

Fairhaven

40R Smart Growth Overlay District

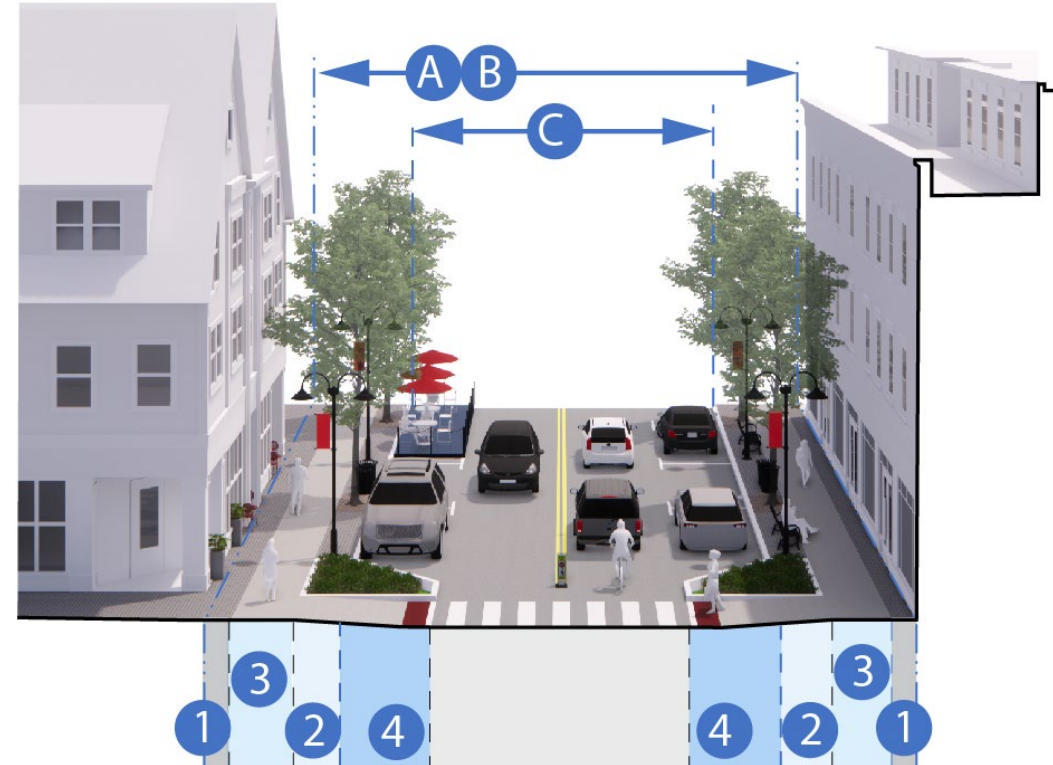
Precinct Meeting

October 1, 2024



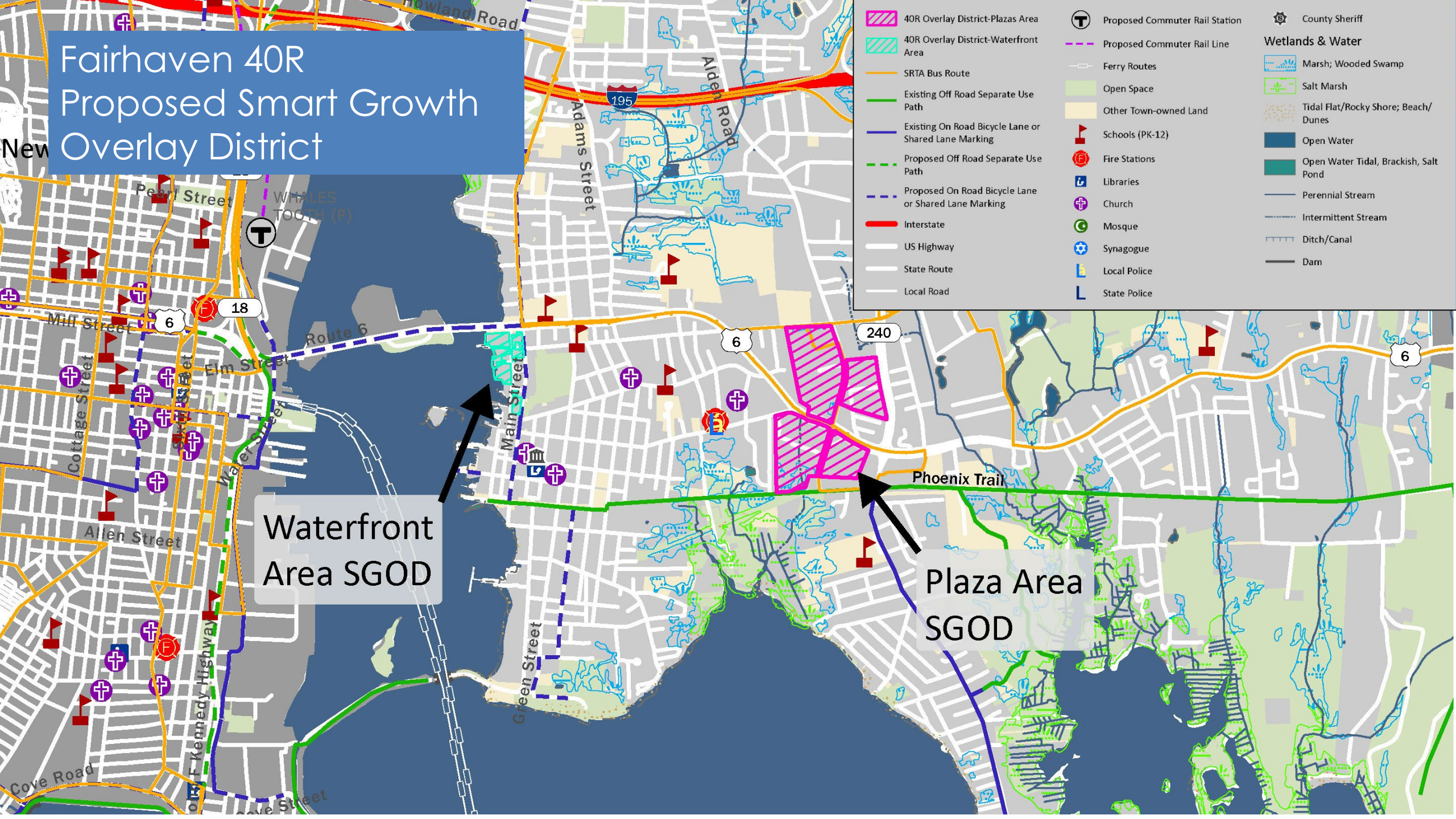
Fairhaven
Massachusetts

DODSON & FLINKER
Landscape Architecture and Planning



Fairhaven 40R Proposed Smart Growth Overlay District

New



Waterfront
Area SGOD

Plaza Area
SGOD

Planning Process

Volunteer Working Group

- September 21, 2022
- October 5, 2022
- November 16, 2022
- December 14, 2022
- January 25, 2023
- December 13, 2023

Design Workshop

- November 4-5, 2022

Select Board Public Hearings

- June 10, 2024
- June 24, 2024

Planning Board Public Hearings

- August 7, 2024
- September 4, 2024
- October 8, 2024



Why Adopt 40R Districts? Input from Planning Process

Affordable and Attainable housing

- Local workers
- Young people
- Older adults
- Prepare for Commuter Rail

Connectivity

- Take advantage of existing major roads and Phoenix Rail Trail
- More walkability, less car-dependency
- Improved sidewalks, crosswalks, bike infrastructure

Tax Base

- Need to maintain commercial tax base
- Desire for new growth

Sustainability & Resilience

- Long-term planning for sea-level rise
- More trees, less pavement
- Better stormwater management
- Energy-efficient buildings

Beautiful Neighborhoods

- Opportunity to build places like the historic parts of Fairhaven—walkable, compact, diverse buildings, attractive landscaping, new parks

Plazas Area

Plazas Area Proposed 40R District Fairhaven, MA

Legend

- 40R Overlay District
- Parcel
- Powerline Easement
- Wetland
- 3m Contours (ft labels)

National Flood Hazard Zones (FEMA 2017)

- AE: 1% Annual Chance of Flooding, with BFE
- X*: 0.2% Annual Chance of Flooding *with Reduced Flood Risk due to Levee
- VE: High Risk Coastal Area



Existing Conditions

Existing Buildings

Existing Parking



Existing Conditions 40R District Study Area
Parkers, MA

Legend

- Study Area Boundary
- Existing Buildings
- Trees
- Pedestrian Areas
- Green Space

0 00 100 200 Feet

Prepared by: DREW HILL & LEONARD

Final Vision Plan

Potential Buildings

Trees

Streets & Sidewalks

Parks



40R District Conceptual
Redevelopment Plan

Fairhaven, MA

- Study Area Boundary
- Existing Buildings
- Trees
- Pedestrian Area
- Green Space
- Proposed Buildings

0 00 100 200 Feet

Prepared by
KOBUS & LEONARD



Most existing buildings expected to remain.

New development:

On pad sites

In underutilized parking areas

Replacing underutilized commercial buildings



↔ Driveways and parking lot lanes are converted to streets lined with sidewalks, street trees and attractive buildings



- C** New civic spaces
- L** Landscaping and open spaces
- P** Off-street parking
- P** On street parking



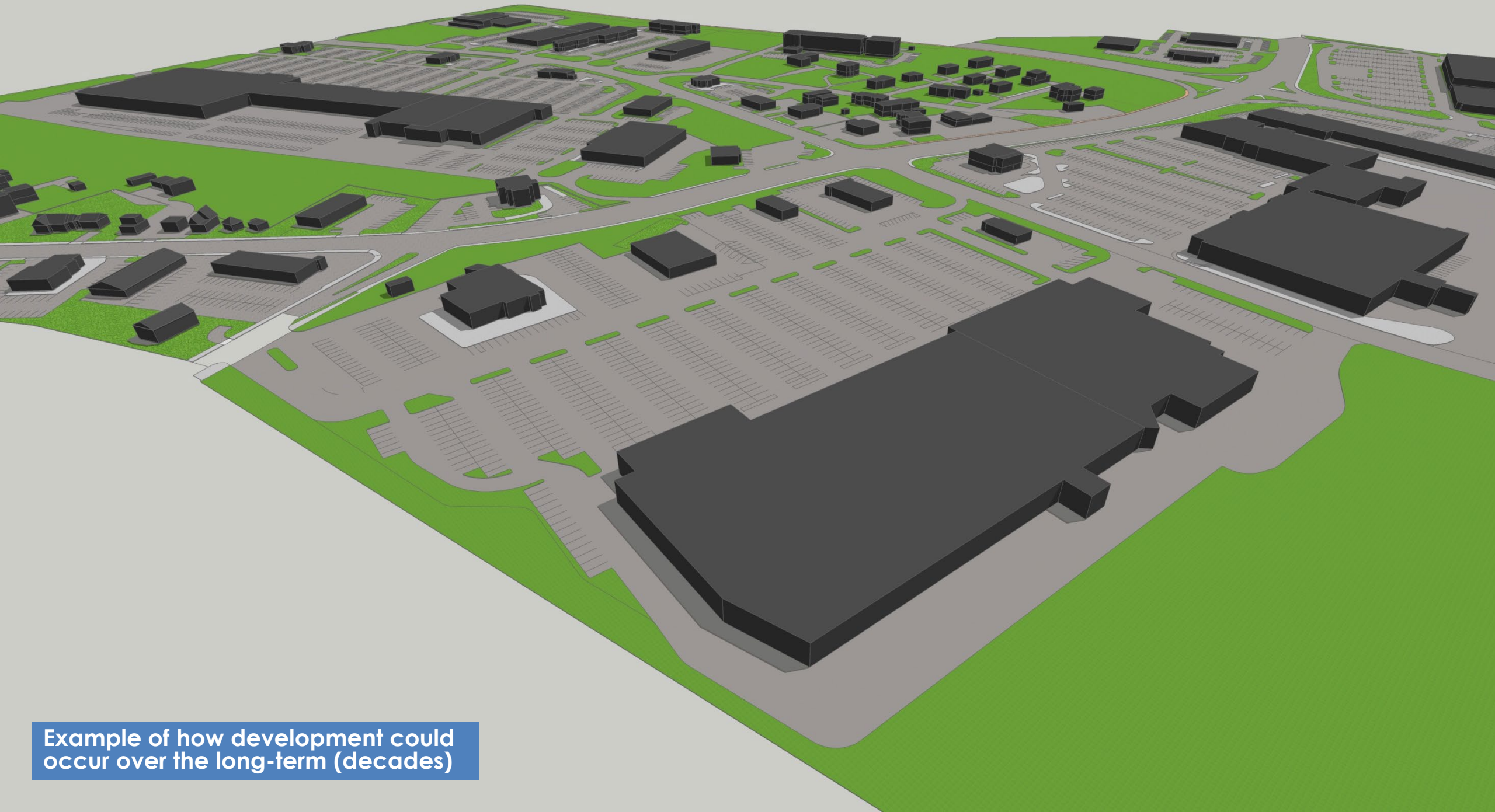
— New streets create pedestrian-scale blocks that transform large parking lots into an attractive place to live, work, and play

Existing residential areas are buffered from new development

↔ Sidewalks, a shared use path, and/or trail link to the Phoenix Rail Trail

A new park lined with buildings

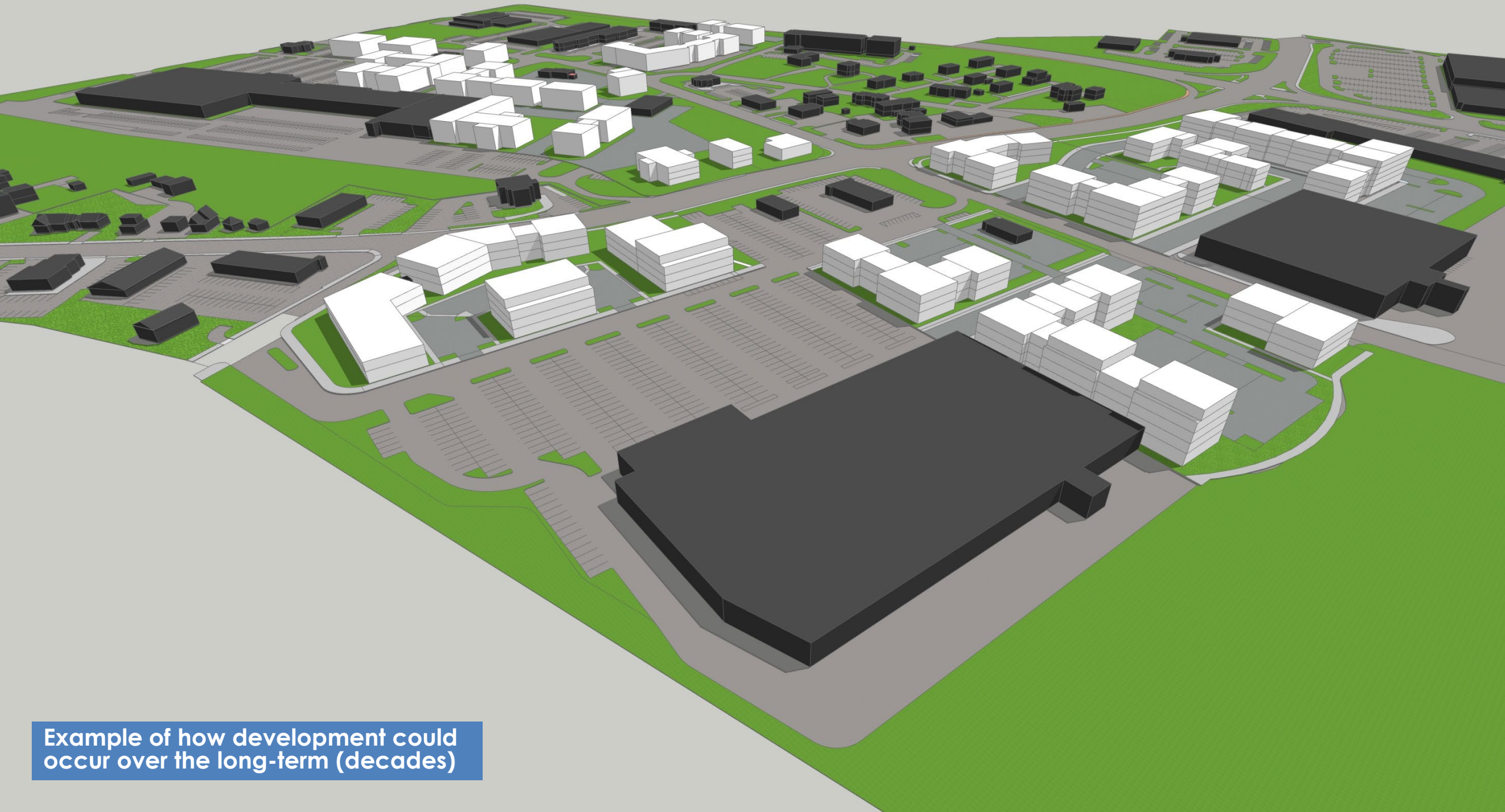




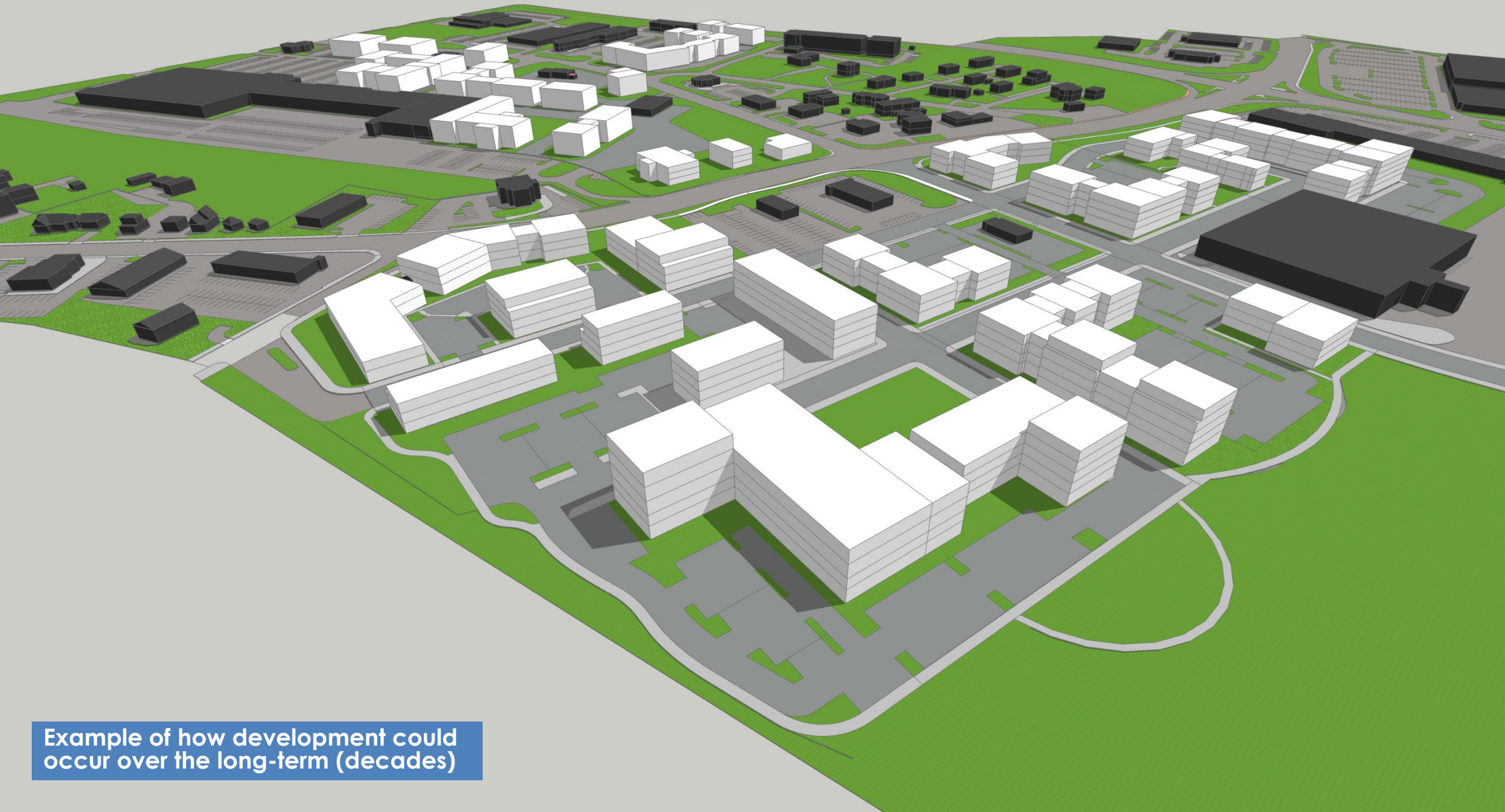
Example of how development could occur over the long-term (decades)



Example of how development could occur over the long-term (decades)



Example of how development could occur over the long-term (decades)




Example of how development could occur over the long-term (decades)



Video showing future vision

Waterfront Area



 Proposed overlay district

Area is large enough that future development can add up to a sense of place



Includes properties that are currently used for parking or a commercial use

Avoids historic structures



Waterfront Potential 40R District Vision Plan 1

35 units/acre max.
with surface parking


-  Potential Future Buildings
-  Pedestrian Areas
-  Green Spaces
-  Trees



New buildings line up along the edges of streets



P Surface parking areas are hidden behind new buildings. Parking areas are shared by nearby buildings, where possible.

A continuous network of sidewalks and paths connects all buildings & outdoor spaces

 A pedestrian path runs along the waterfront to Middle Street. Another path connects Cushman Park to the Pease Park Boat Ramp

Waterfront Potential 40R District Vision Plan 1

35 units/acre max.
with surface parking

-  Potential Future Buildings
-  Pedestrian Areas
-  Green Spaces
-  Trees



A mix of building types and sizes:

-  apartment buildings
-  townhouses
-  stacked flats

Waterfront Potential 40R District Vision Plan 3

Up to 50 units/acre
(requires density
bonuses) with mostly
ground floor parking

-  Potential Future Buildings
-  Pedestrian Areas
-  Green Spaces
-  Trees



Ground floor parking within buildings enables more space (+) for housing and commercial uses.

Along street frontages, parking is hidden behind housing or commercial space.

Ground floor parking raises the habitable space of buildings above expected future flood levels

The additional development shown in this plan would only be possible with a discretionary waiver from the Plan Approval Authority based on community benefits provided by the applicant

Waterfront Potential 40R District Vision Plan 3

Up to 50 units/acre
(requires density
bonuses) with mostly
ground floor parking

-  Potential Future Buildings
-  Pedestrian Areas
-  Green Spaces
-  Trees



↔ A new tree-lined street connects between Bridge St and Middle St and defines a new block

C New civic spaces are created in prominent and accessible locations

Precedents

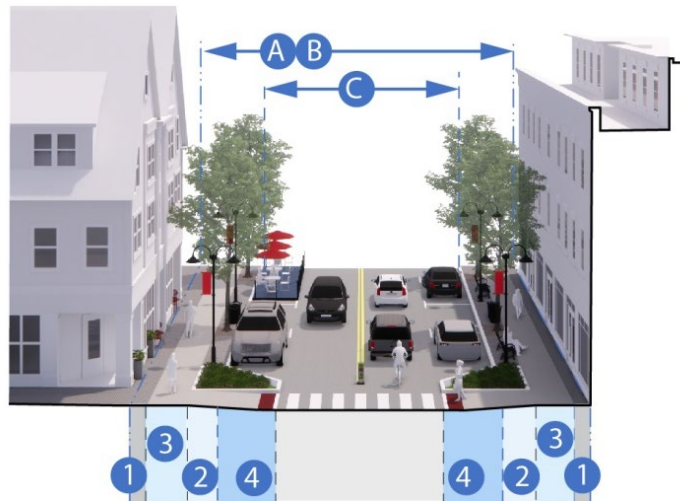
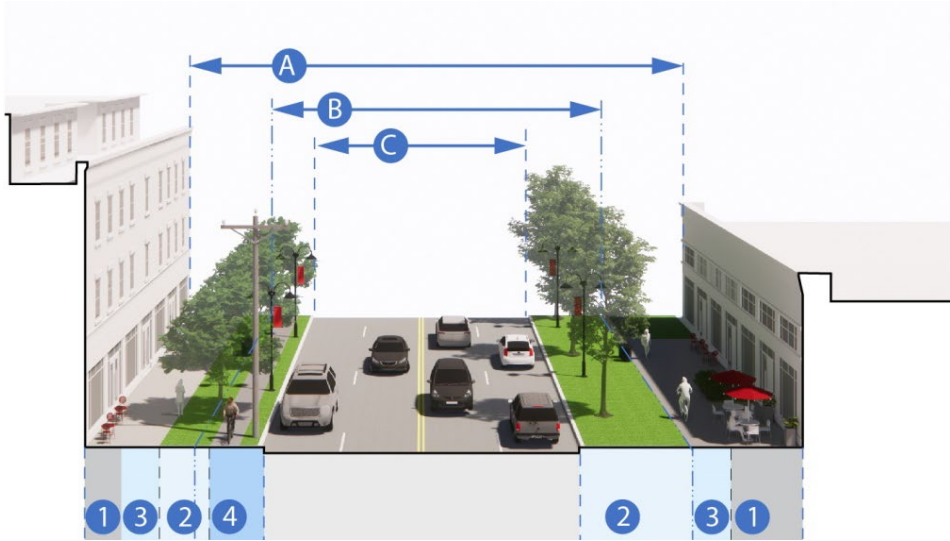


Zoning Overlay

Plazas Area



Plaza Area Regulating Plan



Plazas Area-Dimensional Standards

Residential Density

20 units/acre max by right

Up to 35 units/acre with incentives by waiver

- Additional affordable housing units
- Deeper affordability level than that which is required
- Publicly accessible outdoor amenity space
- Improvements to offsite town-owned open space
- Complete streets improvements beyond those which are required

Parking Requirements

Per ITE Parking Generation Manual

Plazas Area-Dimensional Standards

Lot size	--
Frontage	20'
Front setback	Min/max by street type
Side setback	10' (0' for attached buildings)
Rear setback	10'
Open space (minimum)	10%
Outdoor Amenity Space	Minimum of 24 sq ft per dwelling unit if directly accessible from a habitable room in the unit; Minimum of 100 sq ft per dwelling unit if shared. [Note: can be counted toward open space]
Civic Space	If there are more than 50 dwelling units on a development site, then a minimum of 50 sq. ft. of civic space must be provided per unit.
Building coverage (max)	75%
Building Height	Min: 22' Maximum height per subdistrict: <ul style="list-style-type: none">• Plazas A: max. 4 stories (55')• Plazas B: max. 5 stories (65')• Plazas C: max. 6 stories (75')• Height also limited by District Transitional Buffer and Street Enclosure Standard

Plazas Area-Dimensional Standards

District Transitional Buffer ¹

- Applies to: areas designated on the zoning map
- Setback (A): 50' measured from the district boundary
- Baseline Building Height (B): 50' (also height limitations by subdistrict)
- Stepback for additional stories: Additional stories above the Baseline Building Height must be stepped back at 1:1 ratio (height:stepback).

Upper story stepback at front of lot ²

Per Street Type

Story Height, Ground Floor

12' min

Story Height, Upper Story

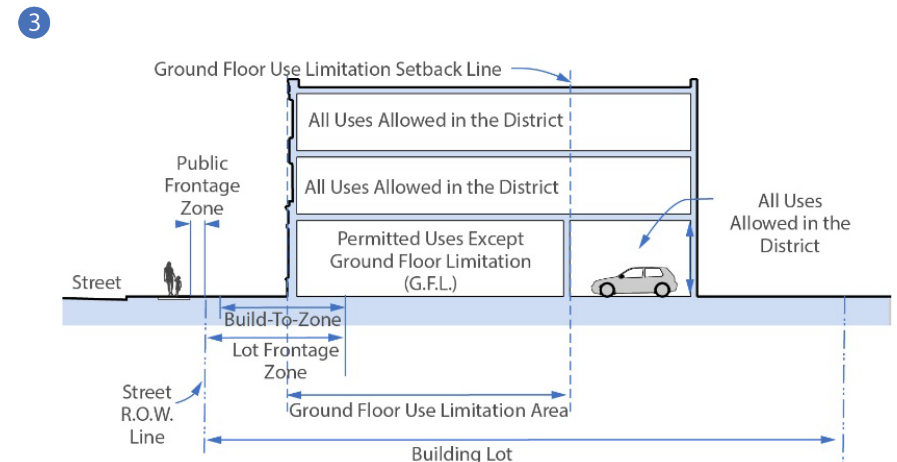
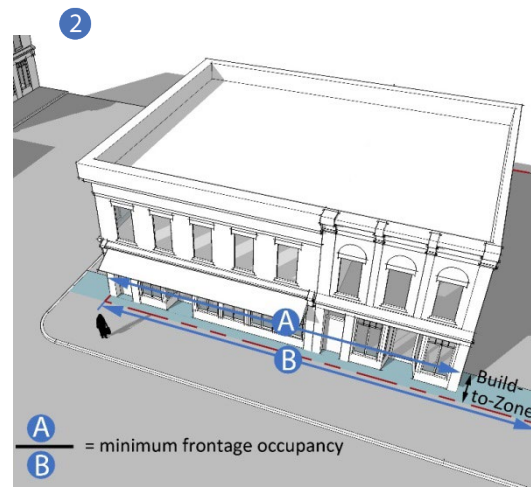
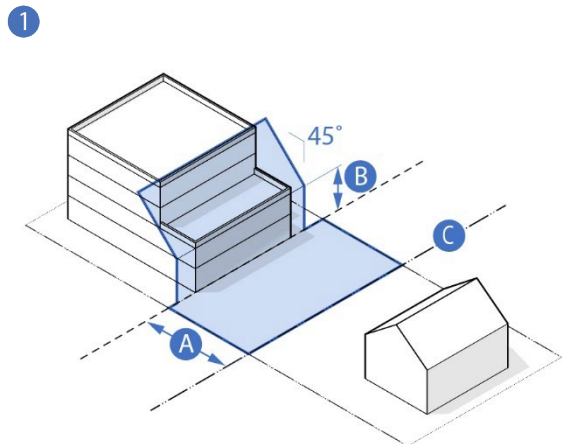
10' min

Building frontage occupancy (min)

50%

Ground Floor Use Limitation Area ³

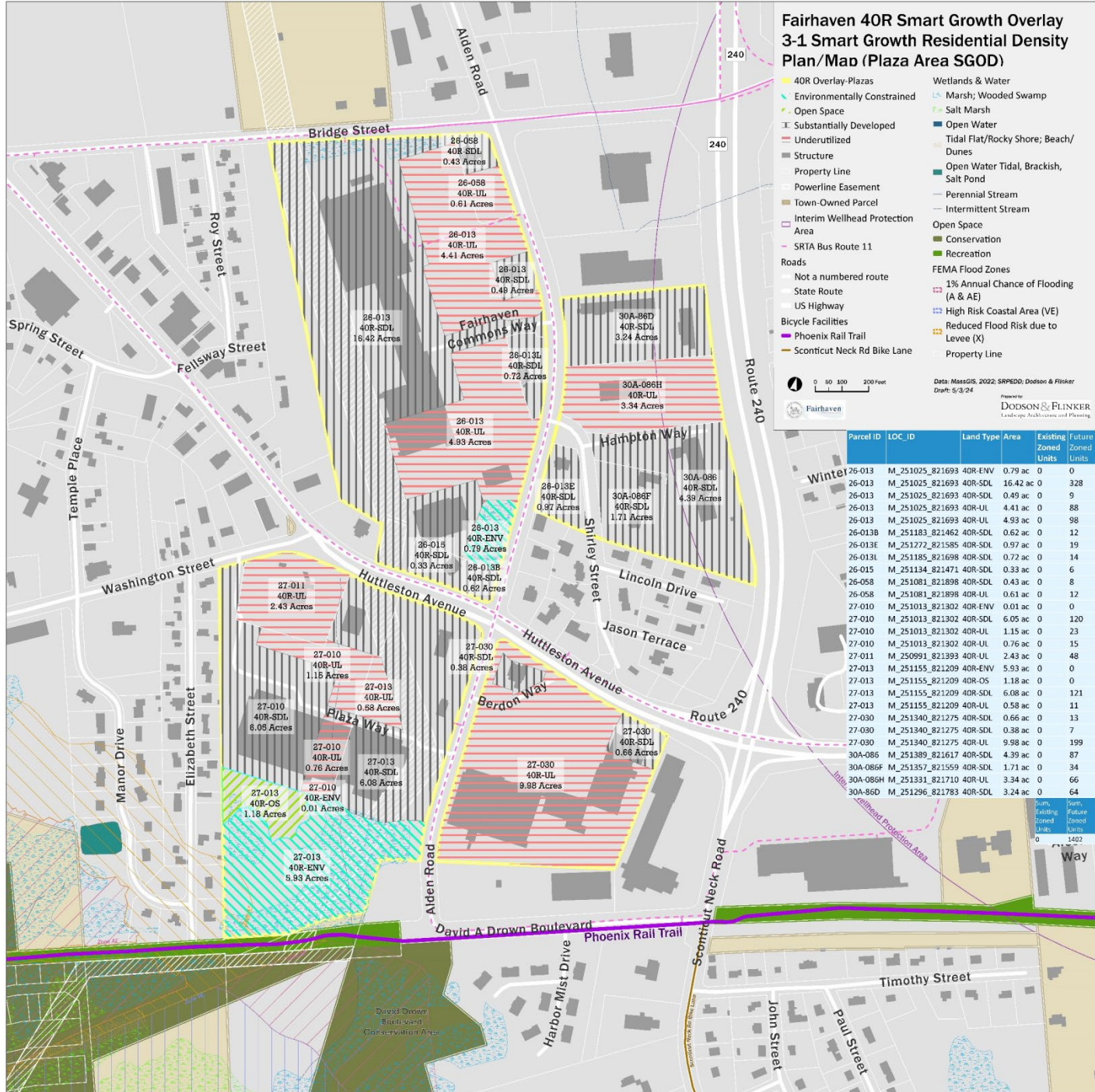
30' min



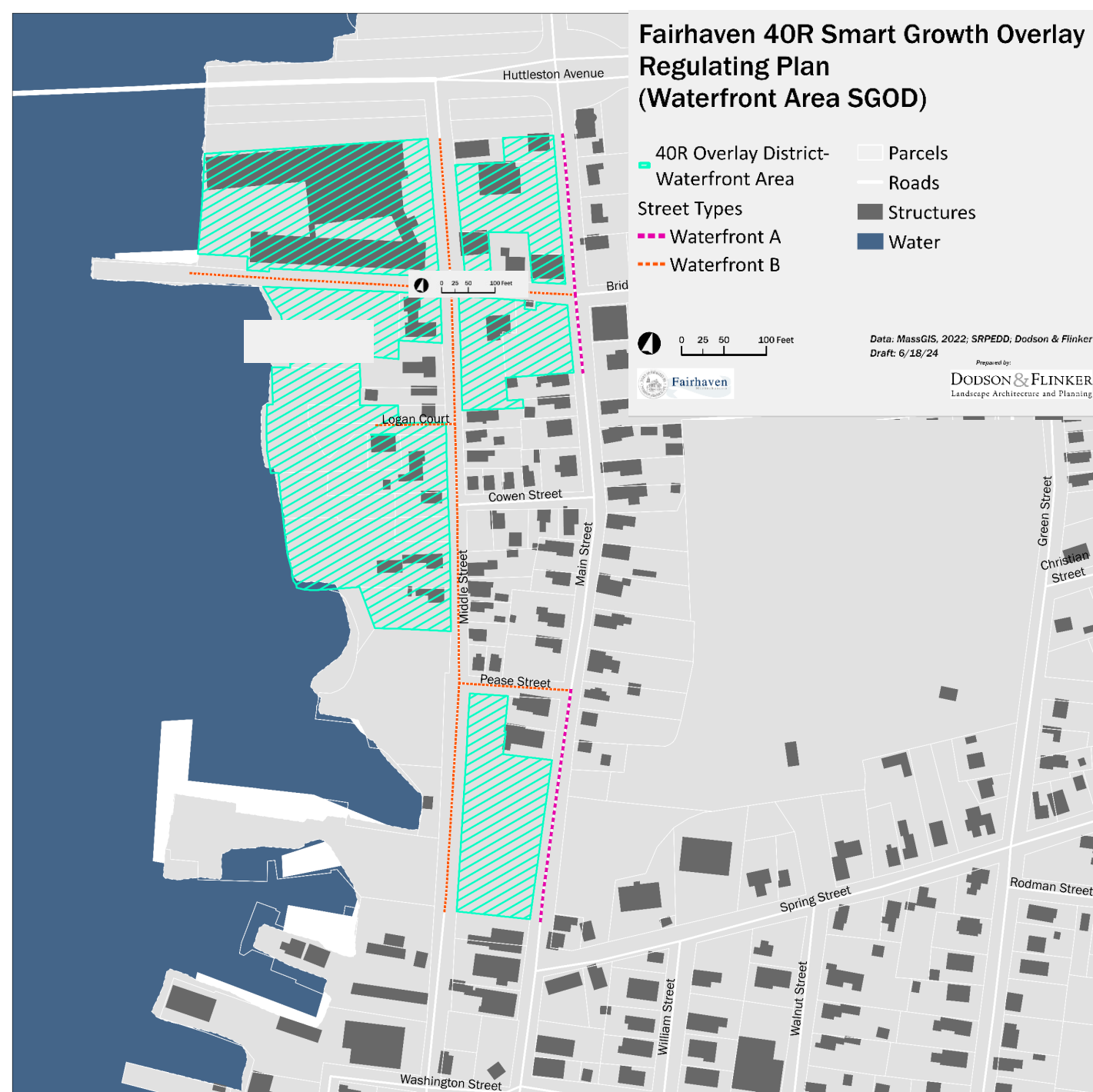
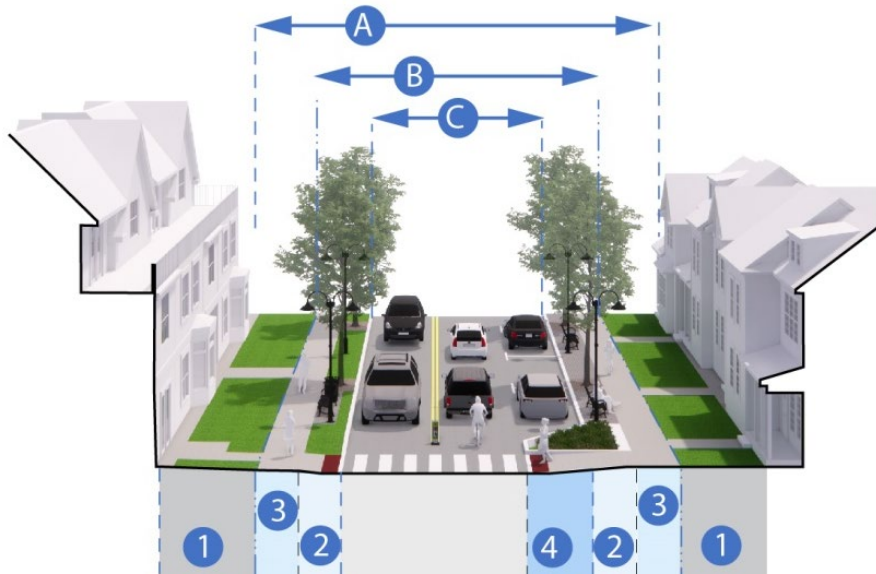
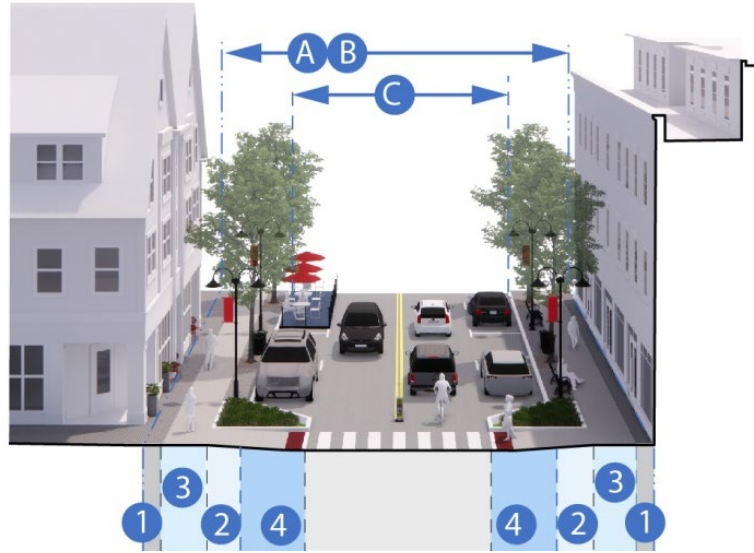
EOHLC Application Map—Estimating Incentive Payment Plazas Area

Size of Proposed District: 79 acres
Number of Incentive Units: 286
Potential Bonus Payment Units: 1,405*

*This is the zoning capacity. In reality, zoning capacity is rarely fully built for a variety of reasons including: it is not profitable to redevelop sites with valuable existing buildings and businesses; site conditions limit what can actually be built; and local real estate markets cannot absorb large amounts of new housing and commercial spaces. Zoning a larger area creates a range of short-, medium, and long-term opportunities for redevelopment that will help implement a variety of town goals.



Waterfront Regulating Plan



Waterfront Area-Dimensional Standards

Residential Density

35 units/acre max by right

Up to 60 units/acre with incentives by waiver. Waivers for additional density may be granted for:

- Additional affordable housing units
- Deeper affordability level than that which is required
- Publicly accessible outdoor amenity space
- Improvements to offsite town-owned open space
- Complete streets improvements beyond those which are

Parking Requirements

Per ITE Parking Generation Manual

Waterfront Area-Dimensional Standards

Lot size	--
Frontage	20'
Front setback	Min/max by street type (5' min/15' max)
Side setback	10' (0' for attached buildings)
Rear setback	20'
Open space (minimum)	10%
Outdoor Amenity Space	Minimum of 24 sq ft per dwelling unit if directly accessible from a habitable room in the unit; Minimum of 100 sq ft per dwelling unit if shared. [Note: can be counted toward open space]
Civic Space	If more than 25 dwelling units on a development site, then a minimum of 175 sq. ft. of civic space must be provided per unit.
Building coverage (max)	75%
Building Height	Min: N/A Max: 4 stories (45') <ul style="list-style-type: none">• Height measured from highest flood elevation on a lot per 2070 1% ACEP per Massachusetts Coast Flood Risk Model (MC-FRM)• Additional height limitations per District Transitional Buffer and Street Enclosure Standard

Waterfront Area-Dimensional Standards

District Transitional Buffer	<ul style="list-style-type: none">• Applies to: development adjacent to an existing parcel with an existing residential use that is not included in the 40R SGOD• Setback: same as to applicable side or rear setback• Baseline Building Height: 3 stories or 35 feet at the relevant side or rear setback.• Stepback for additional building height: Additional stories above the Baseline Building Height must be stepped back at 1:1 ratio (height:stepback).
Upper story stepback at front of lot	<ul style="list-style-type: none">• Per Street Type
Story Height, Ground Floor	10' min
Story Height, Upper Story	10' min
Building frontage occupancy (min)	50% When a lot fronts on both Middle Street and Main Street, the building frontage occupancy requirement applies only to the Main Street frontage.
Ground Floor Use Limitation Area	30' min

EOHLC Application Map—Estimating Incentive Payment Waterfront Area

Size of Proposed District: 9 acres
Number of Incentive Units: 46
Potential Bonus Payment Units: 256*

*This is the zoning capacity. In reality, zoning capacity is rarely fully built for a variety of reasons including: it is not profitable to redevelop sites with valuable existing buildings and businesses; site conditions limit what can actually be built; and local real estate markets cannot absorb large amounts of new housing and commercial spaces. Zoning a larger area creates a range of short-, medium, and long-term opportunities for redevelopment that will help implement a variety of town goals.



Estimated 40R Payments

Total Incentive Payment for both areas: \$350,000

Bonus Payments: \$3,000 per unit built

Plus, Chapter 40S reimbursement for the net cost of educating students living in new housing in smart growth districts



The vision plans for the Waterfront Area (left) and Plazas Area (below) are at the same scale—showing how much larger the Plazas Area is than the Waterfront Area.



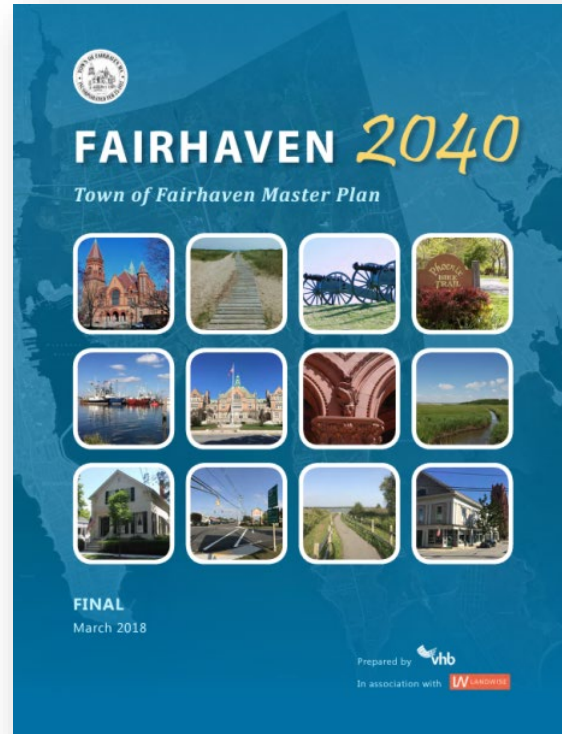
Contents:

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 2. Purpose
 3. Applicability
 4. Definition of Terms
 5. Guiding Principles
 - Reflecting Fairhaven's Planning Goals and Objectives
 - Enhancing Fairhaven's Visual Character and Quality of Life
 - Organized around the shared space of the public realm
 - Supporting for Environmental, Economic and Social Sustainability
 6. Design Standards for Neighborhoods, Blocks and, Streetscape
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 8. Architectural Standards
 9. Open Space and Landscape Standards
 10. Lighting Standards
 11. Signage Standards
 12. Stormwater Management
- Appendix 1: Street Types

5. Guiding Principles

1. Reflects Fairhaven's vision for the area

- Supports implementation of the Fairhaven Master Plan
- Advances the Vision for the district as described in the conceptual plans.



5. Guiding Principles

2. Supports Town's goals for Visual Character and Quality of Life



5. Guiding Principles

3. Organized around the shared space of the public realm

- A unified network of walkable streets, greenways and public spaces
- Connected to surrounding streets and neighborhoods
- A clear, legible hierarchy of street types
- Buildings relate to and reinforce the streetscape



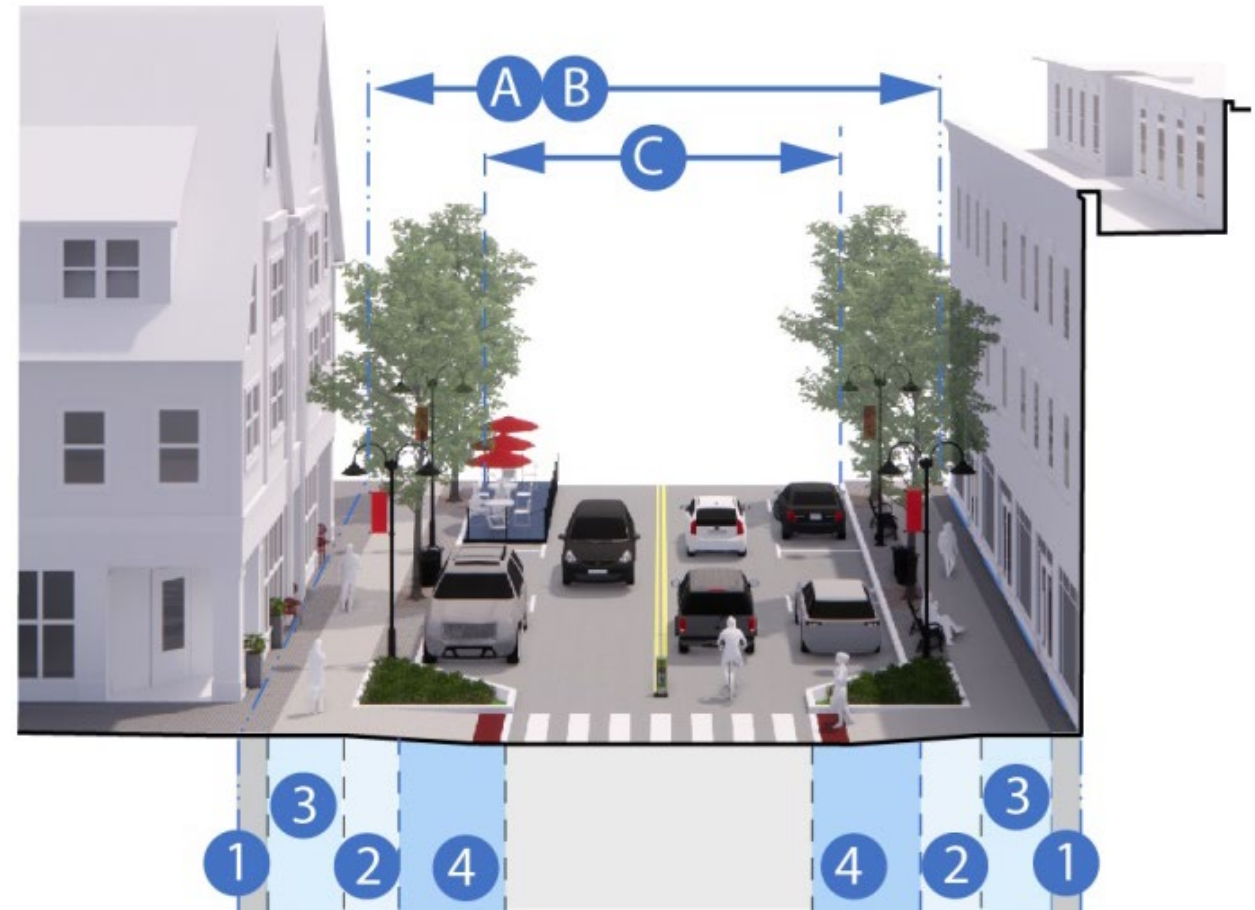
4. Supports Social, Economic and Environmental Sustainability

- Protects and enhances the natural environment
- Mixed uses within a compact, efficient footprint
- Supports diverse transportation choices
- Supports diverse housing choices
- Energy-efficient design and materials
- Meets LEED or other environmental performance standards
- Uses Low Impact Development/Green Stormwater management



6. Design Standards for the Streetscape

- Design Principles
- Block length
- Building Placement and Orientation
- Street Enclosure
- Street Design: new and upgraded streets
- Design & Materials for Sidewalks and Pedestrian Areas
- On-Street Parking
- Accessibility
- Street Furnishings
- Walls, Fences, and Hedges Along Lot Frontage Screening Elements: Walls, Fences and Hedges



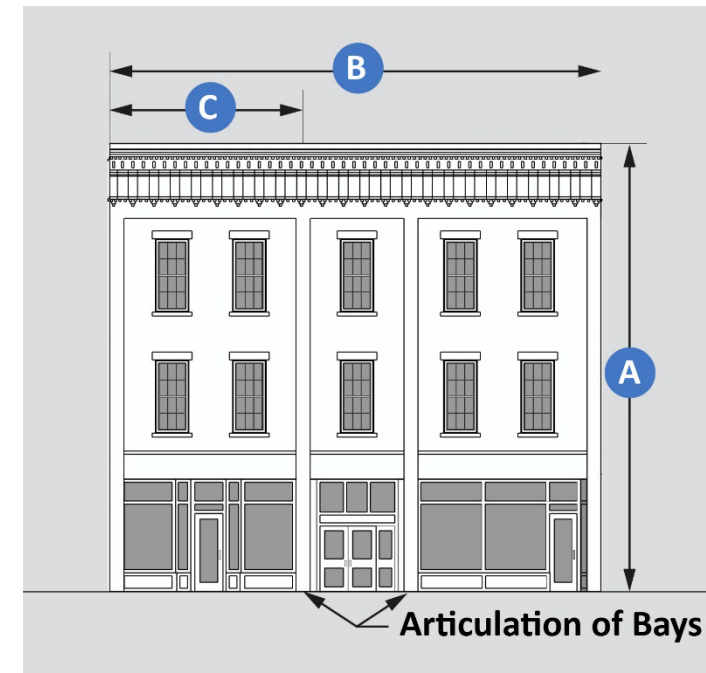
7. Vehicular Access and Parking

- Alleys and Access Driveways
- Connections Between Parking Areas
- Location, entrances, and access to surface parking and garages
- Loading Facilities
- Parking Materials
- Low Impact Development
- Structured Parking
- Shared Parking
- Off-site Parking
- Street-side Parking on Private Property
- Accessible Parking
- Bicycle Parking



8. Architecture

- Design Principles
- Siting of Structures
- Overall Building Shape, Massing, and Proportions
- Building Facades
- Building Height and Scale
- Roofs
- Design and Orientation of Entrances
- Windows and Doors
- Materials & Surface Appearance
- Porches, Awnings and Canopies
- Secondary Elements: Towers, Cupolas, Chimneys
- Service Areas, Mechanical Systems, HVAC Equipment, Utilities



9. Open Space and Landscaping

- Design Principles
- Significant Tree Protection and Preservation
- Soil
- Parking Lot Landscaping
- Street Trees
- Site Landscaping
- Buffer and Screening Plantings
- District Transitional Buffer



10. Lighting

- Design Principles
- Light Source, Light Intensity, and Control of Glare
- Height of Fixtures
- Hours of Operation
- Streetlights, Parking Lot Lighting, Building Lighting



Even Light Distribution

11. Signage

- Design Principles
- Size
- Materials
- Lighting
- Wall Signs
- Window Signs
- Projecting Signs
- Awnings, Canopies and Marquees

