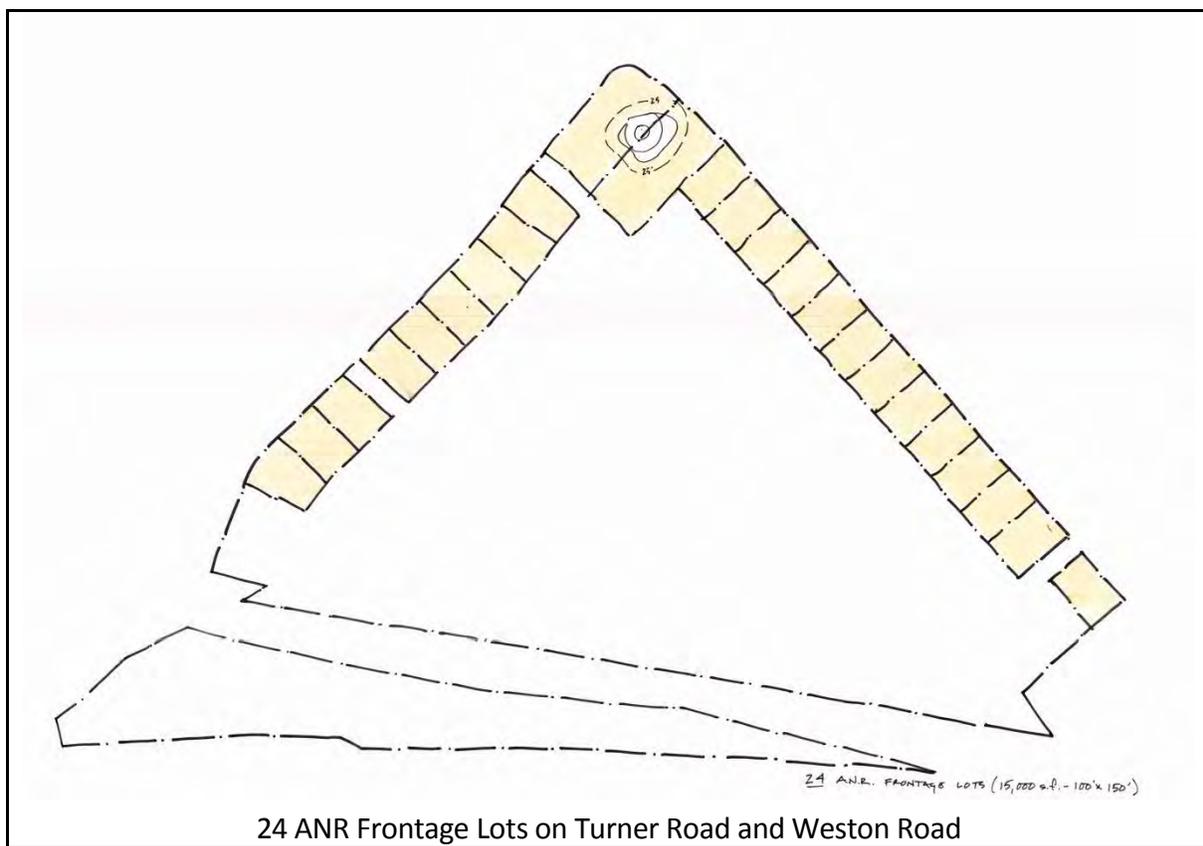
The Zoning Bylaws allows the construction of one-family dwellings, by right in the SRD15. Based on conceptual site planning, the North 40 property could potentially yield approximately 75 to 100 new single family house lots. The exact number of single family house lots would depend on several factors including how the property is laid out and how a developer would utilize the 5 acre +/- southern segment which is land-locked between the railroad tracks and Route 135, with access only to the Morses Pond Access Road.

While the range of new single family homes is between 75 and 100, zoning regulations do not allow for a conventional subdivision plan layout. This number of units would require a cluster design under the Natural Resource Protection District (NRPD) bylaw possibly combined with Approval Not Required (ANR) frontage lots along Turner Road and Weston Road. A third alternative component might include a Chapter 40B housing development which could significantly increase the number and type of housing units on site. These residential development scenarios are further described and illustrated below:

Development of Existing Lots and Creation of ANR Lots: Under a specific exemption from the Massachusetts Subdivision Control Law (M.G.L. Chapter 41 Section 81), frontage areas along Turner Road and Weston Road on the North 40 may be divided into separate residential lots having the SRD15

minimum required frontage of 100 feet and 15,000 square feet of lot area. (Due to the location of the MBTA Commuter Rail line, the site does not have frontage along Central Street). Based on the approximate frontage of 1,500 feet along Turner Road and 1,700 feet along Weston Road, it is estimated that a maximum of 32 lots could be developed through the ANR process (15 lots along Turner Road and 17 along Weston Road). However, the total number of ANR lots would probably be somewhat less taking into consideration the inability to utilize the former landfill portion of the site for home construction; that a developer would likely reserved some street frontage for future access the interior of the site for further development; and that the vernal pond occupies frontage at corner of Turner Road and Weston Road. The conceptual below illustrates the potential layout of 24 ANR frontage lots taking into consideration the likely preservation of some street frontage.

Figure 14. Conceptual Plan of ANR Lots on the North 40 Site

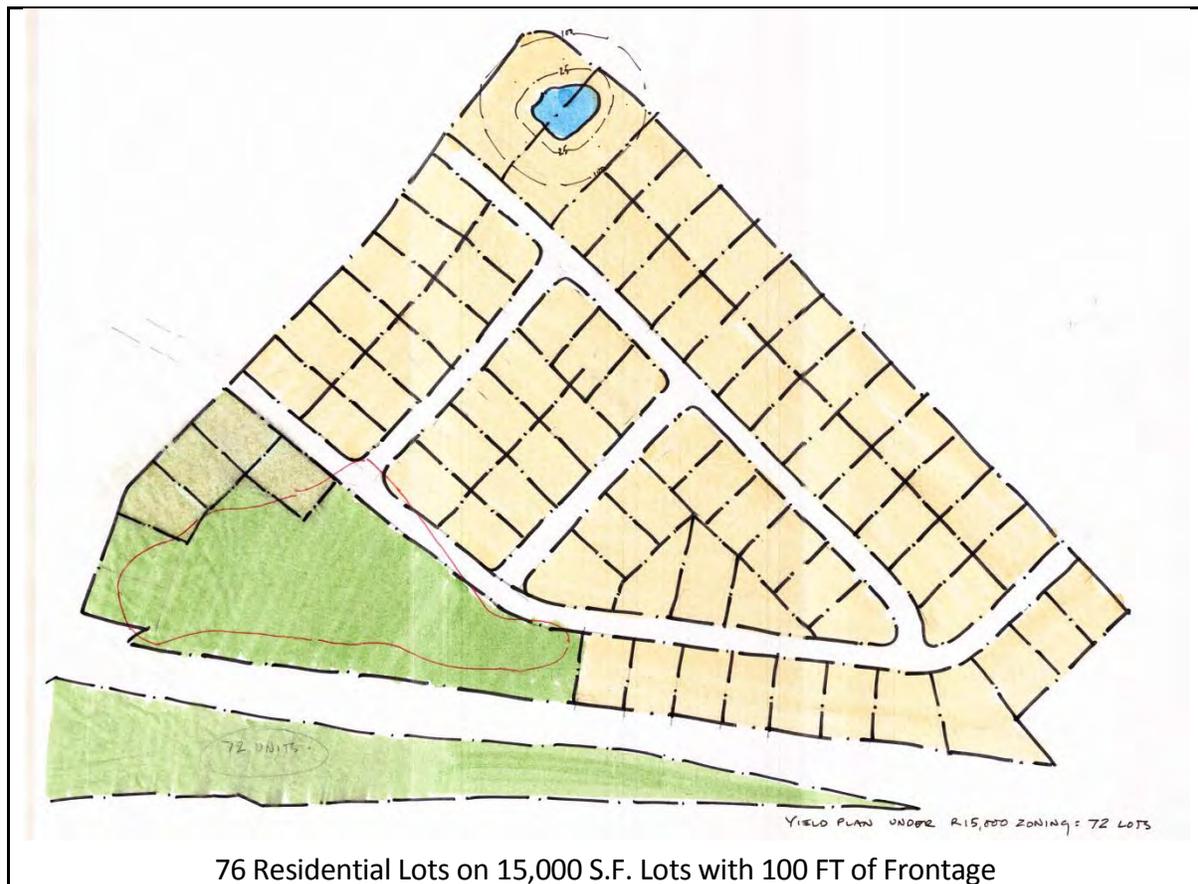


While the new ANR residential lots would result in some impacts on municipal facilities and services, it would not trigger municipal impact or traffic impact analysis under Development Project Review process. Other likely impacts of new frontage lots would be the loss of vegetative perimeter buffer along the North 40, and number of new curb cuts onto Turner Road and Weston Road which may affect pedestrian and bicycle safety.

NRPD Cluster Subdivision: While an estimated 24-32 single family homes (and approximately 11 acres) could be developed along Turner Road and Weston Road through the ANR process, development of the interior of the site would be subject to the Subdivision Control Law. (Proposals to divide property into two or more buildable lots, where each lot proposed does not have existing frontage, are subject to the Town’s subdivision regulations include design for streets and other municipal infrastructure). A developer could decide to forgo creation of lots through the ANR process and subject the entire site to Subdivision Control.

In the SRD15 zoning district, the Natural Resources Protection Development bylaw (NRDP) would require the developer to determine applicability if the property that has the potential (under the NRPD bylaw’s yield formula) to be divided into 5 or more lots. Based on the size of the North 40 and the zoning, a subdivision of the site would be subject to the NRPD bylaw, whether it was the entire site or only the interior remaining from the creation of ANR lots. The concept below illustrates a NRPD Yield Plan for the North 40 taking into consideration the constraints on the former landfill site and limited access to the southern segment. This concept would result in 76 single family lots (including the frontage lots on Turner Road and Weston Road) meeting the minimum dimensional requirements of the SRD15.

Figure 15. Conceptual NRPD Yield Plan on the North 40 Site



While there are specific design standards in the NRPD bylaw, development potential is primarily controlled by the allowance to reduce lot area and dimensions to a minimum of 7,500 square feet in lot area and 50 feet of frontage/front yard width, and the requirement that 50% of the total site must be protected open space. The following concept plan illustrates two possible layouts under the NRPD bylaw – one incorporating ANR frontage lots (yielding a total of 98 lots) and another without ANR frontage lots and more vegetative buffers along the perimeter (yielding a total of 76 lots).

Figure 16. Conceptual Plan A of NRPD Cluster Subdivision on the North 40 Site

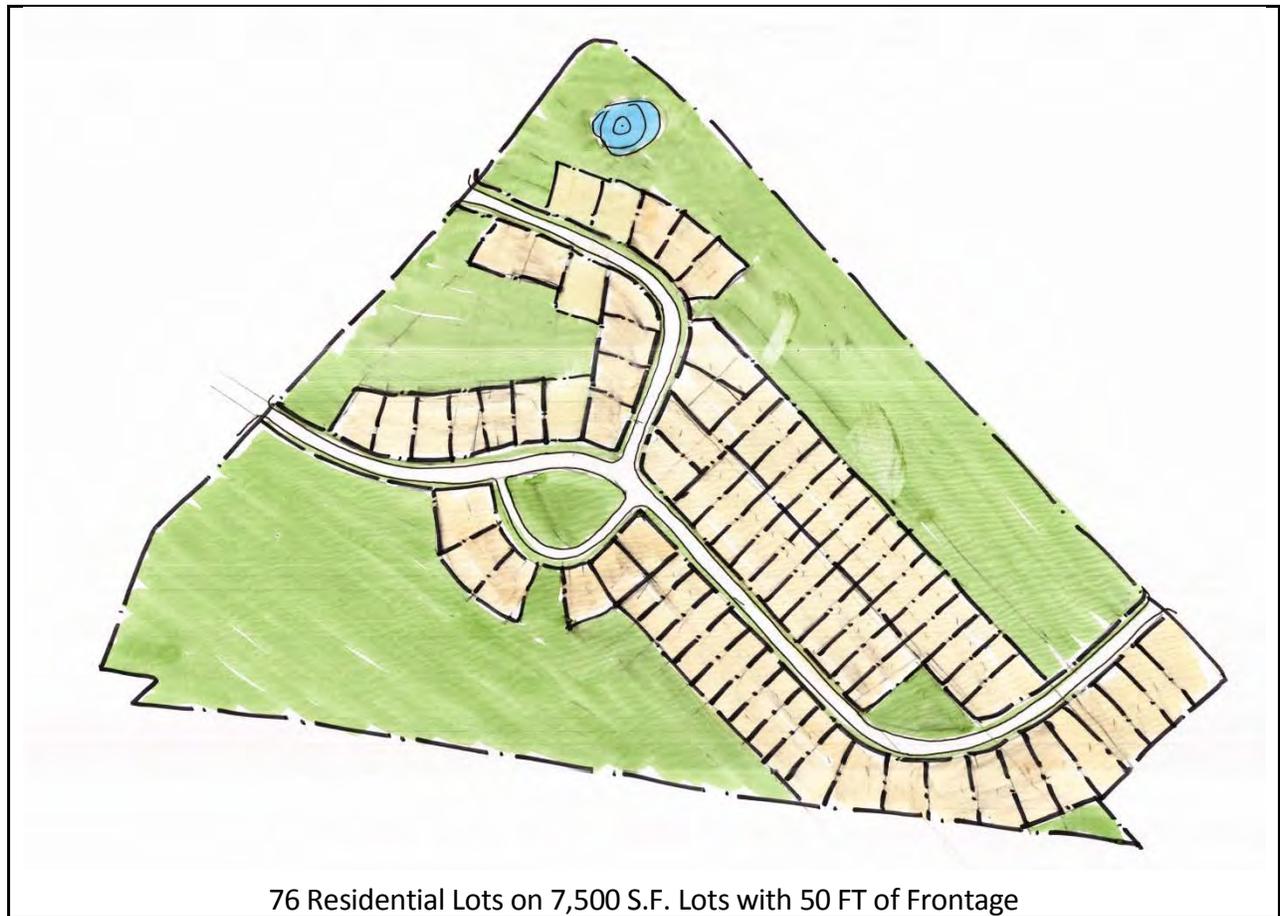
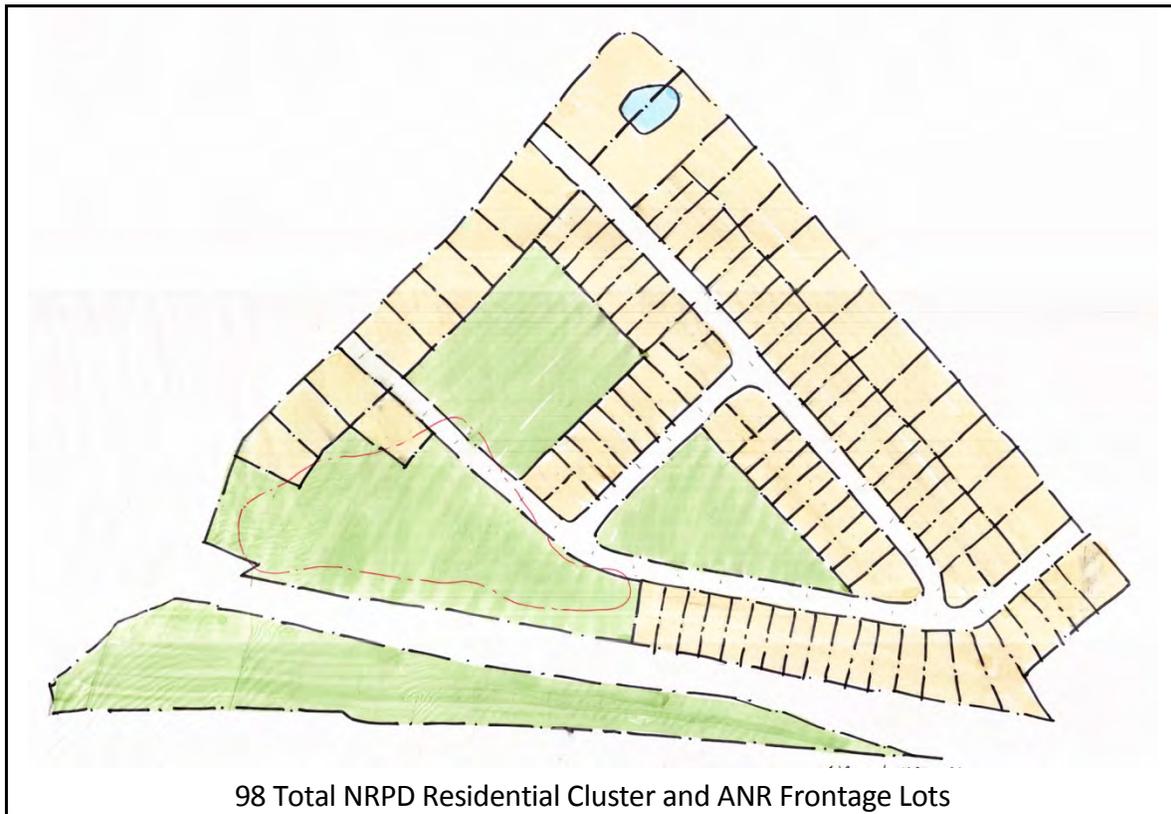


Figure 17. Conceptual Plan B of NRPD Cluster Subdivision with ANR Lots on the North 40 Site



In addition to these two scenarios, development under NRPD could result in more limited developments such as the concept below which illustrates 48 small single family homes (possibly cottages) clustered around the community garden plots and a new community supported agriculture (CSA) farm.

Figure 18. Limited NRPD Conceptual Plan B on the North 40 Site



Other factors to consider under a NRPD cluster residential subdivision is that the Inclusionary Housing Bylaw (Section 16.B of the Zoning Bylaws) will require 20% affordable housing under any of the residential scenarios. Additionally, if the North 40 was developed as a NRPD cluster residential subdivision, it is likely the Water Supply Protection District Special Permit would be triggered due to the likelihood of new roadways and other paved, impervious surfaces exceeding 10,000 square feet. In this case the Planning Board would act as Special Permit Granting Authority (SPGA) for a Water Supply Protection District Special Permit associated with a subdivision application. The Zoning Board of Appeals would review and consider the Special Permit request.

Cottage and Townhouse Development: In addition to the conceptual single family cluster subdivision plan under the NRPD bylaw above, additional concepts have been drawn up illustrating the use of different types of dwelling units including townhouses (attached single family units) and cottages (detached or semi-attached single family units on small lots with common open space). It's important to note that these housing types are not permitted in the SRD15 currently and would require an amendment to the zoning bylaws or be included in a Chapter 40B development proposal.

Figure 19. Conceptual Plans of Cottage Courts and Townhouses on the North 40 Site



Some relevant case studies of alternative housing types that may be considered by the Town and on the North 40 site include the following:

- Riverwalk – Cottage court development in West Concord village.
- Old Village Square – a traditional neighborhood development (TND) in Medfield.
- Donovan’s Farm – a TND in Norwell.
- Pioneer Valley Cohousing – A 37-unit co-housing project in Amherst.
- West Ridge – a TND and townhouses in Hudson.

Estate Lots: One possible alternative to the NRPD cluster residential subdivision would be to do a very limited subdivision of 4 large estate lots. Under this scenario, large homes would be built on large lots (possibly 2 to 4 acres) off a new cul-de-sac in a selected interior portion of the North 40. The theory behind the estate lots is that a significant portion of the North 40 could be preserved for open space, municipal impacts would be limited, and raising funds could be raised by the sale of the estate lots to pay for the acquisition of the property.

Development under a Comprehensive Permit (Chapter 40B): Sections 20-23 of Chapter 40B of the Massachusetts General Laws allows a developer to qualify for waivers of local zoning and permitting rules if the developer's proposed project constitutes "low or moderate income housing", which means housing subsidized under any state or federal government program. A 40B proposal would be reviewed by the Zoning Board of Appeals (ZBA) who may issue a "comprehensive permit" covering all local permitting requirements, including necessary zoning relief. (Other than the submittal of a recommendation, the Planning Board has no jurisdiction).

If the ZBA were to deny a comprehensive permit, since the Town's housing stock has been determined by the MA Dept. of Housing and Community Development (DHCD) to be less than 10% affordable (currently approximately 6%), the applicant could appeal the denial to the Massachusetts Housing Appeals Committee (HAC). The HAC generally reverses such denials, absent compelling health and safety reasons for the denial or unless the project constitutes a "large project." A large project, as it pertains to Wellesley, would consist of more than 300 units, and given the uncertainty a developer would have to contend with in order to undertake a large project, it might be expected that a 40B proposal would not exceed 300 units. Absent any additional market rate housing construction, the Town would need **349** additional low or moderate income housing units to reach 10%.

An important consideration for Wellesley is that DHCD counts low or moderate income units differently depending on whether they are rental or homeownership units. In a rental project, 100% of the units are added to the inventory as affordable units even if only a portion are restricted to low or moderate income households. In the case of a homeownership project, only the restricted units are added to the inventory. In other words, if a 100-unit rental project with 25 affordable and 75 market units were developed on the North 40, all 100 units would be added to the inventory as low or moderate income units. On the other hand, if the project were developed as a homeownership project, only 25 units would be added to the inventory as low or moderate income units.

The units must be approved for direct State or Federal subsidy. With the exception of the **Local Initiative Program (LIP)**, the subsidies are financial. In the case of the LIP (often referred to as a "friendly 40B") Towns work directly with developers but receive technical assistance from DHCD. LIP projects allow Towns more flexibility in making decisions about the design and site plan of a project. The State takes a lesser role and merely has to approve the affordability elements of the project including the incomes of the persons to be housed, the minimum quality of the units, fair marketing, and a maximum level of profit.

Examples of Chapter 40B projects in Wellesley include the following:

- Hastings Village – A “hostile” 40B with 52 units on Hastings Street.
- Ardmore Apartments 36 units on Cedar Street.
- Waterstone at Wellesley - A friendly “40B” with 135 units.
- Edgemoor Circle Condominiums.
- Glen Grove Apartments - 120 units.

Relevant Case Studies of 40B developments in other communities include the following:

- Avalon/Shrewsbury – a LIP and 251-unit rental project in Shrewsbury with .45 children/unit in 2013.
- Avalon /Lexington - 387 rental units of the former State Hospital with approximately .32 children/unit.
- Avalon/Action - 296 rental units with approximately .27 children/unit.
- South Natick Hills - 268 units with broad range of bedroom counts (24-1BRs, 192-2BRs, and 52-3BR units), family- friendly with large dedicated open space, cluster pattern, low density neighborhoods surrounding area, and near Route 9.
- Concord Mews – 350 rental units on 30-acre site with about .47 children/unit and family-oriented design with broad unit layout/mix/number of bedrooms, playgrounds, open space, swimming pool and clubhouse.
- Warner Woods - located within walking distance of West Concord Village with 80 units and about .23 children/unit.

Affordable housing developed by the Wellesley Housing Development Corporation, not intended to be Town-owned, would need to consist of one-family dwellings. These dwellings could be developed similar to privately developed residential uses discussed above.

Development of Municipal and Other Uses

As noted above, uses other than single-family dwellings are permitted, either by-right or with the issuance of a Special Permit. Regardless of whether a Special Permit is needed for the specific use sought, all uses other than one-family or two-family dwellings will require a Project of Significant Impact (“PSI”) Special Permit from the Planning Board if involving newly constructed floor area of 10,000 or more square feet in area. Projects issued a PSI Special Permit would then be required to receive Site Plan approval from the Zoning Board of Appeals (with recommendations from the Design Review Board, Planning Board, and other Town departments and boards). Projects with less than 10,000 square feet of newly constructed floor area, but more than 2,500 square feet of newly constructed floor area, or involving grading/regrading and removal/disturbance of vegetation over an area of 5,000 or more square feet would constitute a Major Construction Project, requiring Site Plan review by the Zoning Board of Appeals. Additionally, as discussed above, development of uses triggering these reviews would

require the review and issuance of a Water Supply Protection District Special Permit from the Zoning Board of Appeals.

Reviews and permits required for municipal uses vary based on the type of use. Schools and their associated accessory uses would be allowed by-right, without the issuance of a Special Permit for the use. However, PSI and Water Supply Protection District Special Permits would likely be required, as well as Site Plan approval. Other municipal uses, which would include recreational facilities such as fields, are covered under the allowance of, by Special Permit, “municipally owned or operated public parking lot or other public use.” The Special Permit for the use would need to be reviewed and issued by the Zoning Board of Appeals, following issuance of any required PSI Special Permit, and generally considered in conjunction with the ZBA’s review of the Site Plan and any other special permits. Consideration should be given to whether recreational facilities accessory to a municipal school use, used for non-school events, requires the issuance of a Special Permit for such non-school use of the facilities.

Based on these applicable land use regulations and input from the public visioning workshops, the following concept plans were prepared for a new school with associated access, parking and ballfields on the North 40. The first is located on the site of the former landfill and include access from both Turner Road and Weston Road. The second concept illustrates a new school and parking adjacent to the community garden plots with access to Weston Road at the intersection with Howes Street. Under this scenario, the ballfields would remain on the former landfill side.

Figure 20. Conceptual Plan of New School on the Former Landfill Site



Figure 21. Conceptual Plan of New School on the Eastern Side of North 40 Site

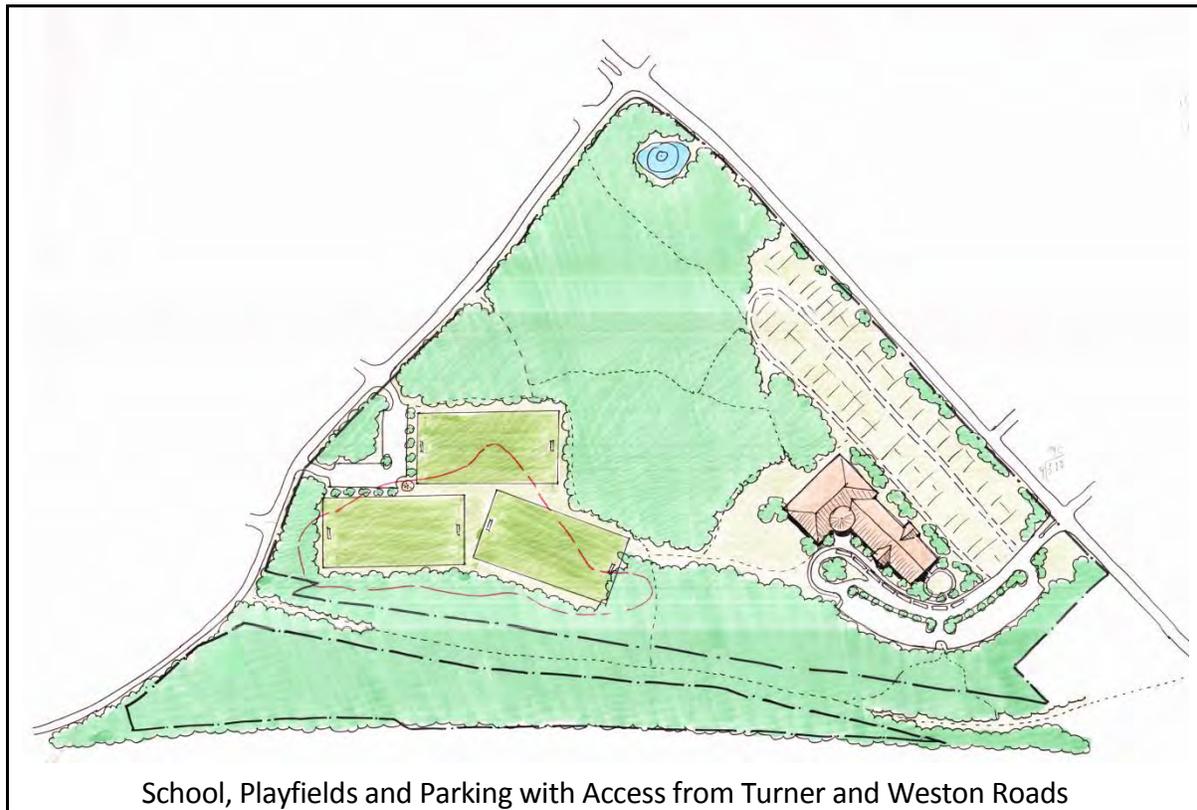


Figure 20 above includes a conceptual plan for a new school and ball fields on the former landfill site with the following site design characteristics:

- About 6 acres for school building, access road, parking and play areas.
- 47,500 s.f. building footprint.
- 138 parking spaces.
- Two multi-purpose ball fields each 150'x300'.
- 60' baseball/softball diamond; 200' outfield.
- About 4.5 acres for ball fields; parking shared with school.

Figure 20 above includes a conceptual plan for a new school on the east side of the property and ball fields on the former landfill site with the following site design characteristics:

- About 6.9 acres for school building, access road, parking and play area.
- 50,000 s.f. building footprint.
- 95 parking spaces.
- Three multi-purpose ball fields each 180'x360'.
- About 6.9 acres for ball fields and 64 parking spaces off Turner Road.

Active Recreation: The NRC and the Recreation Commission have suggested that the North 40 could be a possible location for active recreational use such as the addition of sport playing fields, a natural playground for active play and educational purposes, and expanded bike paths as an alternative to biking on Weston Road. The Recreation Commission Playing Fields Task Force has estimated that three additional full size rectangular multipurpose, synthetic turf fields are needed to alleviate the existing shortage. They also project that lighting the fields could reduce the need from three to two fields.

Use of the Town's playing fields includes youth sports organizations and well as a number of groups who pay user fees. The lack of available field time reduces the ability of the Commission to add programs that require rectangular fields and after school programs. Increased field capacity would allow for an increase in programming. The Recreation Commission also considered other potential Town Facilities including the need for indoor basketball courts, community pool and ice rink.

Schools:

The School Committee's report to the North 40 Steering Committee indicates that the North 40 property could be a suitable location for a new consolidated elementary school with a reasonable traffic plan. The Town's School Facilities Committee hired the consulting firm SMMA to study and evaluate all of the School Department buildings and found that Hardy, Hunnewell, and Upham will require significant renovations or replacement over the next 5-7 years. SMMA estimates that in order to construct the school, associated open space, and parking, approximately 10-12 acres of land is necessary.

The Weston Road corridor provides primary access to the Hardy elementary school. If a new school housed the same number of students or a minor increase in student population, additional traffic impacts could be minimal. A new 4 to 5 section school, which would consolidate 2 or 3 schools, would generate approximately 250 additional vehicle trips during the school pick up and drop off period. The North 40 could potentially better accommodate stacking and queuing and would facilitate an improved pickup/drop off.

If the North 40 was developed as a non-residential use, it is likely that the Water Supply Protection District Special Permit would be triggered due to the likelihood that such projects would constitute a major construction project, include a parking lot, and/or render 10,000 sq. ft. or more of any lot impervious.

5.0 RECOMMENDATIONS

Based on the results of the visioning workshops and public forum, the consultant team developed alternative future land use scenarios for the North 40 site which are included in Section 4 of this report. Based on the results of the public visioning process and site analysis, the North 40 Steering Committee has unanimously recommended that the Board of Selectmen acquire the North 40 for municipal purposes. The following is a general summary of actionable items and recommendations for moving forward into the next phase of planning for the future of the North 40 Site based on these alternative land uses:

Prepare and Carry Out a Community-Wide Survey to Further Define Future Uses on the North 40.

The Town should conduct an on-line survey to further define the community goals for the North 40, preferred future land uses, specific development and development characteristics, and on what terms the Town should acquire the property. The Town should also consider carrying out an on-line Visual Preference Survey (VPS) which provides an opportunity for citizens to rate images of development patterns and forms that may be applicable to the North 40. The VPS would typically include a series of photos illustrating a variety of building types and placement, architectural themes, open space types and design, streetscape treatments, pedestrian and bicycle facilities, traffic calming techniques, and other elements. The VPS provides the public with an opportunity to shape future uses on the North 40 by helping to define the context, scale, and design of buildings, streets, and open spaces. It would also help the Town prepare land use regulations, design guidelines, and build support for grant applications.

Prepare a Detailed Site Development Study for the North 40 Site

The N40SC members agree that while the visioning and evaluation process has identified a wide variety of potential uses for the North 40, a clear consensus, other than in support of acquisition, has not been reached on the best combination of uses for the site -- such as open space, passive and active recreation, affordable housing, schools, community gardens, enhanced neighborhood access, and trail amenities. However, whether the Town or a third party developer acquires the property, impacts on the Town's facilities and services with regards to traffic, schools, recreation, and other infrastructure needs to be carefully evaluated and planned for. A thorough site development study should be prepared with an evaluation of the impact that Town acquisition or sale to a developer would have on Town-wide municipal assets.

The study should respond to the following issues and concerns raised in the visioning process:

- The impacts of development on existing uses such of the forest lands, trails, and community gardens.
- The projected traffic impacts from the preferred or likely land use scenarios and the mitigation

solutions.

- Define impact on water, sewer, electric or stormwater infrastructure.
- Where and what form of buffers are needed to minimize impacts to the neighborhood in terms of noise and lighting associated with any development of the site.
- The projected impact on student enrollment long-term as well as during a time when the elementary schools is at capacity (particularly the Hardy District).
- Potential environment impacts, including loss of wildlife habitat, increased stormwater runoff, water quality concerns relative to the Town's Morses Pond well and the Wellesley College Wellhead Protection Zone, and the increased carbon footprint associated with development of the site.
- Remediation of the former landfill.

Overall Planning Goals for the North 40

The North 40 is a highly visible property and development may be driven by a combination of public and private investments. The public visioning and scenario-building process identified several factors that need to be considered in the future planning and use of the North 40. As a starting point, this may include the following parameters:

Maintain a Strong Relationship with the Surrounding Neighborhood and Community at Large: Preserving key existing site attributes and resources such as public access, community garden plots, informal youth play space, and the trail network was identified as significantly important.

Context Sensitivity: Future use and development must be sensitive to internal compatibility as well as the outer edges of the property with surrounding neighborhoods, travel corridors, and open spaces.

Public Capacity: Consideration must be given to the potential demands of public infrastructure and services generated by reuse scenarios and ensure that undue stress is not created on local government.

Sustainable Design and Development: A well-defined framework of building and site design must be consistent with public aspiration for achieving sustainability with any future land uses such as concentrating development near existing civic infrastructure, protecting key natural resources, improving multi-modal access, promoting clean and efficient energy on sites and in buildings, and connecting the site with other regional attributes.

Utilize Existing and New Development Regulations to Ensure Future Uses is Well Designed and in Context with the Surrounding Area

Existing Regulations: There are key provisions in the current Zoning Bylaws, Subdivision Regulations, and Design Guidelines Handbook that should be utilized by the Town to shape future development on the North 40 site. The Natural Resource Project District (NRPD) bylaw is the most relevant example and has its potential application on the North 40, as illustrated in Section 4. The bylaw will ensure that whoever develops the property, at least 50% of the land will remain as open space, and the town will be able to weigh in on which areas are most important to protect. In combination with other regulations such as

Section 4.8 of the Subdivision Regulations (Parks and Playgrounds), NRPD could be used to protect valuable open spaces but also to shape active recreational and civic gathering areas. For example, this provision might be used to enhance or replace existing trails, or provide a natural buffer along the Cochituate Aqueduct/Cross Town Trail which has been recommended by the Trail Committee.

Another example is the “Optimal Street Width” in the Subdivision Regulations which can be reconfigured with approval by the Planning Board to provide context-based attributes such as specific streetscape treatments, pedestrian and bicycle facilities, or traffic calming and access adjustments. The Wellesley Design Guidelines Handbook also allows the Design Review Board to provide meaningful recommendations in terms of development characteristics for Projects of Significant Impact and major Construction Projects.

Potential New or Amended Regulations: In addition to the single-family cluster subdivision under the NRPD bylaw in Section 4, additional concepts have been drawn up illustrating the use of different types of dwelling units including townhouses (attached single family units), co-housing, and cottages (detached or semi-attached single family units on small lots with common open space). A Chapter 40B project could include additional forms of housing types such as apartment buildings, condominiums, or continuing care residential facilities. It’s important to note that these housing types are not permitted in the SRD15 currently and would require an amendment to the zoning bylaws. It’s possible that these housing types and other key development characteristics could be addressed as an amendment to the NRPD bylaw (Section 16F) or the Planned Development Districts bylaw (Section 9A), neither of which have been used to date.

The Town may also consider the adoption of new **Context-Based (or Form-Based) Standards** as part of a new overlay district that would apply to key properties such as the North 40. Form-based codes (FBC) address the relationship between buildings and the “public realm” (which is to say streets, open spaces and civic places), the form and mass of buildings in relationship to one another, and the scale and purpose streets. Some of the key advantages and elements of FBC are as follows:

- **Based on a Community Vision** - FBCs typically follow the preparation of a conceptual plan or community visioning process (such as with the North 40) which provides for future land use and development objectives in a given neighborhood, corridor, or district.
- **An Implementation Tool** – FBCs are designed to achieve this community vision by translating concept plans and goals into a Regulating Plan which calibrates desired form, scale and placement of development, streets, and civic spaces to fit the local context.
- **Compact Development** – FBCs typically focus on creating a walkable urban environment and conserving land and energy through reduced automobile usage and advanced techniques such as stormwater infiltration.

- **Diversity and Mixed Uses** – FBCs are typically geared to prevent homogeneity through a variety of building types, street types, open spaces, and land uses providing for people of all ages and every form of mobility. FBC typically define the horizontal and vertical mix of uses rather than separating them like many conventional regulations. Mixed uses are allowed where appropriate and in scale with local context.
- **Building Types and Elements** – FBCs define the types, placement, scale, key design features and functions of buildings in context with surrounding buildings and the public realm. These standards typically include Build-To-Zones (rather than minimum setbacks) as well as Key Elements (such as porches, stoops, forecourts) creating variation based on different types of use (civic, residential, mixed use).
- **Allowable Uses and Functional Standards** – FBC typically define the horizontal and vertical mix of uses rather than separating them like many conventional regulations. (The North 40 would probably be limited to certain residential and community uses). Based on use, functional standards may be included that address how building facades present themselves to the street and other public spaces such as front entrances, façades, fenestrations, articulation, material courses, outdoor activities, and lighting that create an attractive street wall and an interesting pedestrian environment.
- **Thoroughfares Design Hierarchy** – FBCs provide functional specifications for thoroughfares which are often arraigned in a design hierarchy and can range from large boulevards to alleys to pathways. Design standards are usually geared to creating pedestrian friendly “complete streets” through the assemblage of key functional characteristics (e.g., sidewalks, travel and parking lanes, street trees, street furnishings, transit and bicycle facilities, lightings, intersection treatments, etc.).
- **Public and Private Open Space Types** – FBCs typically provide for the creation of a broad range of passive and active open spaces that are intended to integrate vibrant civic and public spaces into neighborhoods and town centers. Some examples include neighborhood parks, plazas, commons, playgrounds, athletic fields, and community gardens.
- **Flexible Parking Standards** – FBC typically prescribes the location and design of parking areas to minimize the impact on the pedestrian environment. They also allow (or require) shared parking and utilization of public parking when available to minimize the parking footprint and maximize efficiency.

These context-based and character-building land use regulations can make a significant difference in the quality of development, internal value, and relationship with the surrounding area. As an example of how these standards might shape future uses on the North 40, the following **Planning & Design Strategies** have been applied to the alternative development conceptual plans below.

Figure 22. Planning & Design Strategies on the North 40 Site

Planning and Design Strategies

Protected Open Space and Trail System:

about 9 or 10 acres are developed, allowing more than 36 acres to be permanently preserved. Existing trails are maintained, and gaps between house lots allow them to connect to the center of the development. As appropriate, one or more of the trails can be upgraded to serve as a safe alternative to Weston Road for bicycles.

Access Road: A loop road enters and exits onto Weston Road, lining up with existing intersections.

House lots: under the Natural Resource Protection Development zoning bylaw, lots have a minimum frontage of 50 feet and a minimum size of 7,500 square feet. With shared driveways between pairs of lots or rear

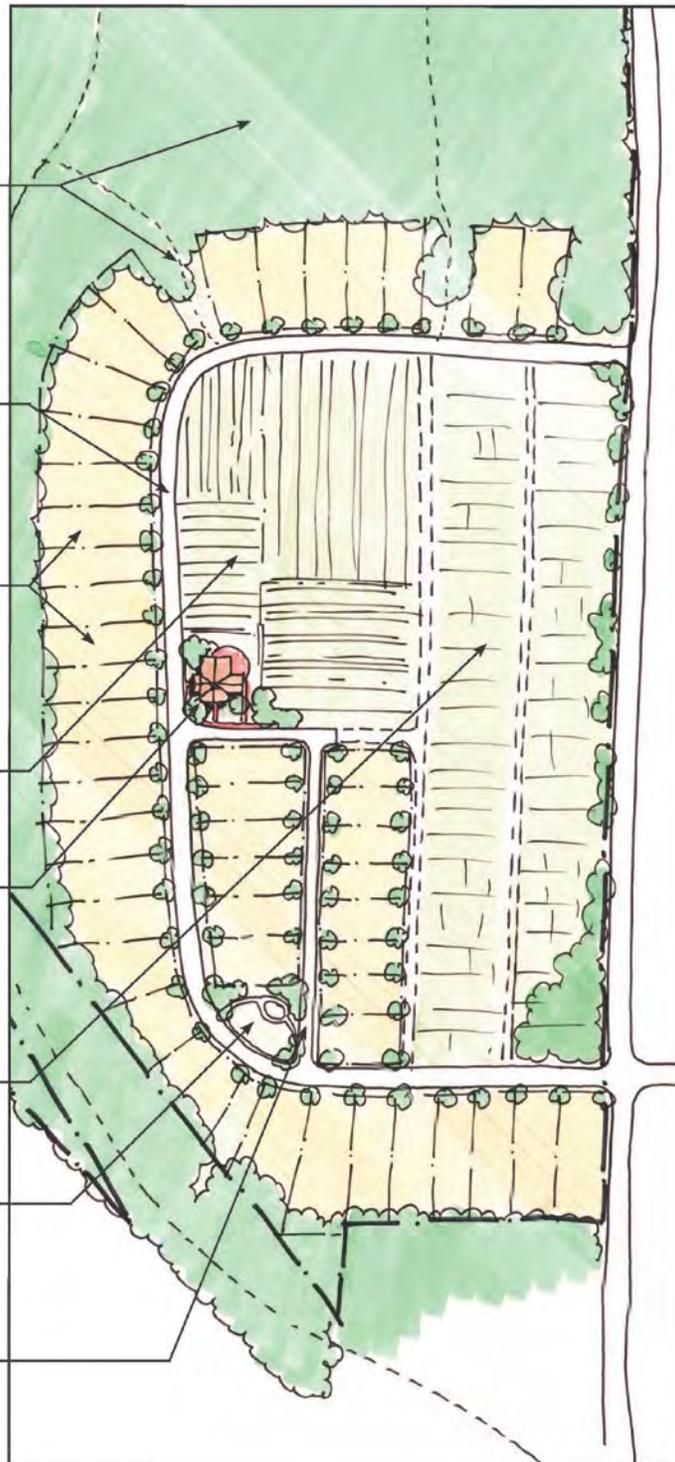
Community Farm: an area of three or four acres adjacent to the existing community gardens is cleared to create a community-supported farm.

Barn/Community Center: a corner of the farm parcel is set aside for a barn to provide space for storage and other farm-related activities as well as community function space.

Community Gardens: existing community garden plots are permanently protected. Gravel access roads are integrated into the new street grid.

Park/Playground: an odd corner of the project is set aside for a small park or playground.

Alley: an alley provides for vehicular access to the rear of lots in the core of the project. This allows the frontage along the street to be free of driveways and cars, leaving more space for landscaping



Planning and Design Strategies

Protected Open Space and Trail System: The compact development area allows about 40 acres of the site to be permanently preserved as open space. Existing trails connect to each side of the project area.

Community Gardens: existing community garden plots are expanded to provide for additional plots.

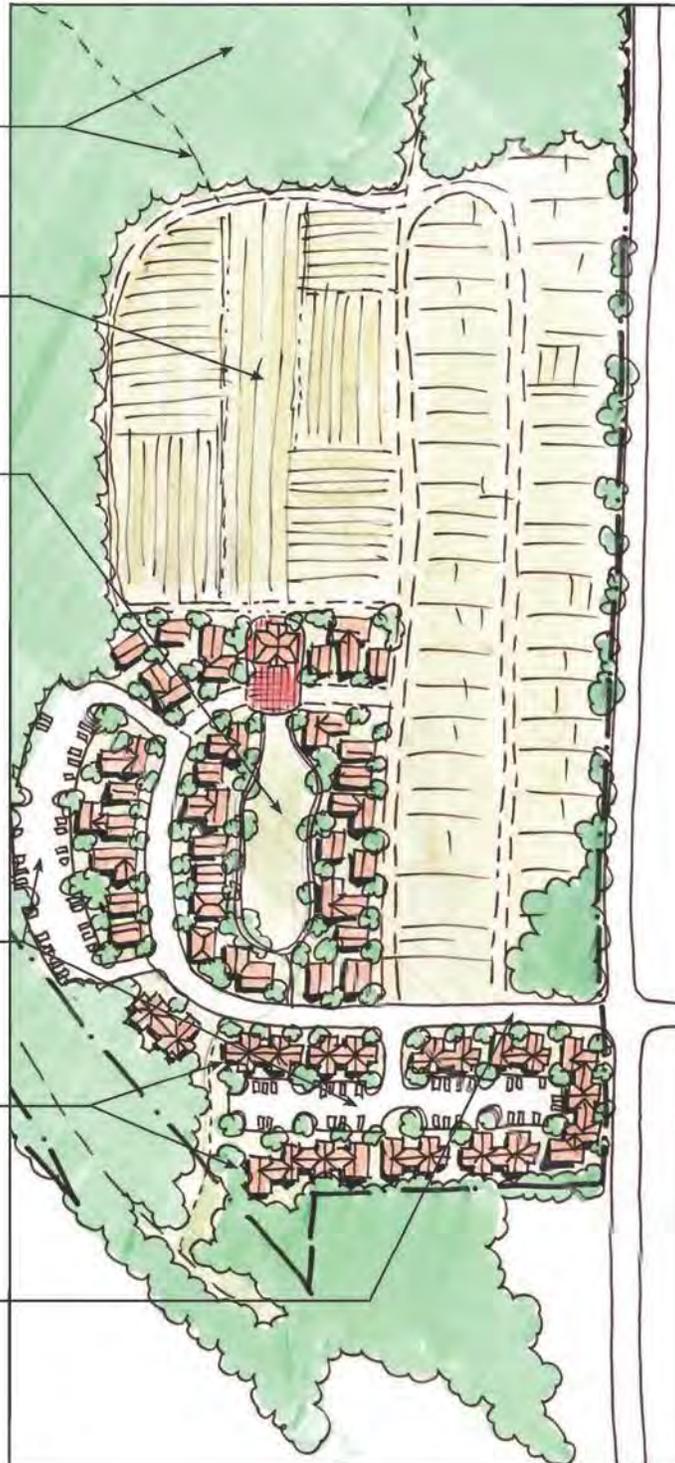
Cottage Community: small single-family and duplex homes (as shown each has a footprint of about 1000 s.f.) gather around a central green space. Shared parking allows for compact layout, with paths leading to a community building and gathering space at one end of the project.

Lots/ownership: currently not allowed by zoning for this district, this scheme would require a zone change or “friendly 40B” application. Most likely homes would be rental or condominium ownership.

Parking: parking is in lots hidden behind structures. The townhouses have traditional parking near the entrance to each unit. For the cottage community, residents park in a shared lot on one side of the neighborhood and follow sidewalks or paths to their individual unit.

Townhouse Community: structures with 3-8 attached units, with intersecting massing and peaked roofs provide a traditional residential character.

Access Road: the existing driveway into the community gardens is widened and improved to serve as the entrance to the project. The road loops through the new neighborhood



Planning and Design Strategies

Townhouses: Each cluster is made up of 10-20 structures, each with 2-6 attached units, with intersecting massing and peaked roofs provide a traditional residential character. Many units could have a private deck or terrace with open space views.

Parking: Parking for the western cluster is in connected lots that loop through the area and provide a space adjacent to each unit.

Lots/ownership: currently not allowed by zoning for this district, this scheme would require a zone change or “friendly 40B” application. Most likely homes would be rental or condominium ownership.

Open Space and Trails: Even with 110 units, the higher density of this scheme allows for about 35 acres of the site to remain as open space. Existing trails are preserved, and a bike path could parallel the new road.

Access Road: A new road connecting Turner Road with Weston Road connect the three clusters, with entrances opposite existing intersections.

Parking: parking for the central cluster is in courtyards accessed by shared driveways between pairs of units. Depending on the market, parking could be enhanced with “drive-under” garages on the ground level of some or all of the townhouses. Visitor parking is provided along the street.

Community Gardens: existing community garden plots are expanded to provide for additional plots.



Consider Elements for a Future Developer Request for Proposal (RFP)

As part of the Detailed Site Development Study (above), the Town should define the elements that may be included in a developer RFP if the Town acquires the North 40 and a determination is made that certain types of development is desirable. Some possible elements include the following:

Preparation of a Conceptual Development Plan: Prepare conceptual plans for authorized combination of uses with consideration of the public visioning process. The plans should identify key site elements such as the following:

- Configuration and use of open space to be preserved.
- The building types and uses (new and reuse of existing building).
- The number of units and their configuration.
- The location of the units on the plan.
- The potential parcel and or lot subdivisions.
- Access roads and trails to building areas, common areas and open spaces.
- General parking areas, landscaping, and streetscape features.
- General utility service locations.

Residential Uses (as applicable): Identify and describe the combination of residential types, mix of ownership/rental, and how they meet the housing needs of targeted demographic groups in the Wellesley:

- Senior Housing – 55+, empty nesters, assisted living.
- Baby Boomers - For downsizing and simplifying lifestyle.
- Generation X- Traditional neighborhoods for young families and single parents.
- Generation Y –Small apartments and condominiums.
- Workforce Housing – Affordable opportunities for qualifying local employees.

Civic Uses: Define land and facilities dedicated for community services, activities, events and gatherings, and accessibility to the surrounding neighborhood and community at large.

Institutional Uses: Define public and private facilities that would complement on-site development and the compatible with the surrounding area (e.g. educational, advocacy, non-profit, etc.).

Open Spaces and Recreational Facilities: Define passive and active recreational uses, conservation, agriculture, trails, athletic fields and courts, parks, and related spaces and building facilities.

Natural Resources: Specific locations and methods of preserving and protecting the natural resources of the North 40.

Land Use Regulation Amendments: Prepare zoning amendments to support different types of uses (such as form-based codes and design guidelines) if not currently allowed by Wellesley development regulations.

Sustainable Practices: Consider applications for Leadership in Energy and Environmental Design Neighborhood Design Program (LEED-ND) and Low Impact Development (LID) standards for stormwater and site design.

Public Infrastructure, Facilities and Services: Analyze and identify projected impacts and potential mitigation measures for public facilities and services:

- Traffic (access, safety, intersection treatments, capacity, change in volumes, modal splits).
- Parking (by use and shared parking opportunities).
- Infrastructure - water, sewer, stormwater, gas, electric, etc.
- Public services – safety and emergency, maintenance, schools, etc.
- Potential municipal costs and revenues.
- Other potential permitting needs.

An example of how a developer RFP would be valuable is if the Town decides to pursue a “friendly” Chapter 40B project on the North 40 (also known as a Local Initiative Program or LIP). In the case of the LIP, the Towns would work directly with a housing developer, which provides more flexibility in making decisions about the design of the project.

Identify Financial Resources and Partnerships for Potential Future Uses.

The Town should identify and carefully evaluate private, state, and federal financial resources that may be available to assist in conservation, public improvements, and selected development on the North 40. For example, the possibility of the State or a non-profit conservation organization acquiring the property or development rights on the property was identified in the public visioning process. While there are many active conservancies in Massachusetts (e.g. Audubon Society, the Trustees for Reservations, the Trust for Public Lands, etc.), the North 40 property would have to merit the interest of a specific group more than other similar properties in the region. While the site is highly valued in the community, it may not have the unique natural or historic attributes that would compare favorably to other area sites. region.

While the North 40 may not draw the interest of conservancies, it has the potential of fulfilling several community goals on one site. The Community Preservation Committee has determined that open space, recreation, and affordable housing uses on the North 40 may qualify for CPA funding. The School Committee is also looking into financing for a new school under the Massachusetts School Building Authority (MSBA) reimbursement program which might contribute up to 30% of the cost of construction. The LIP process for a Friendly 40B project is identified above and has been advocated by the Wellesley Housing Development Corporation.

