

WOBURN COMMERCE WAY E-TOD PLAN



Community Forum #2

December 12, 2018
Woburn High School



Agenda

Presentation



OVERVIEW

Recap of the plan and process



WHAT WE HEARD

Summary of feedback to date



MARKET ANALYSIS

Summary of demand for various uses



VISION + RECOMMENDATIONS

Summary of future vision and how to achieve it



QUESTIONS + COMMENTS

Thoughts on the recommendations, questions, and other comments



OVERVIEW

Recap of the
plan and process

Achieving City Goals



Master Plan
(2015)



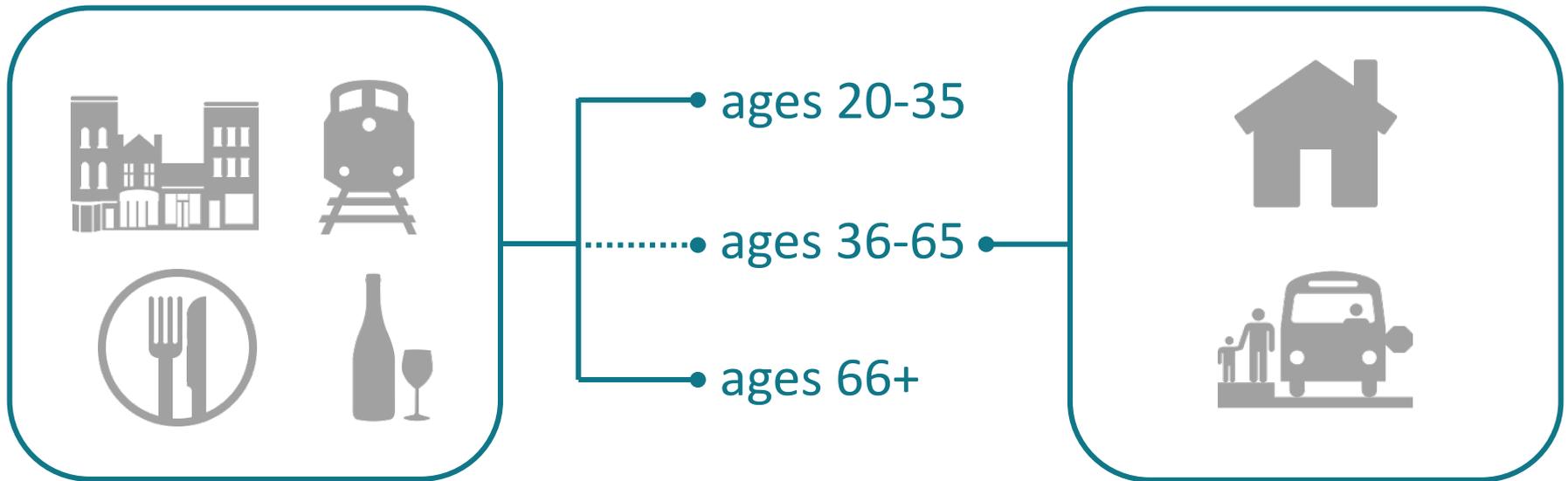
Housing Production
Plan (2016)

Select Relevant Goals

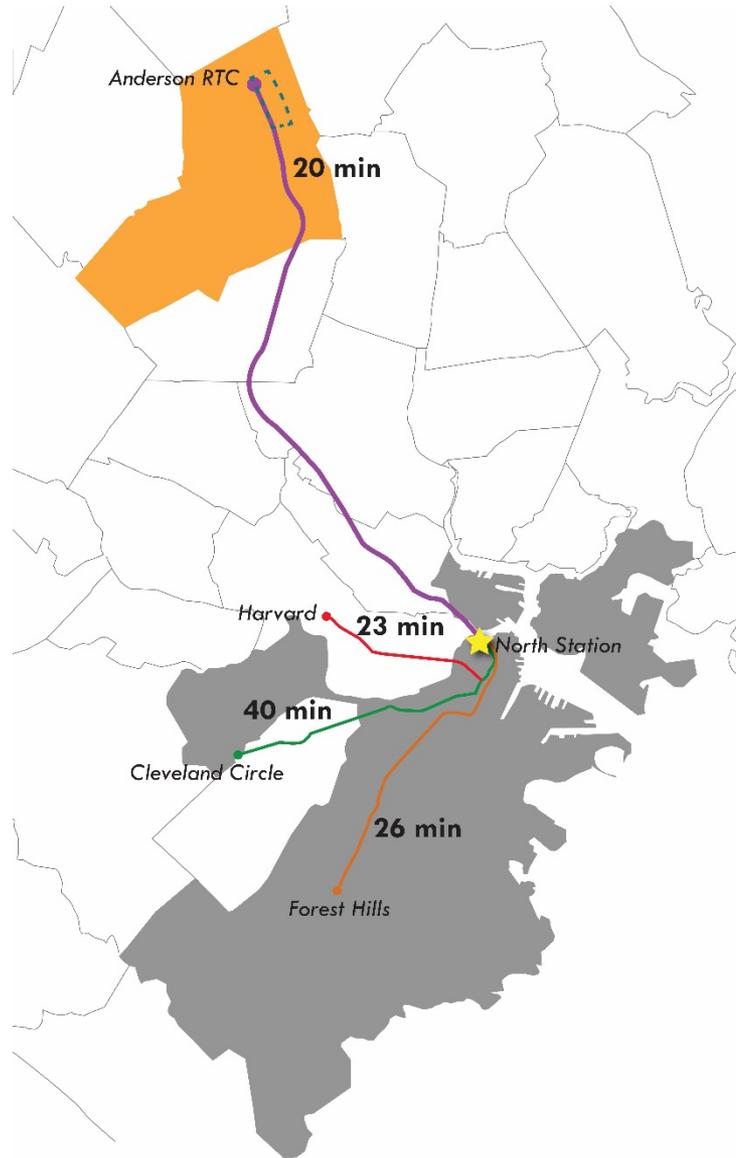
- Pursue TOD at Anderson Station
- Foster new development within Commerce Way Overlay District
- Increase supply of affordable housing
- Expand variety of housing typologies
- Adopt 40R Smart Growth Overlay District
- Attract additional business to the city
- Encourage well-designed development
- Improve access between Anderson Station and employers
- Improve access for residents to Anderson Station
- Create multi-use paths

TOD: Why Now?

Changing preferences and demographics are creating a strong market demand for “walkable” neighborhoods



Proximity to Boston (Time)



Location

Mishawum Road

Lowes

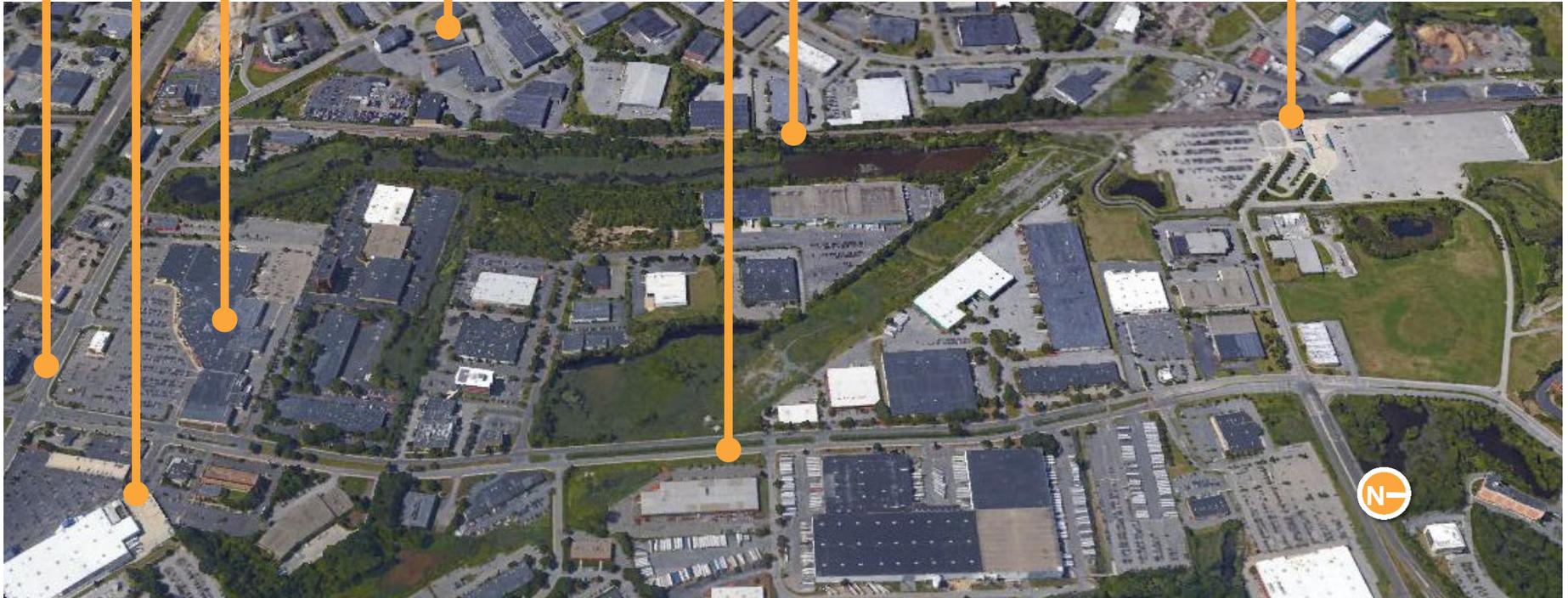
Woburn Mall

New Boston St

Commerce Way

Commuter rail line

Anderson Station



Location



Study Area Overview

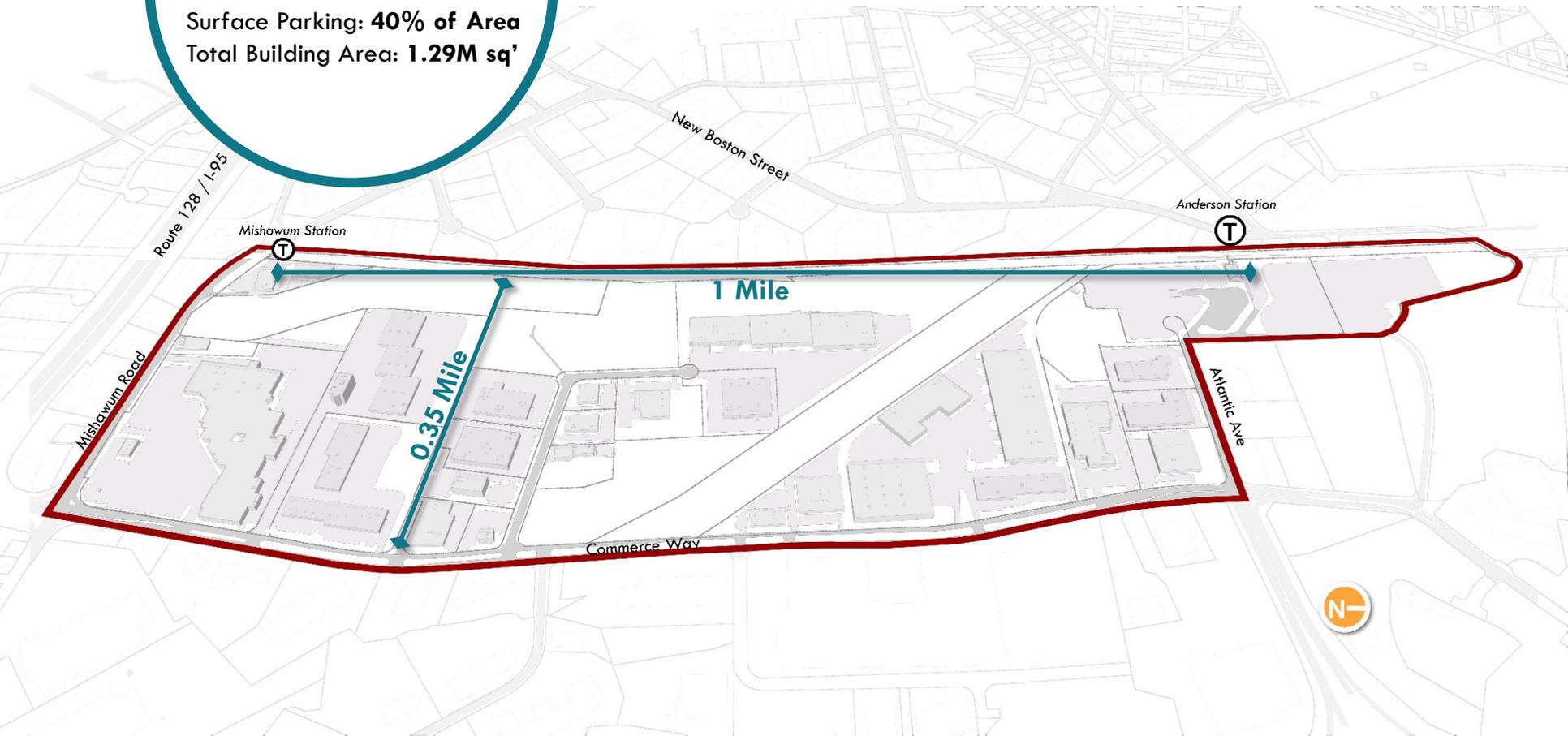
STUDY AREA

Number of Parcels: **29**

Total Lot Size: **236 acres**

Surface Parking: **40% of Area**

Total Building Area: **1.29M sq'**



Plan Components





WHAT WE HEARD

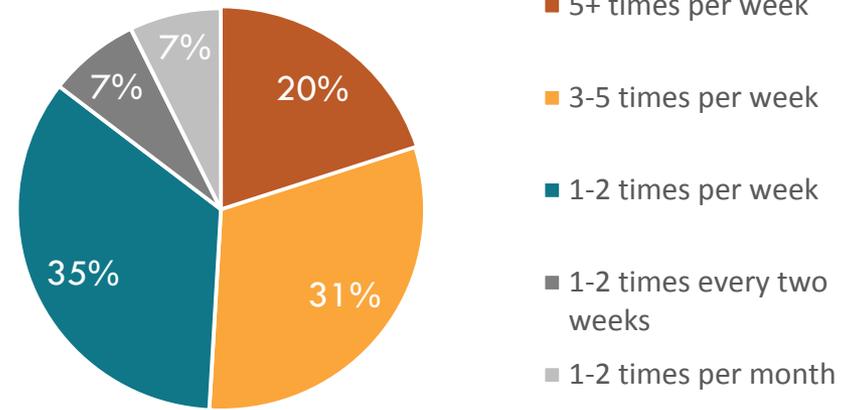
Summary of
feedback to date

Public Input

150 Approximate number of attendees at the February public forum

8 Additional public meetings, specifically on Woburn Mall 40R (with more to come)

How often do you visit study area?



86% of respondents visit at least weekly

Public Input

Representative selection of comments on creating a new neighborhood in this area

Distinctive Character

- This would be a welcome addition to our city
- NEED open space to spend the evening walking, shopping, and eating
- Creates pride

Stores and Services

- Several comments stating no more “big box stores” (plus a comment advocating for a Walmart)
- Good restaurants make a neighborhood
- Artisanal options, local retailers, kid-friendly, craft brewery

Housing Variety

- More entry-level options near transit
- More affordable housing
- Housing for people of all abilities

Public Input

Representative selection of comments on creating a new neighborhood in this area

Inviting Public Spaces

- Place to encourage gathering and relaxing
- Community space, including performance / event space

Comfortable Streets

- Greenways and riverways
- Wide sidewalks
- Streets that aren't too wide and have traffic-calming measures

Getting Around

- Ability to walk
- Shuttle service
- Bikeability

Top concerns cited: environmental concerns associated with superfund site and traffic concerns related to new development

Public Input

Results from Visual Preference Survey



Conclusions

Building preferences tended toward a contemporary, modern aesthetic

In addition to the Woburn Mall and Anderson Station, there was some interest in high quality industrial style buildings

Anderson Station had support for the tallest / largest type of buildings; less height elsewhere in study area

Public Input

Results from Visual Preference Survey



Conclusions

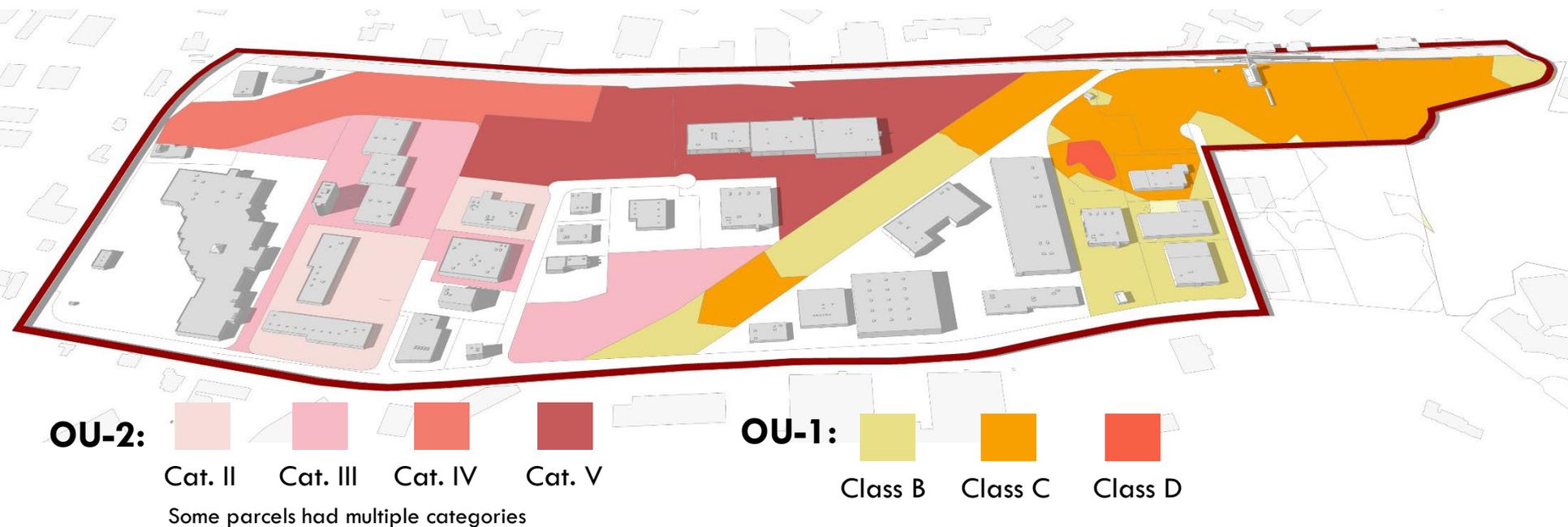
Participants gave more input on streetscape elements than buildings, possibly indicating they care most about the public realm

Interest focused on “hardscape” open spaces, such as plazas, wide sidewalks, and places to gather

Adding a multi-use path that’s more natural was also a high priority

Public Input

Need to consider impacts of Superfund site



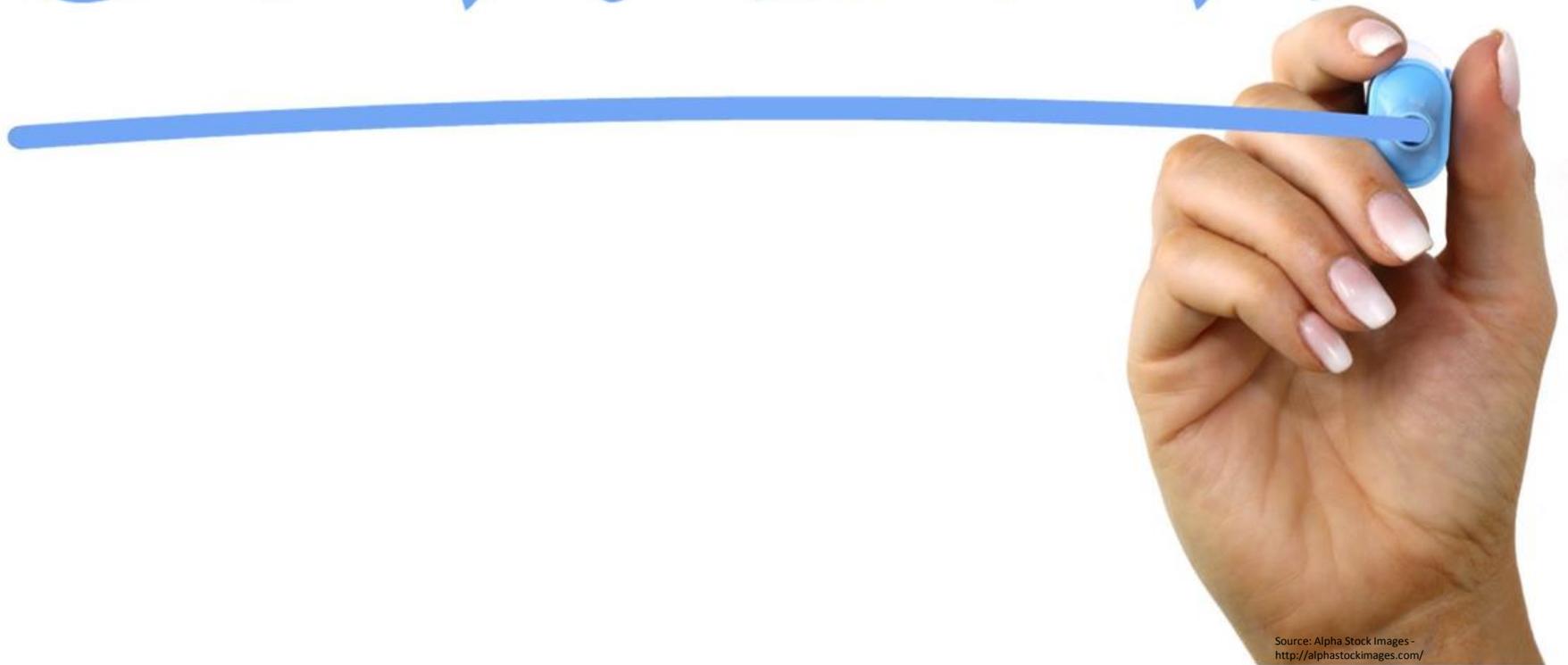
- Following forum, City + MAPC met with EPA officials to understand opportunities and challenges with development
- Superfund site is divided into two Operable Units (OU-1 and OU-2), each with its own categorization type
- Some sites are more challenging to develop than others due to controls
- Anderson Station would be most challenging but could potentially allow development with proper controls



MARKET ANALYSIS

Summary of demand
for various uses

CAVEAT



Source: Alpha Stock Images - <http://alphastockimages.com/>

CAVEAT

1. This is not a recommendation for how much to build.
2. Market demand analyses are based on assumptions and projections.
3. Market demand analyses assist planning efforts by helping to understand what is realistic and what barriers may need to be overcome.



Source: Alpha Stock Images - <http://alphastockimages.com/>

Residential Market Analysis

Projected Multi-Family Res. Demand (2010-2030 Total)

Woburn	2,637
Burlington	2,196
Lynnfield	370
Reading	2,039
Stoneham	528
Wakefield	1,411
Wilmington	1,580
TOTAL	10,761

Source: MAPC Projections

Multi-Family Housing Supply Added (2010-Present)

TOTAL	3,563
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Sources: Census Building Permits, municipalities, MassBuilds

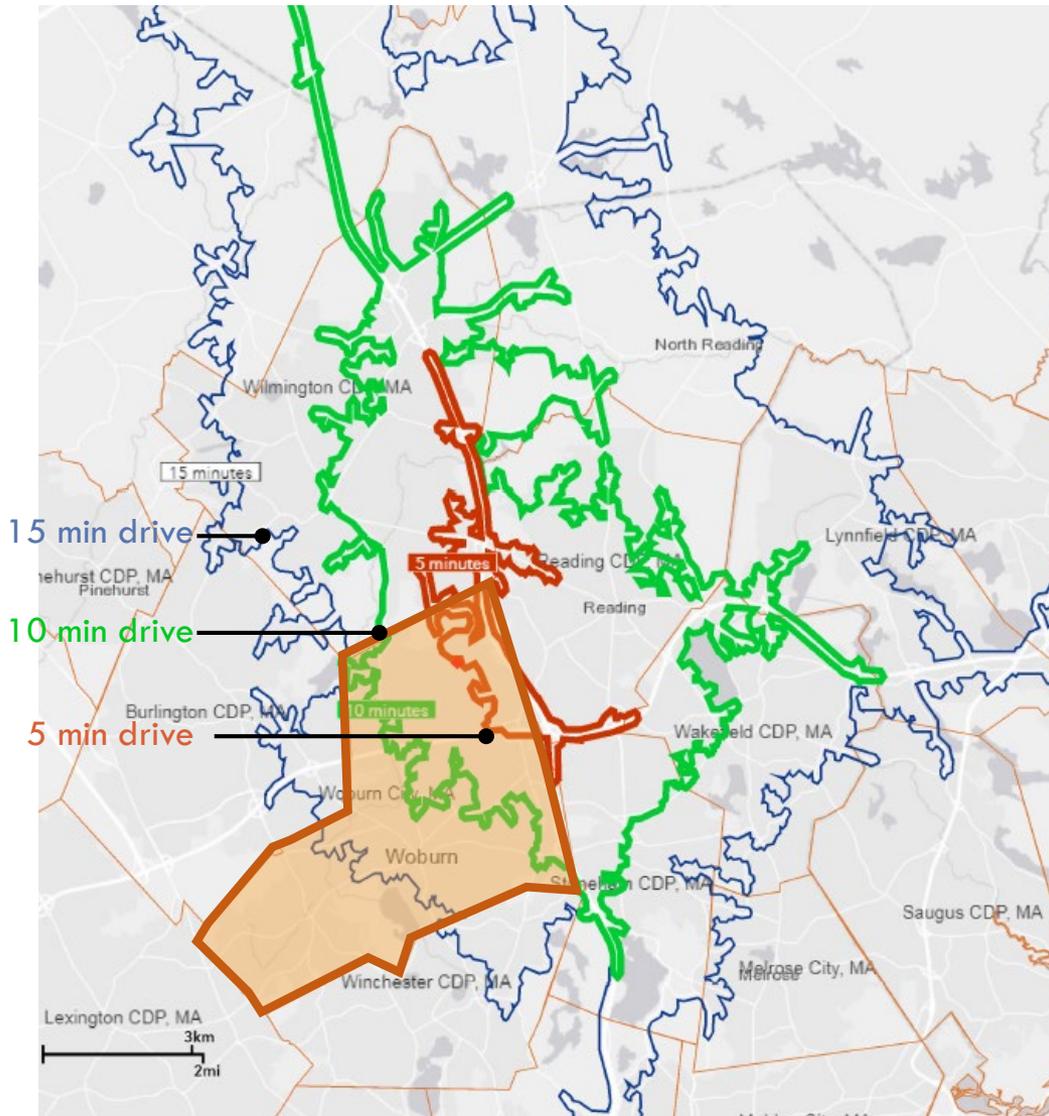
25% Rate of multifamily housing demand captured by Woburn since 2010

	Capture		Units	
	Moderate	High	Moderate	High
Balance Regional Housing Demand (MF)				
7,198*	15%	25%	1,080	1,800

Conclusion: Multifamily residential market demand in the city is for 1,080-1,800 units through 2030, a portion of which can be met through TOD in the study area

*10,761 total demand less 3,563 units built/permited = 7,199

Retail Market Analysis



Conclusions

Within 15-min. drive, highest demand for:

- Clothing stores (12)
- Restaurants (8)

Within 10-min drive, additional demand for:

- Drinking establishments (1)
- Jewelry and leather goods (2)

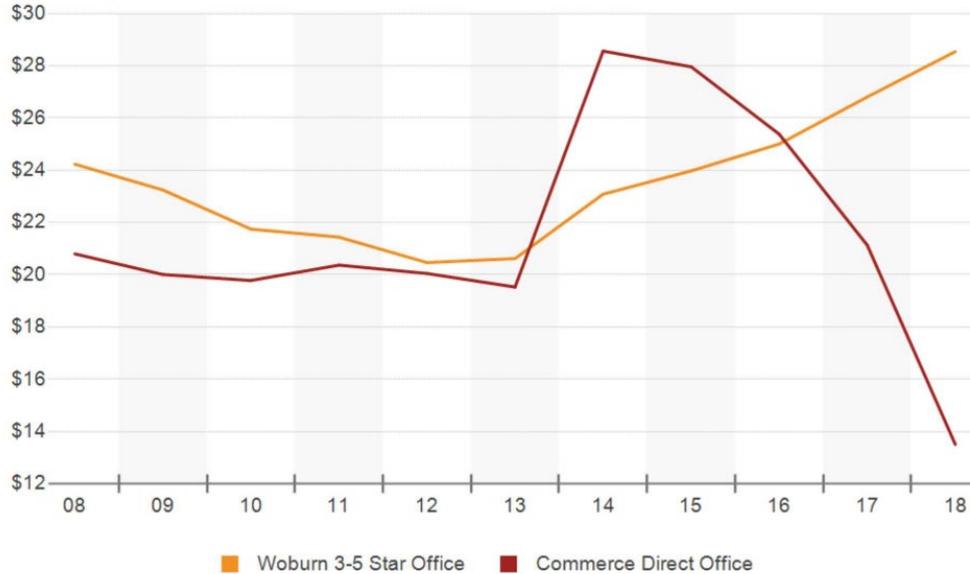
Additional residences in area could further increase demand

Lowest demand for additional hardware, home furnishings, electronics + appliances

Office Market Analysis

Commerce Ave Office Rents

Gross Asking Rent Per SF



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10/1/2018

Conclusions

Commerce Way contains a thriving light industrial base with low vacancy

Most office is Class B or C. Rents are falling compared to other locations in Woburn.

Given low vacancy, availability of office space in other locations, and high demand for housing, there is limited demand for much new office space here in the near future.



VISION + RECOMMENDATIONS

Summary of future vision
and how to achieve it

Commerce Way E-TOD Vision Statement

Woburn Commerce Way Center is a **dynamic neighborhood**, a destination for citywide residents and home to those seeking a **pedestrian-friendly**, transit-oriented downtown environment. It has a strong **sense of place** defined by recreational opportunities along the Aberjona River and good architecture and design.

Commerce Way Center offers a diversity of people plenty to do throughout the day and evening. Residents, office workers, and visitors of all ages and abilities find independently-owned shops, good restaurants, entertainment venues, and public spaces for interacting and relaxing. There are condominiums, accessible homes, and affordable **housing for singles, seniors, and families with a range of incomes**. There is a longstanding **commercial and light industrial base** that offers employment and contributes to the economy.

Commerce Way Center is safely and **comfortably navigated by foot and bike**. It has sufficient but discrete parking. It connects Woburn residents to each other through activated spaces, and Woburn to Greater Boston through reliable public transit. It is a great place to live, work, and visit.

Commerce Way E-TOD DRAFT Recommendations

RECOMMENDATIONS ORGANIZED SEVERAL WAYS:

- *By principle:*

Sub-Areas

Connectivity

External
Connections

Development
Orientation

- *By topic:*



LAND USE



TRANSPORTATION



SENSE OF PLACE

- *By time period:*



SHORT TERM
(0-3 years)



MID-TERM
(3-7 years)



LONG TERM
(> 7 years)

- *By implementation tool:*

Zoning/Regulations | Developer Agreement |

Design Guidelines | Public Investment | Private Investment

CAVEAT

1. The following diagrams are not proposals.
2. They are intended to provide concepts for how future development could occur, based upon the vision.



Source: Alpha Stock Images - <http://alphastockimages.com/>

Principle #1: Sub-Area Development

SUB-AREA 1

Existing primary characteristic: Woburn Mall Retail

Development strategy: 40R Smart Growth Overlay District

Future potential uses: Residential, retail, potentially other uses over long term

Timeline: Near Term

SUB-AREA 2

Existing primary characteristic: Office, Research, Light Industrial

Development strategy: “suburban retrofit” utilizing Commerce Way Overlay zoning

Future potential uses: Primarily commercial and industrial with some potential for residential

Timeline: Longer term

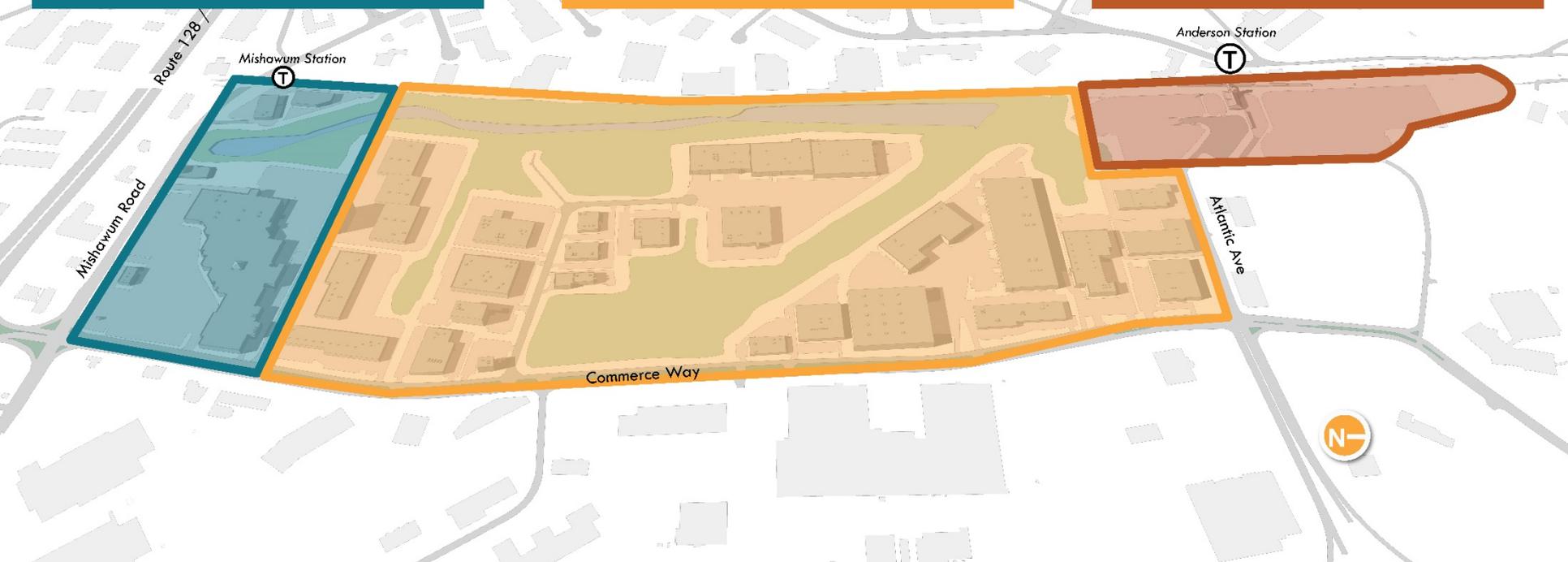
SUB-AREA 3

Existing primary characteristic: Anderson Station parking lots

Development strategy: Utilizing portion of parking, potentially building structured parking facility

Future potential uses: Residential and retail

Timeline: Medium term



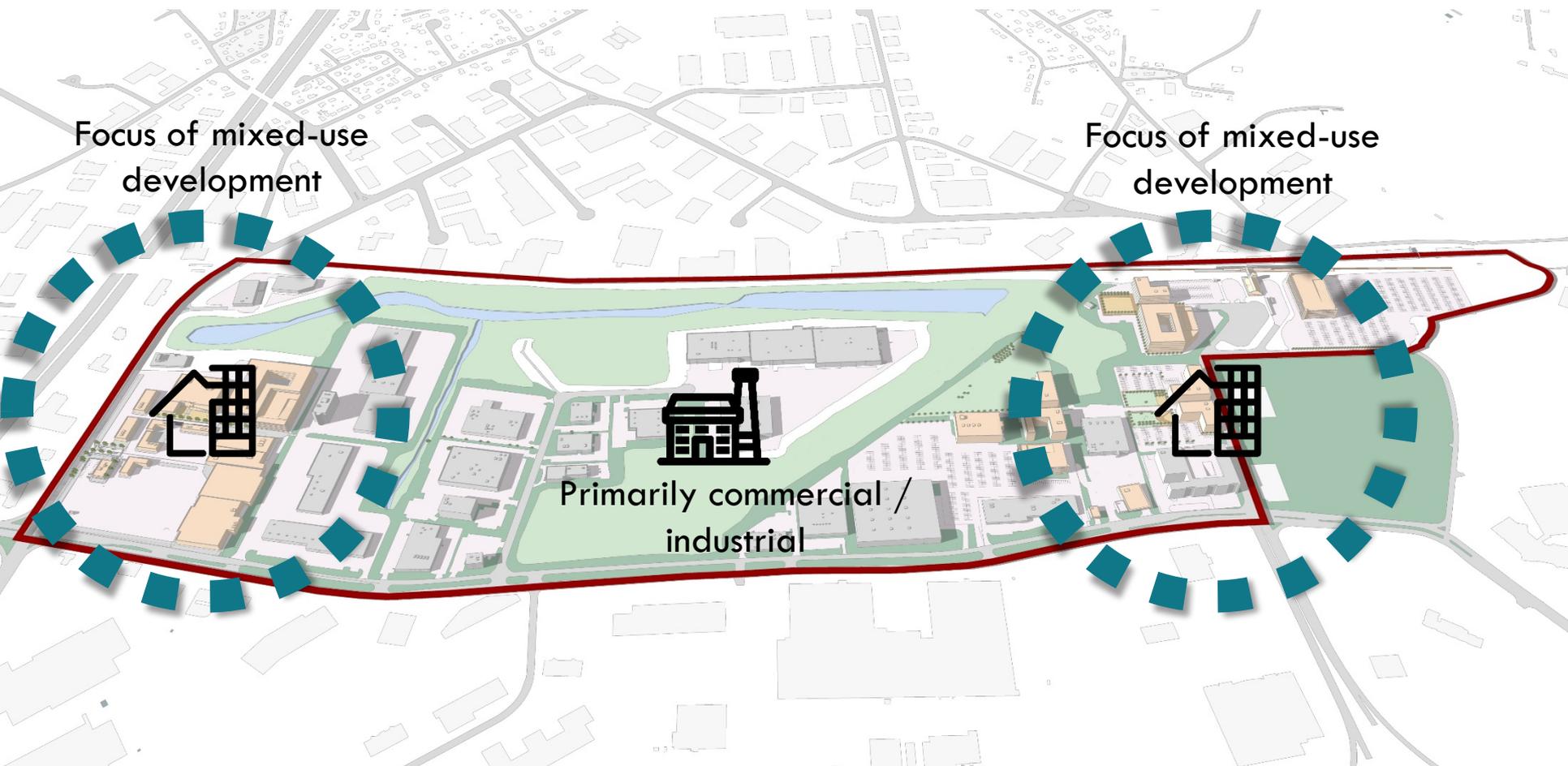
Principle #1: Sub-Area Development

1. Development focused on north and south ends



A

Topic: LAND USE



Principle #1: Sub-Area Development

1. Development focused on north and south ends

1A. Woburn Mall Smart Growth Overlay District Ordinance



A

Topic: LAND USE

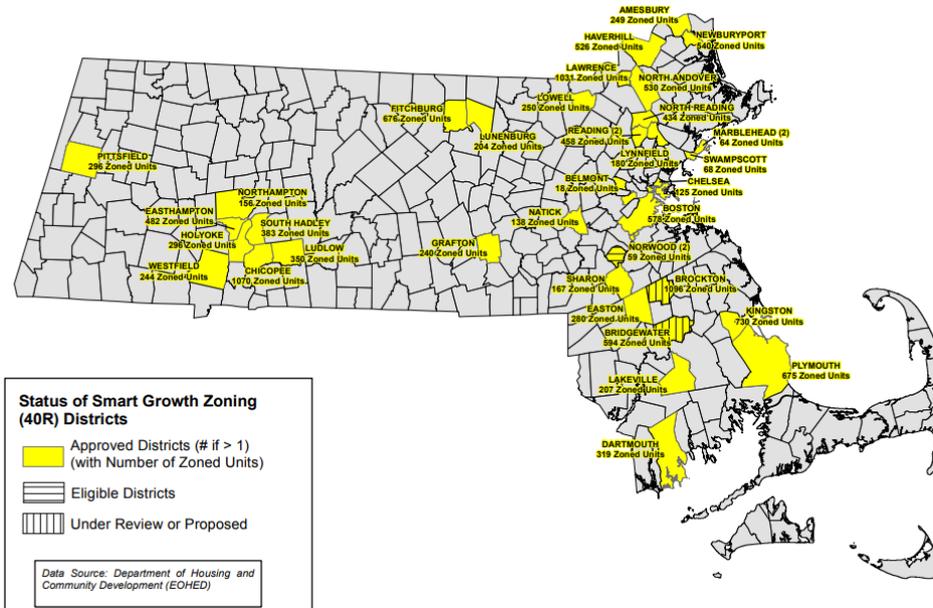


Tool: ZONING



SHORT TERM

Chapter 40R, or the Smart Growth Zoning Overlay District Act, encourages communities to create mixed-income residential or mixed-use zoning districts in select locations for development at certain densities (20 units per acre for multifamily).



Principle #1: Sub-Area Development

1. Development focused on north and south ends

1A. Woburn Mall Smart Growth Overlay District Ordinance



Topic: LAND USE



Tool: ZONING



SHORT TERM

25% of units affordable

- > 20% required by Chapter 40R
- Helps further City's affordability goals
- Allows *all* units to be counted toward 10% SHI requirement
- This development will meet Woburn's 10% requirement

Residential units will be capped

- Incorporates City's desire to balance uses and manage density
- Payment to Woburn: \$350,000 to adopt zoning plus up to \$1.275 million once built (size of payment depends on number of residences)

Other allowable uses

- Retail, restaurant, supermarket, office, theater, child care, hotel

Parking ratios

- Residential: 1.5 spaces per unit
- Commercial: 4 spaces per 1,000 SF of Net Floor Area

Dimensional Standards

- Max height: 85' (Residential / Mixed-Use), 40' (Commercial)
- Minimum open space: 10%

Principle #1: Sub-Area Development

1. Development focused on north and south ends

1B. Woburn Mall Smart Growth Overlay District Design Standards



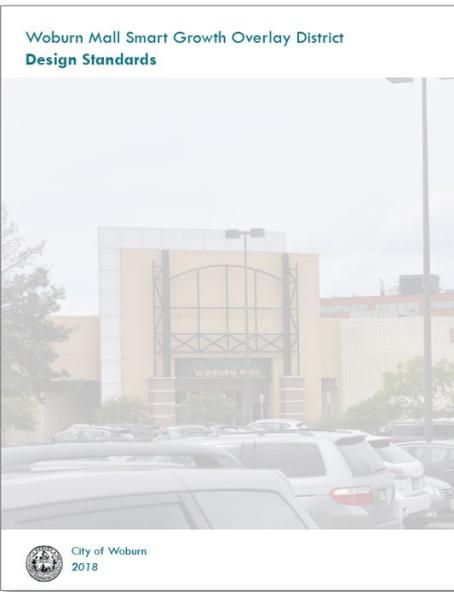
C
Topic: SENSE OF PLACE



Tool: REGULATIONS

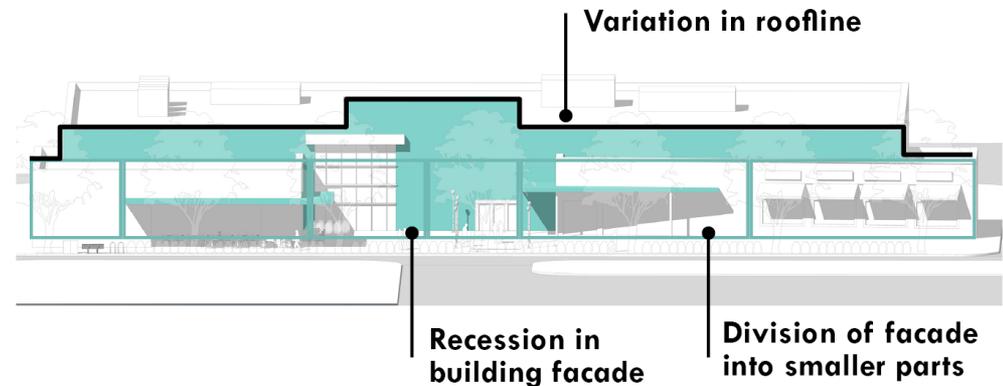
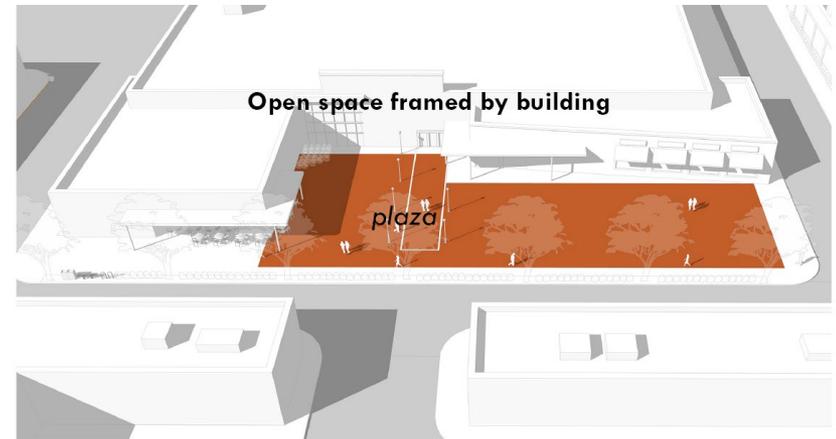


SHORT TERM



STRUCTURE:

- SITE + BLOCK
- BUILDING MASSING + FORM
- FAÇADE
- STREETS
- OPEN SPACE
- LIGHT



Principle #1: Sub-Area Development

1. Development focused on north and south ends

2. Anderson Station Redevelopment



Topic:



LAND USE



SENSE OF PLACE



Tool:

ZONING, REGULATIONS,
DEVELOPER AGREEMENT



MID-TERM

Station Statistics

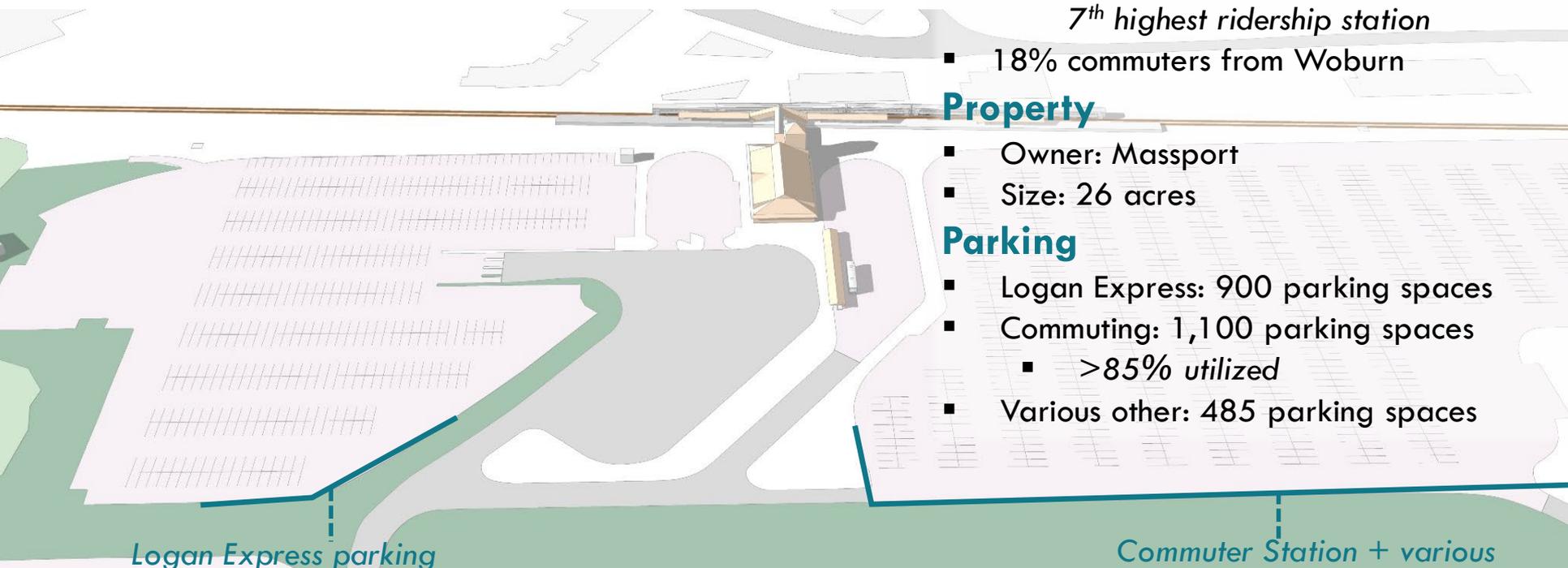
- Daily Boardings: 1,500 (2016)
 - 2nd busiest station along Lowell Line, 7th highest ridership station
- 18% commuters from Woburn

Property

- Owner: Massport
- Size: 26 acres

Parking

- Logan Express: 900 parking spaces
- Commuting: 1,100 parking spaces
 - >85% utilized
- Various other: 485 parking spaces



Logan Express parking

Commuter Station + various
other parking

Principle #1: Sub-Area Development

1. Development focused on north and south ends

2. Anderson Station Redevelopment



Topic:



LAND USE



SENSE OF PLACE

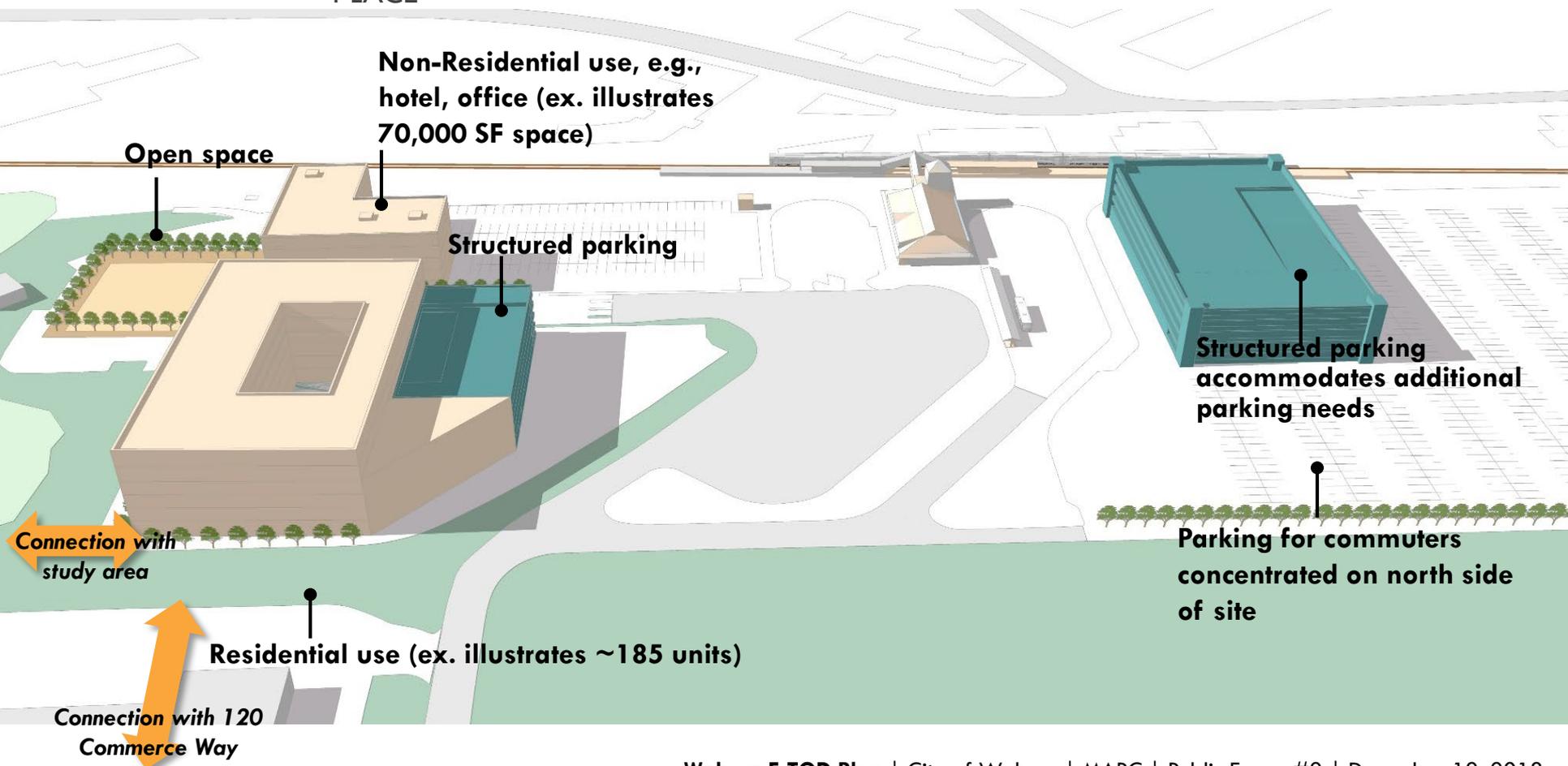


Tool:

ZONING, REGULATIONS,
DEVELOPER AGREEMENT



MID-TERM



Principle #1: Sub-Area Development

1. Development focused on north and south ends

2. Anderson Station Redevelopment



Topic:



LAND USE



SENSE OF PLACE



Tool:

ZONING, REGULATIONS,
DEVELOPER AGREEMENT



MID-TERM

NEXT STEPS

- ✓ Massport discussion: Understanding its operational needs and plans
- ✓ EPA discussion: Preliminary meeting on development challenges and opportunities
- 3. Massport meeting: Discussion of City's vision and development opportunities
- 4. EPA meeting: Discussion of concrete plans to prepare RFP
- 5. RFP preparation: To solicit concepts for development

Principle #1: Sub-Area Development

2. Zoning changes to CWCOD



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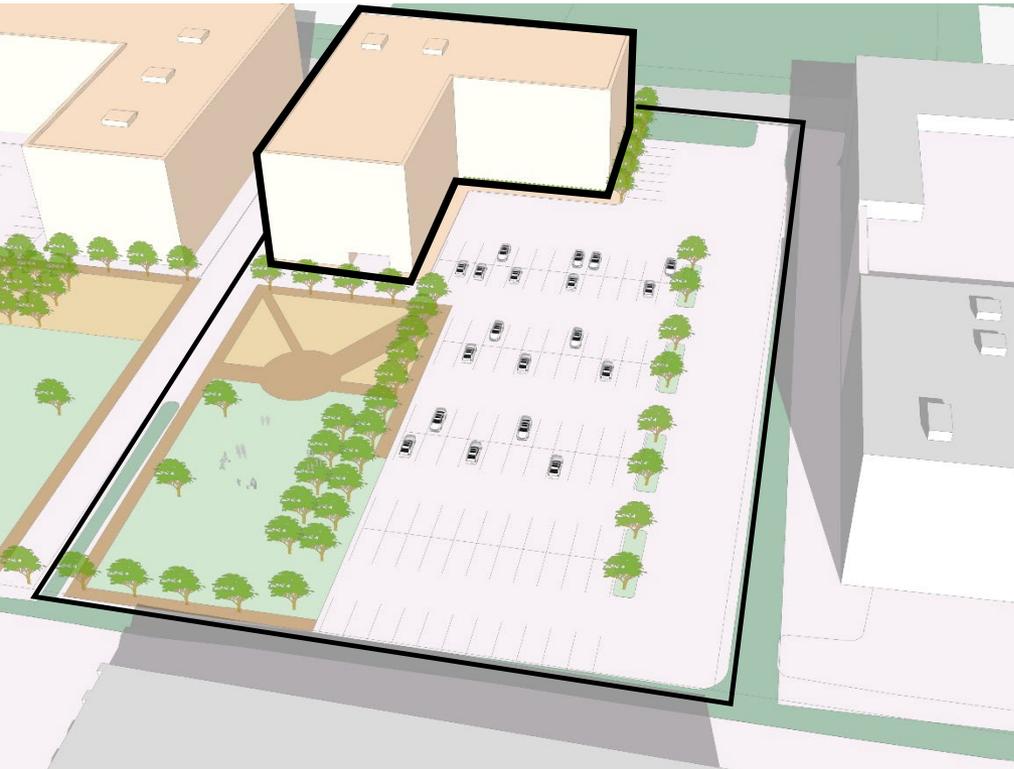


Topic: LAND USE

Tool: ZONING

SHORT TERM

Zoning "test" for 10 Atlantic Ave



Testing hypothetical redevelopment:

- New zoning amendment caps residential at 25 units per acre with potential for bonuses
- 2.6 acre lot = 65 units
- Commercial (ground floor) = 9,000 SF
- Open space: 20% required, 0.5 acre
- Parking spaces: 134 provided, 111 required (utilizing shared parking mechanism)
- FAR (density measure) = 0.7 (i.e., medium density for the context)

Principle #1: Sub-Area Development

2. Zoning changes to CWCOD



Topic: LAND USE



Tool: ZONING



SHORT TERM

CWCOD Conclusions:

- The overlay district generally functions as a strong, well-crafted district to foster mixed-use
- Based on test-site, the 25 unit/acre cap allows design to meet requirements, including parking and open space
- Density bonuses (up to 40 units/acre in exchange for significant amount of commercial space) would only be feasible with structured parking (garage)
- While feasible from a design perspective, not clear if financially feasible given demolition, environmental costs, etc.
- Zoning recommendations include a variety of “tweaks” to the existing ordinance to help facilitate its utilization.

Examples include:

- Reducing Concept Plan review period to 45 days
- Eliminating revision that prohibits site from reverting to underlying zoning
- Incentivize some 3-bedrooms to be constructed (e.g., exclude from FAR calculation, height bonus)
- Amending ordinance to allow and encourage ride-share (e.g., Zipcar) by right
- Consider allowing mixed-use and/or multifamily by right. Site Plan review will be retained
- Adding signage regulations consistent with Woburn Mall 40R
- Lowering parking requirements for studios/1 bedrooms and for 3+ bedrooms
- Reduce open space requirement for multifamily by allowing off-site contributions

Principle #1: Sub-Area Development

3. Design Guidelines for CWCOD

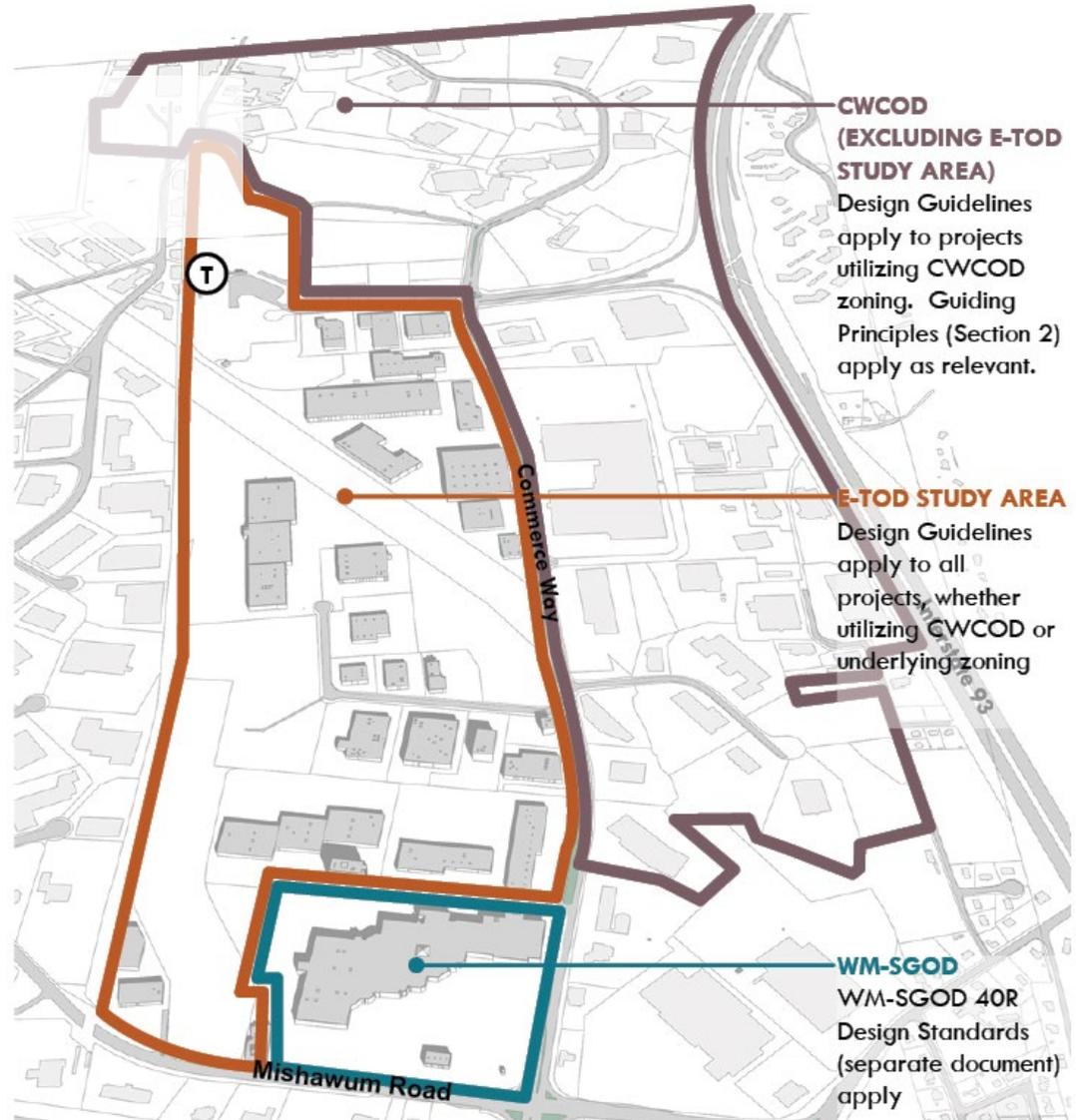


Topic: SENSE OF PLACE



Tool: DESIGN GUIDELINES

- Design Guidelines are advisory to help guide developers and City Council when reviewing proposals
- Modeled on Woburn Mall Design Standards
- Intended to foster high quality design and create a cohesive neighborhood



Principle #1: Sub-Area Development

4. Infill development opportunities



A

Topic: LAND USE



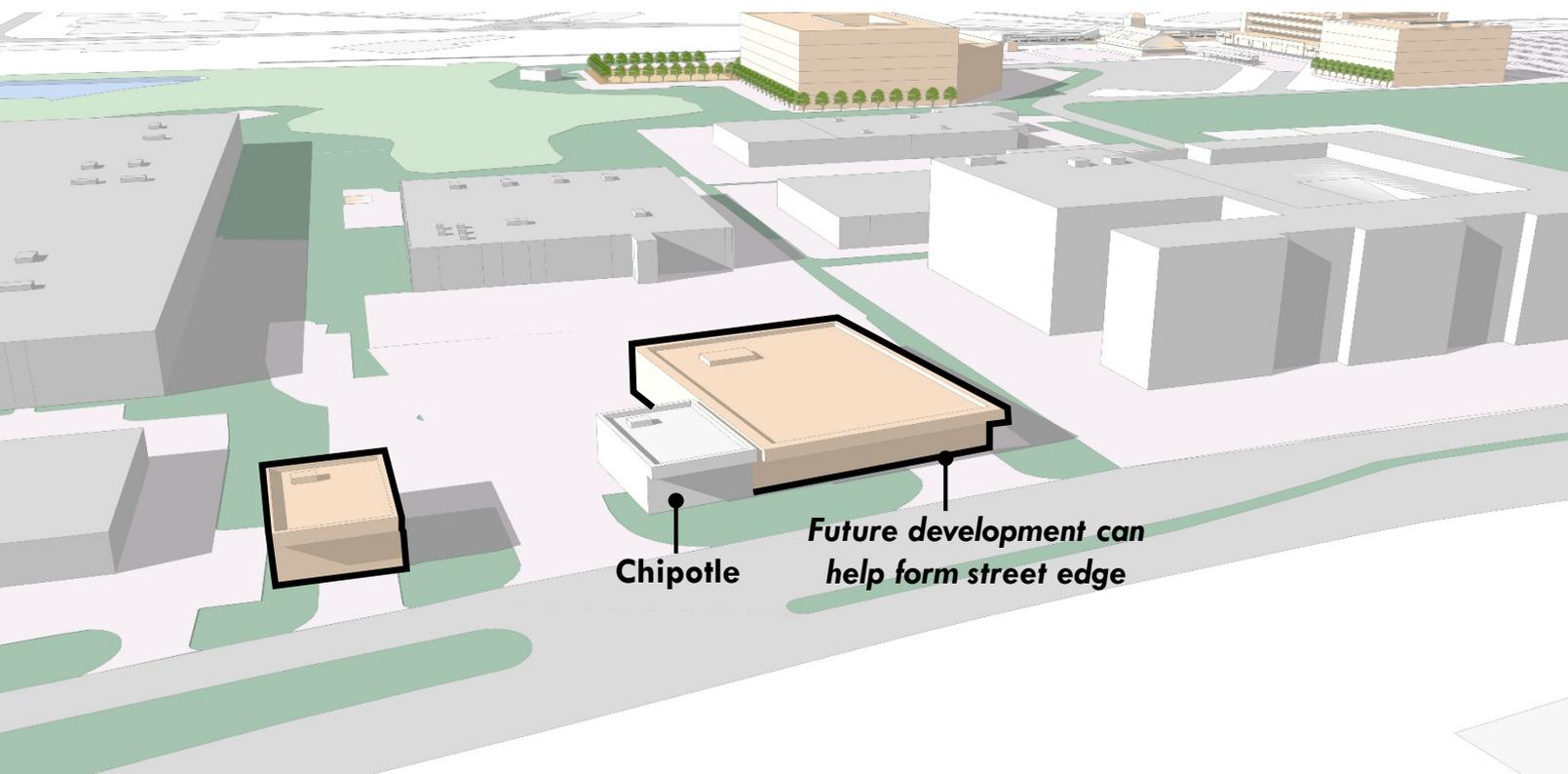
Tool: PRIVATE INVESTMENT



MID-TERM --



LONG TERM



Principle #1: Sub-Area Development

4. Infill development opportunities



Topic: LAND USE



Tool: PRIVATE INVESTMENT



MID-TERM --



LONG TERM

Following example of Chipotle development, continue to add building frontage to street edge, creating a better pedestrian environment.



Principle #1: Sub-Area Development

5. Property improvements

 
Topic: SENSE OF PLACE


Tool: PRIVATE INVESTMENT,
ZONING


MID-TERM

Improvements, such as small eating establishments / cafes and outdoor seating amenities can foster stronger economic development while helping create neighborhood cohesion.

Example of outdoor seating to transform passive open space (Cabot Road)



Principle #2: Connectivity

COMMERCE WAY

Characteristics: High volume; through traffic; connection between Mishawum Rd, I-93, and New Boston Street bridge; truck route



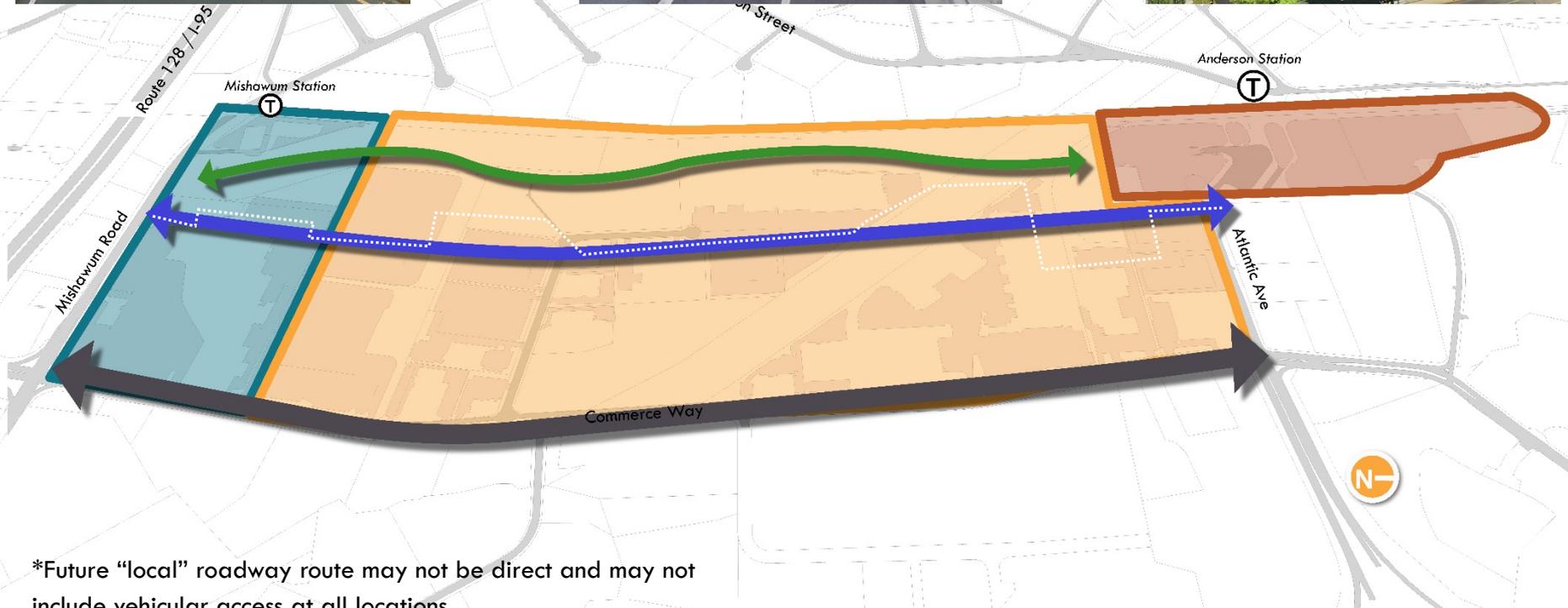
“LOCAL” ROADWAY*

Characteristics: Primarily serves residents and employees in study area; lower volume; multi-modal “complete street”



RIVERWALK

Characteristics: Multi-use path along Aberjona River / Mishawum Lake; helps create a sense of place and connects development to natural amenity



*Future “local” roadway route may not be direct and may not include vehicular access at all locations

Principle #2: Connectivity

1. Shared multi-use path along water

1. Plan, design, fund, construct



Topic:

B

TRANSPORTATION

C

SENSE OF PLACE



Tool:

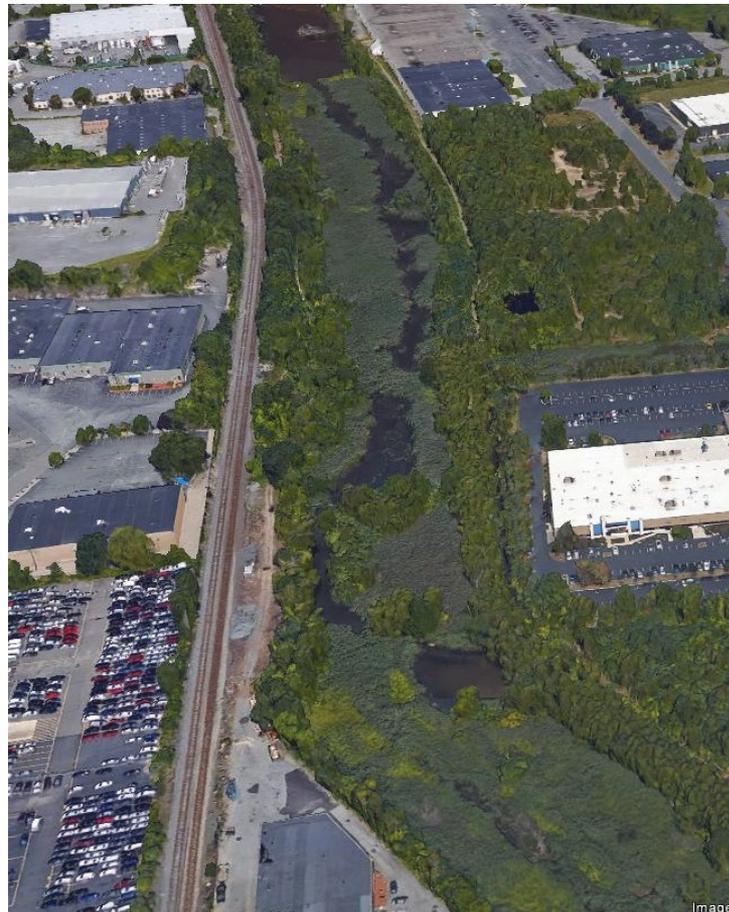
DEVELOPER AGREEMENT,
PUBLIC INVESTMENT



LONG TERM

NEXT STEPS

1. Include funding for design and/or construction as part of developer mitigation agreements
2. Hire firm for feasibility analysis and design alternatives
 - E.g., west side (more natural environment) vs east side (closer to development)
3. Work with property owners
 - E.g., may require easements
4. Work with EPA
5. Seek funding options



Principle #2: Connectivity

2. Internal “local” circulation



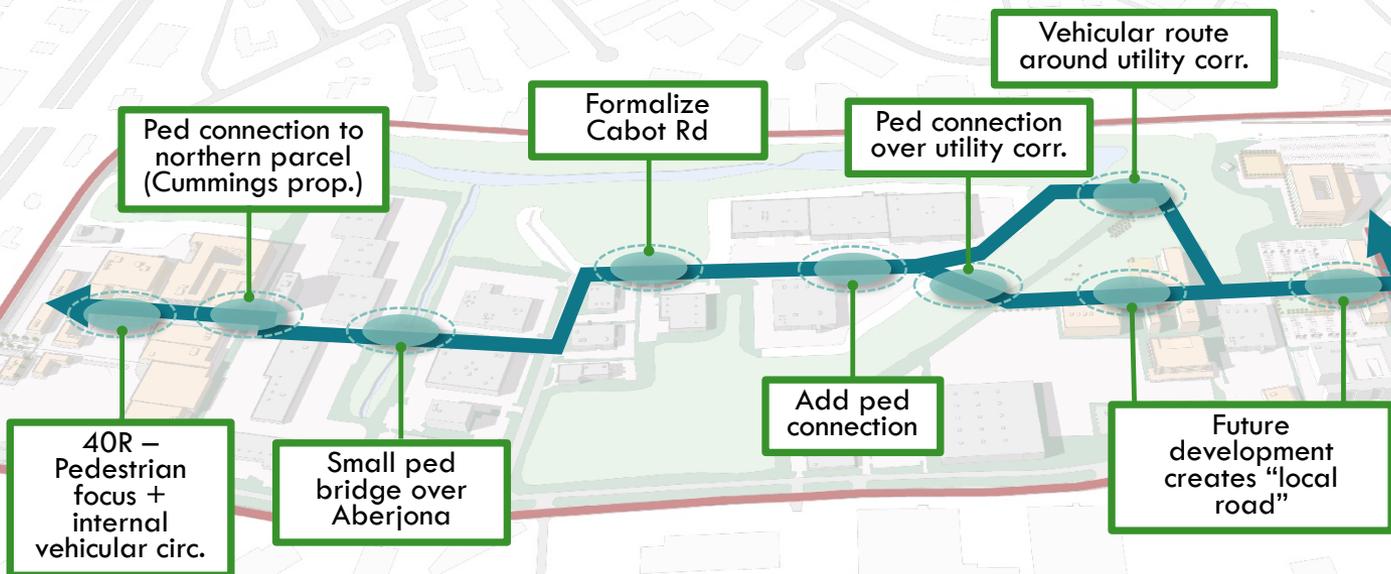
Topic:

B

TRANSPORTATION

C

SENSE OF PLACE



Principle #2: Connectivity

2. Internal “local” roadway

1. Pedestrian connectivity in Woburn Mall 40R

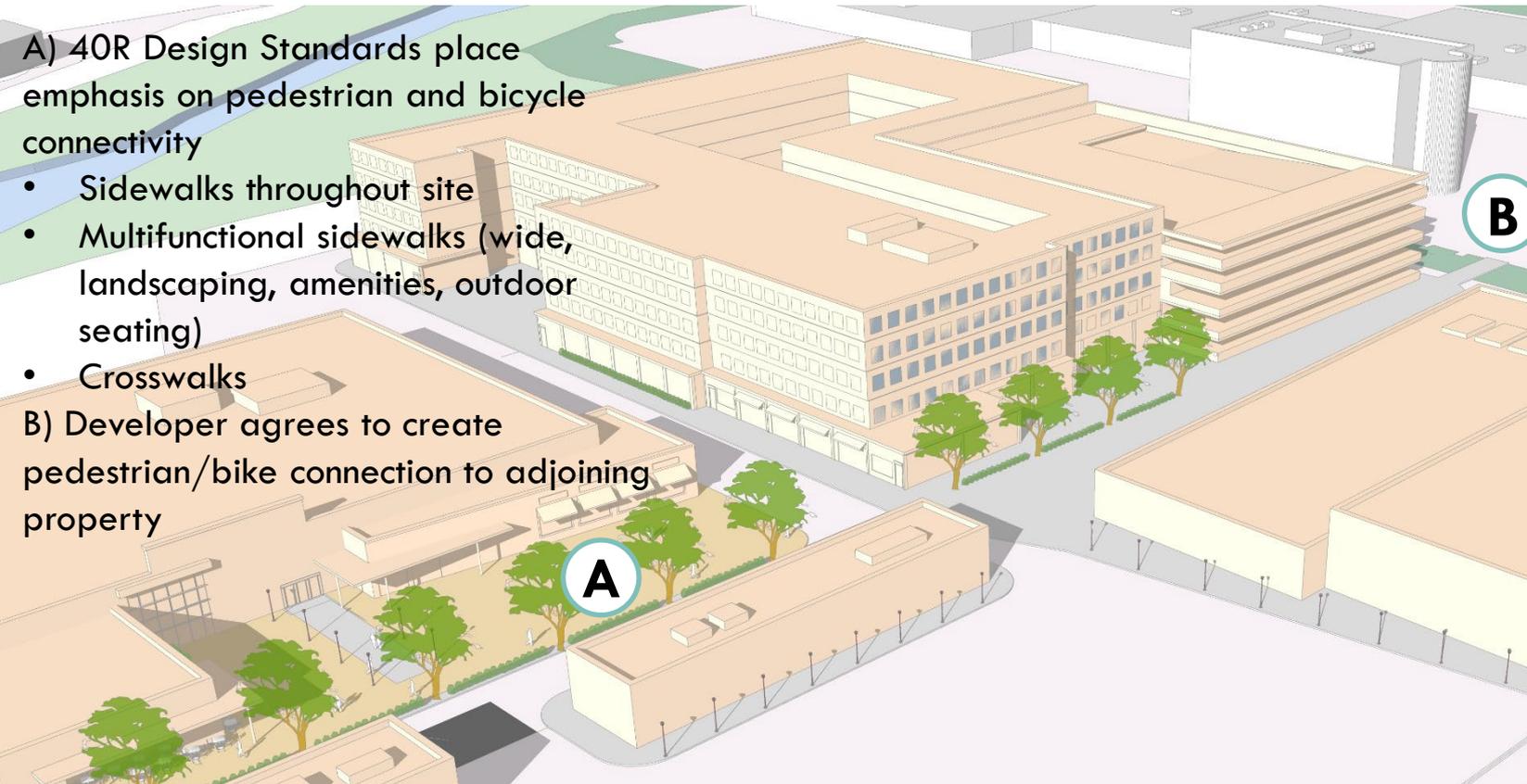
 **Topic:** **B** TRANSPORTATION **C** SENSE OF PLACE  **Tool:** REGULATIONS, DEVELOPER AGREEMENT

 **SHORT TERM**

A) 40R Design Standards place emphasis on pedestrian and bicycle connectivity

- Sidewalks throughout site
- Multifunctional sidewalks (wide, landscaping, amenities, outdoor seating)
- Crosswalks

B) Developer agrees to create pedestrian/bike connection to adjoining property



Principle #2: Connectivity

2. Internal “local” roadway

2. Pedestrian bridge over Aberjona River



Topic:

B

TRANSPORTATION

C

SENSE OF PLACE



Tool:

PRIVATE INVESTMENT,
PUBLIC INVESTMENT



MID-TERM



Small bridge where Aberjona River cuts east can provide connection between abutting parcels



Principle #2: Connectivity

2. Internal “local” roadway

3. Formalizing areas for multimodal activity



Topic: TRANSPORTATION



Tool:

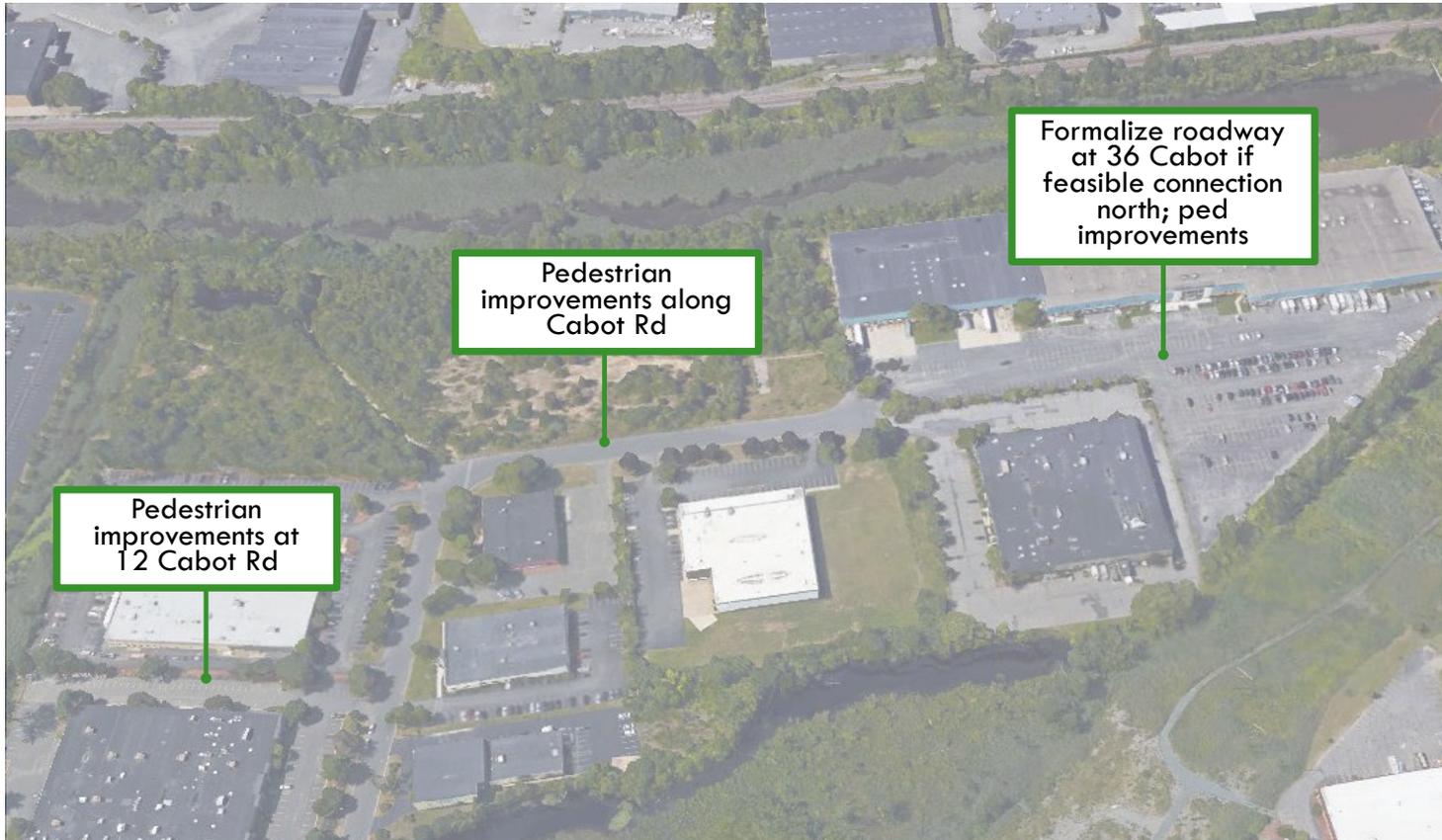
PRIVATE INVESTMENT,
PUBLIC INVESTMENT



MID-TERM --



LONG TERM



City should work with property owners to improve connectivity:

- Sidewalks or alternative ped facilities
- Bike accommodations
- Wayfinding
- Formalized vehicular lanes

Principle #2: Connectivity

2. Internal “local” roadway

3. Formalizing areas for multimodal activity



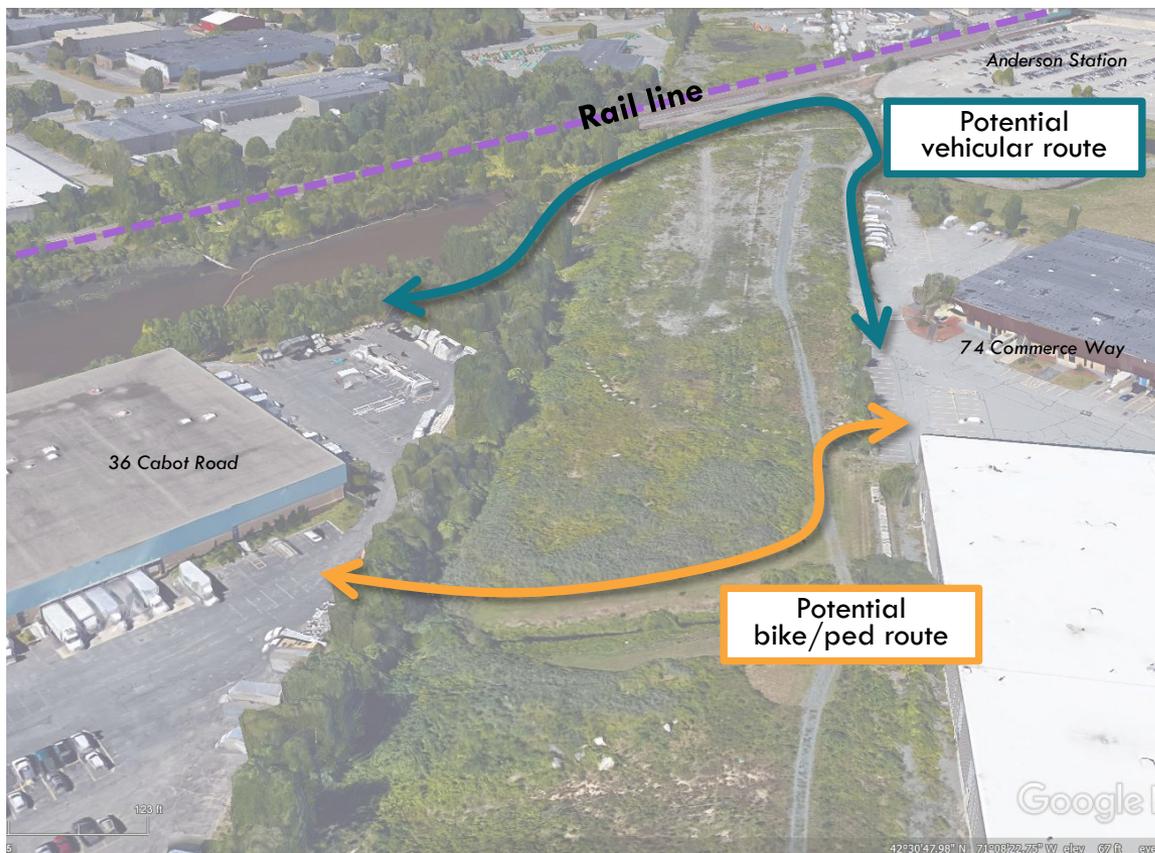
Topic: TRANSPORTATION



Tool: PRIVATE INVESTMENT,
PUBLIC INVESTMENT



MID-TERM



City should work with Boston Edison on:

- Formalizing pedestrian path over corridor
- feasibility of vehicular route around corridor



Principle #2: Connectivity

2. Internal “local” roadway

4. Creating “roadway” through redevelopment



B

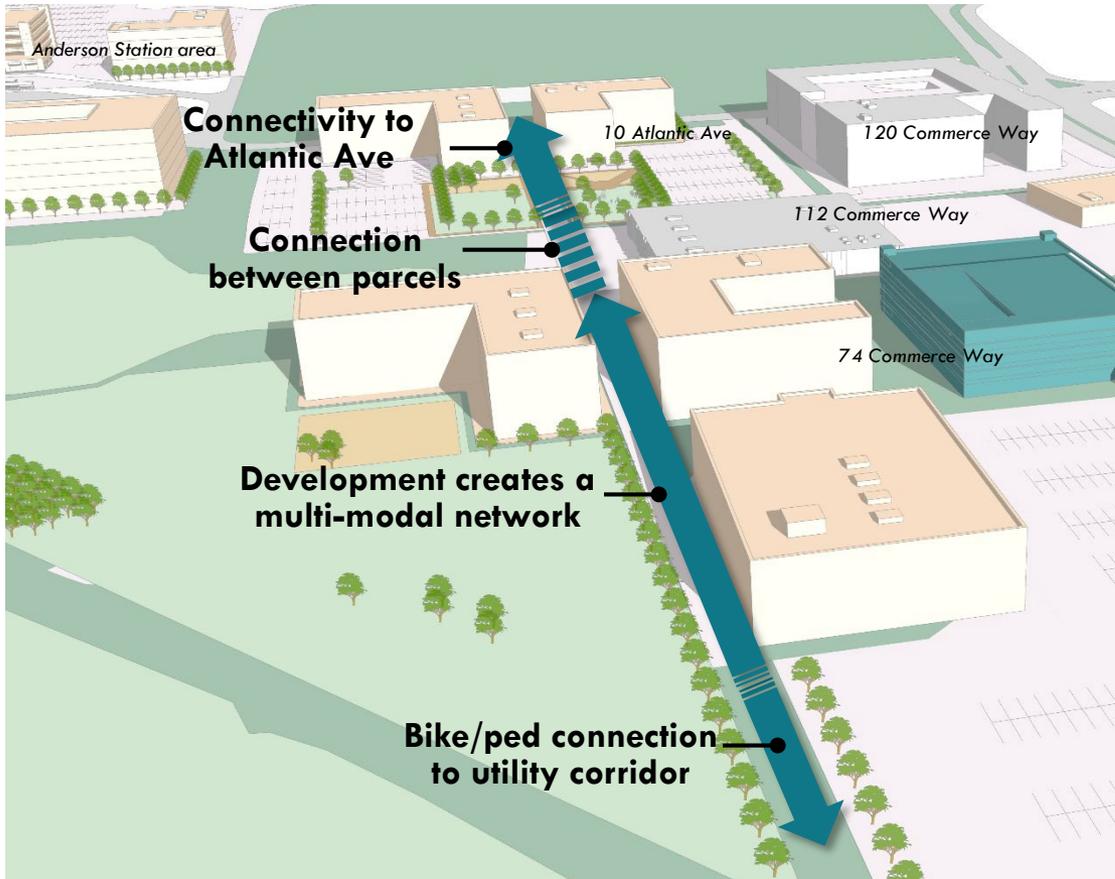
Topic: TRANSPORTATION



Tool: ZONING,
DEVELOPER AGREEMENT,
DESIGN GUIDELINES



LONG TERM



New development should foster an internal multi-modal network. This can reduce traffic on Commerce Way and improve walkability

- Amend CWCOD zoning to allow for connection between parcels
- Design guidelines recommend internal connectivity, including pedestrian infrastructure

Principle #2: Connectivity

3. Vehicular safety improvements

1. Address high crash locations along study area



Topic: TRANSPORTATION



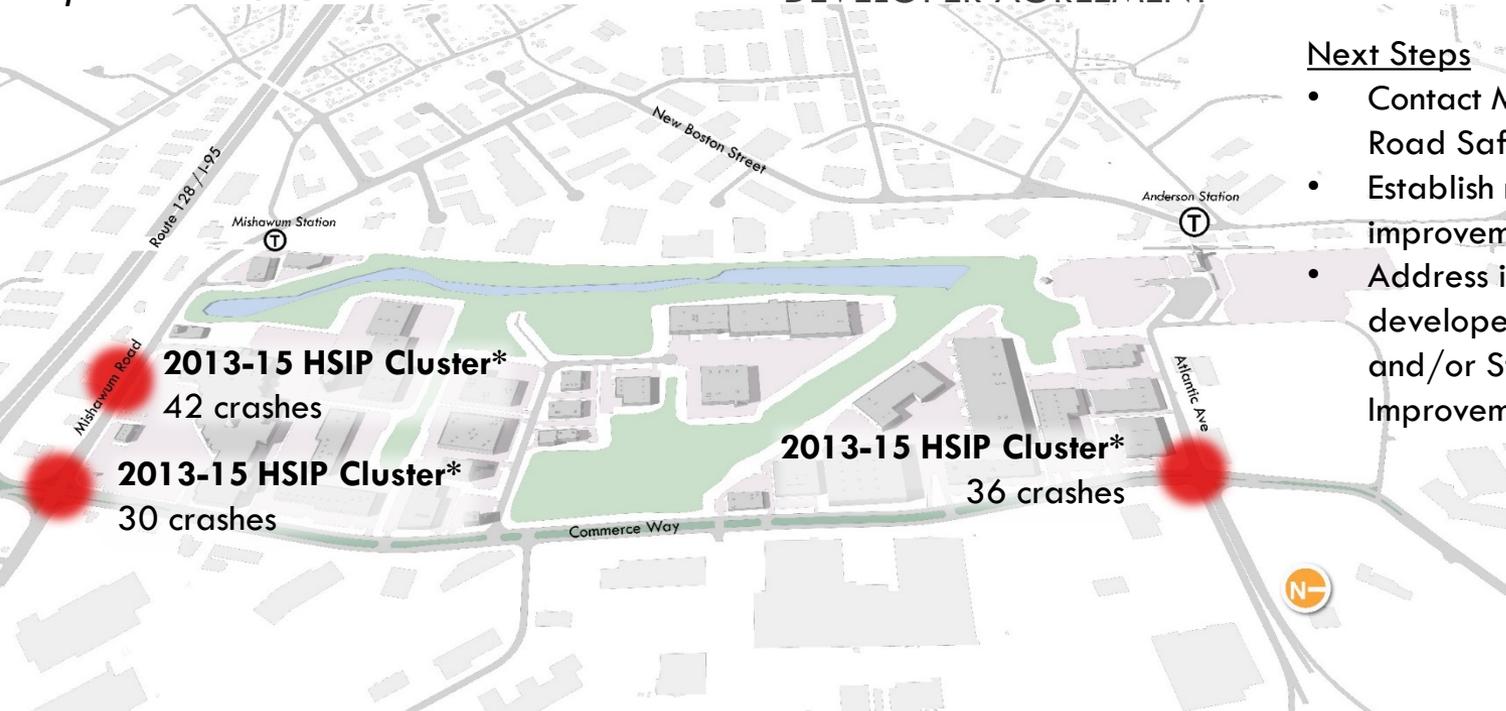
Tool: PUBLIC INVESTMENT,
DEVELOPER AGREEMENT



MID-TERM

Next Steps

- Contact MassDOT District 4 for Road Safety Audit(s)
- Establish near-term and long-term improvements
- Address improvements through developer mitigation, City funds, and/or State Transportation Improvement Program

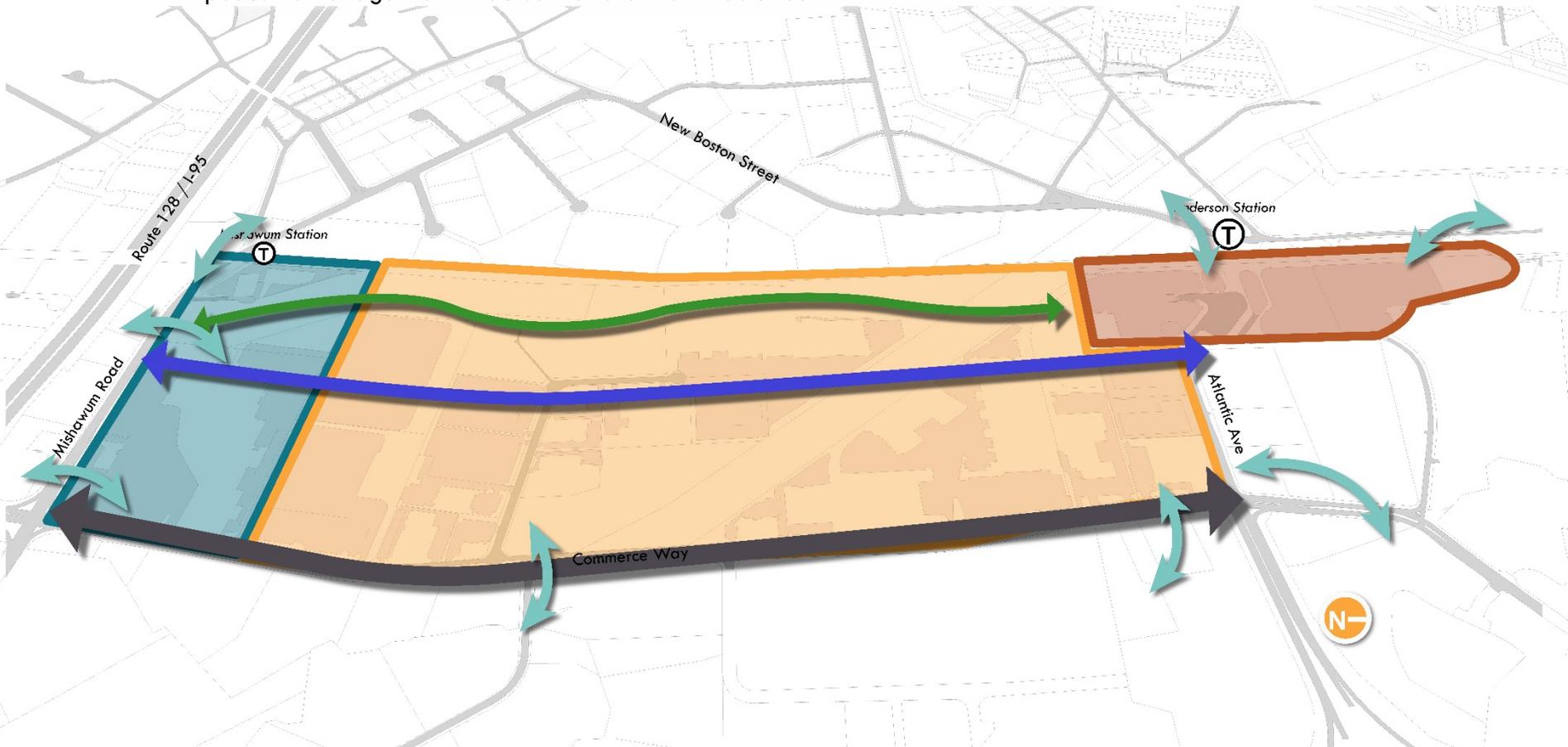


*Highway Safety Improvement Program (HSIP) location = Top 5% in MAPC region crash incidence + severity.

Principle #3: External Connections

Connections to/from the study area, including:

- pedestrian/bike facilities and improvements
- traffic safety improvements
- “first/last mile” connections between Anderson to commercial areas (e.g., shuttles)
- pedestrian bridge from Anderson toward Merrimac Street



Principle #3: External Connections

1. First-Last Mile Connections

1. Implement shuttle service options



Topic: TRANSPORTATION



Tool:

PUBLIC INVESTMENT,
PRIVATE INVESTMENT
DEVELOPER AGREEMENT



SHORT TERM

Woburn is a top employment center in the region with over **39,000 jobs**

Recommendations

- Implement local shuttles connecting employment centers (incl. Commerce Way), Anderson Station, etc.
- Local shuttles typically created via public-private partnership and through a Transportation Management Association (e.g., Middlesex 3 TMA)
- Operations usually cost \$125K -- \$150K per year per route
 - Funded through City, employers, and individuals
- Create “Mobility Hub” at Anderson with rail, bus, shuttle, ridesharing (e.g., Zipcar), and bike share

Principle #3: External Connections

1. First-Last Mile Connections

2. Improve MBTA bus routing



Topic: TRANSPORTATION



Tool: STATE PLANNING



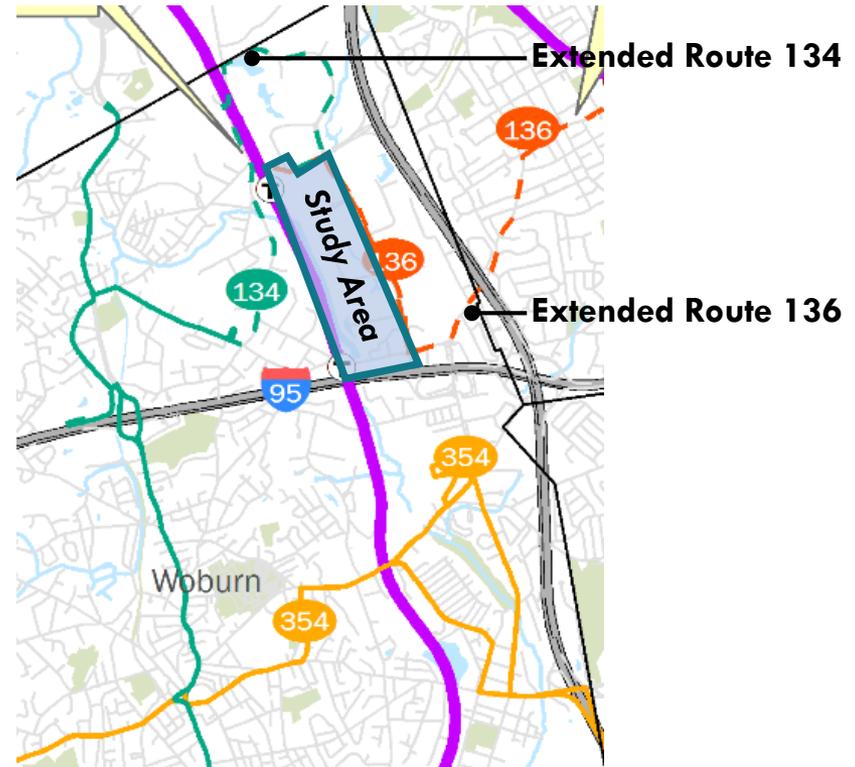
SHORT TERM --



MID-TERM

Recommendations

- MBTA is currently working on altering bus routes as part of Better Bus Project and Bus Network Redesign (underway through 2019)
- Work with MBTA on altering bus routes to better connect Anderson to employment centers:
 - Extend 134 to terminate at Anderson Station via upcoming New Boston Street Bridge, serving Merrimack St, New Boston St, Presidential Way
 - Extend 136 to Anderson Station from Reading Station



Principle #3: External Connections

2. Help manage traffic impacts through Transportation Demand Management



Topic: TRANSPORTATION



Tool: ZONING AND/OR
DEVELOPER AGREEMENT



SHORT TERM

With new development in a transit-oriented location, improvements to mitigate traffic impacts should extend beyond roadway capacity improvements.

Recommendations

- Consider suite of Transportation Demand Management (TDM) measures
 - TMA membership
 - Providing Zipcar or similar rideshare on-site
 - Unbundled parking for residential (i.e., if residents want parking they pay separate)
 - Transit subsidies
 - Bike parking
 - Financial incentives to use alternative commute modes
- Consider whether part of ordinance (e.g., Arlington by-law) or negotiated on a case-by-case basis with developers

Principle #3: External Connections

3. Pedestrian connectivity

1. Reduce curb cuts, reduce curb radii, add crosswalks, and other safety improvements



Topic: TRANSPORTATION



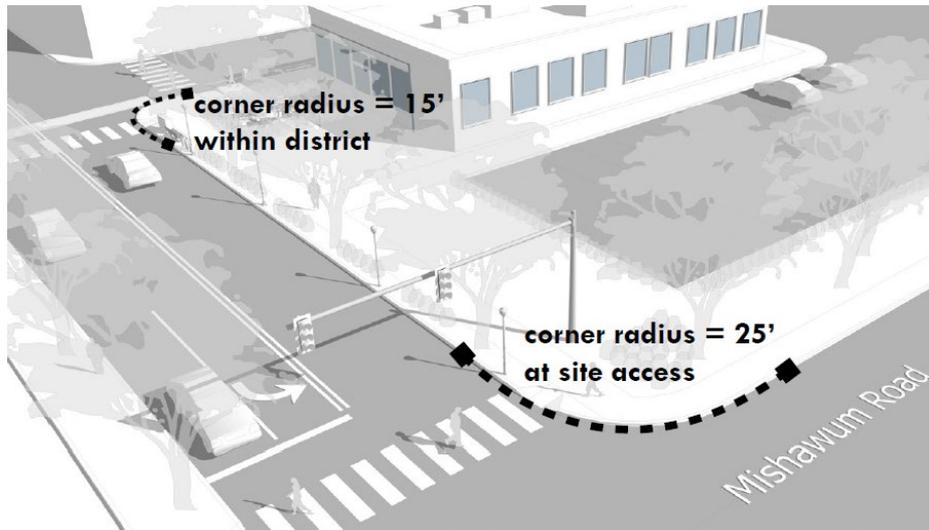
Tool: DESIGN GUIDELINES,
DESIGN STANDARDS,
DEVELOPER AGREEMENT



SHORT TERM --



MID-TERM



- Design Standards improve pedestrian safety by calming traffic upon entry to site
- Design Guidelines encourage similar measures
- Road Safety Audit can help identify ways to improve pedestrian safety while maintaining traffic operations
- Developer agreements can include pedestrian safety improvements

Principle #3: External Connections

3. Pedestrian connectivity

1. Pedestrian bridge connecting Anderson to residential area



Topic: TRANSPORTATION



Tool:

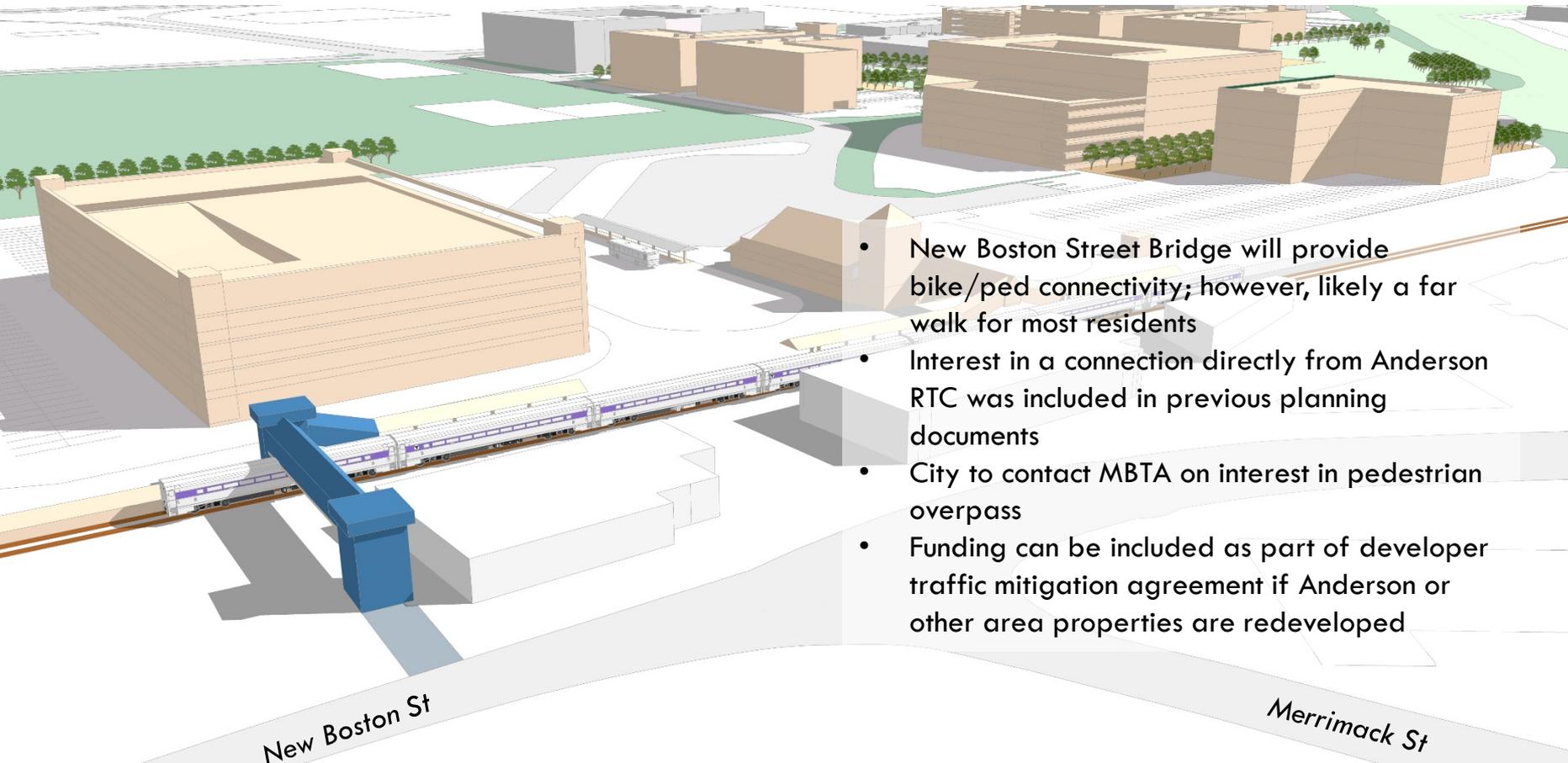
DEVELOPER AGREEMENT,
PUBLIC INVESTMENT



MID-TERM --



LONG TERM



- New Boston Street Bridge will provide bike/ped connectivity; however, likely a far walk for most residents
- Interest in a connection directly from Anderson RTC was included in previous planning documents
- City to contact MBTA on interest in pedestrian overpass
- Funding can be included as part of developer traffic mitigation agreement if Anderson or other area properties are redeveloped

Principle #3: External Connections

3. Pedestrian connectivity

2. Resume Mishawum Station Service



Topic: TRANSPORTATION



Tool: PUBLIC INVESTMENT



MID-TERM

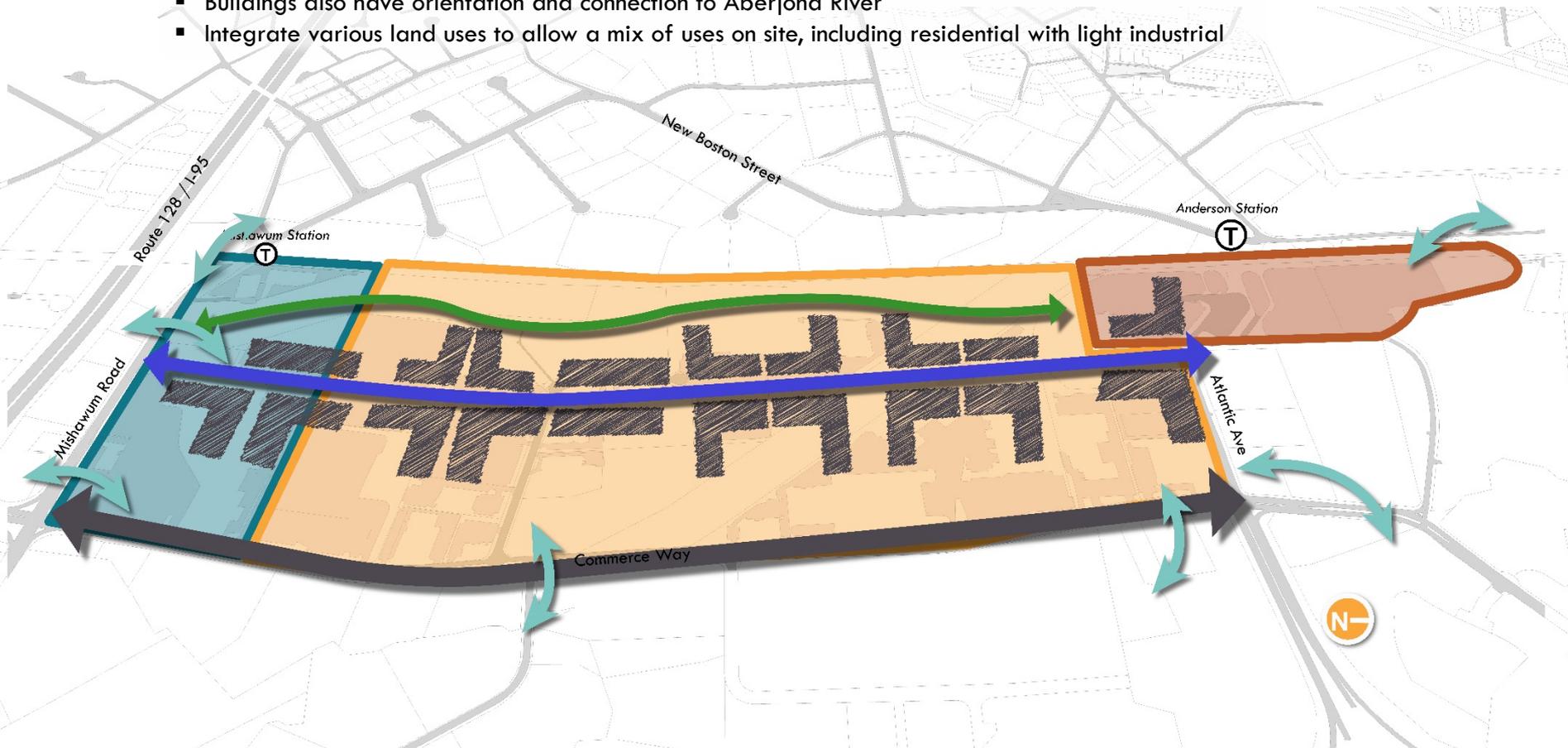


- Mishawum Station now operates under extremely limited service
- Resuming service would provide walkable connection, providing benefit to local residents
- MBTA has noted several concerns, including impact of an additional stop on the Lowell line and relative proximity of Anderson Station
- City could advocate for partially resumed service (e.g., two stops per day during rush hour)

Principle #4: Future Development Orientation

To create a walkable neighborhood:

- Future development “frames” internal circulation
- Buildings also have orientation and connection to Aberjona River
- Integrate various land uses to allow a mix of uses on site, including residential with light industrial



Principle #4: Future Development Orientation

1. Integrate disparate land uses through proper site design

Numerous cities have found ways to integrate commercial, *light* industrial, and residential uses

EXAMPLES BASED ON SCALE

NEIGHBORHOOD

(selection of cities with zones allowing light ind. + res)

1. Battle Ground, WA
2. Berkeley, CA
3. Boulder, CO
4. Corvallis, OR
5. Denver, CO
6. Glenda, CA
7. Madera County, CA
8. Miami, FL
9. New York, NY
10. North San Jose, CA
11. Philadelphia, PA
12. Pittsburgh, PA
13. San Francisco, CA

PARCEL

Charlestown: Hood Park



Philadelphia: Industrial-Residential Mixed-Use Zone



BUILDING

Vancouver: Strathcona Village



San Francisco: Trammel Crow light ind. / res. development



Principle #4: Future Development Orientation

1. Integrate disparate land uses through proper site design



Topic:



LAND USE



SENSE OF PLACE



Tool:

DEVELOPER AGREEMENT,
PUBLIC INVESTMENT



LONG TERM

Example of concept: 74 Commerce Way (27 acres)

Industrial



Parcel boundary

Principle #4: Future Development Orientation

1. Integrate disparate land uses through proper site design

 **Topic:**

A LAND USE **C** SENSE OF PLACE

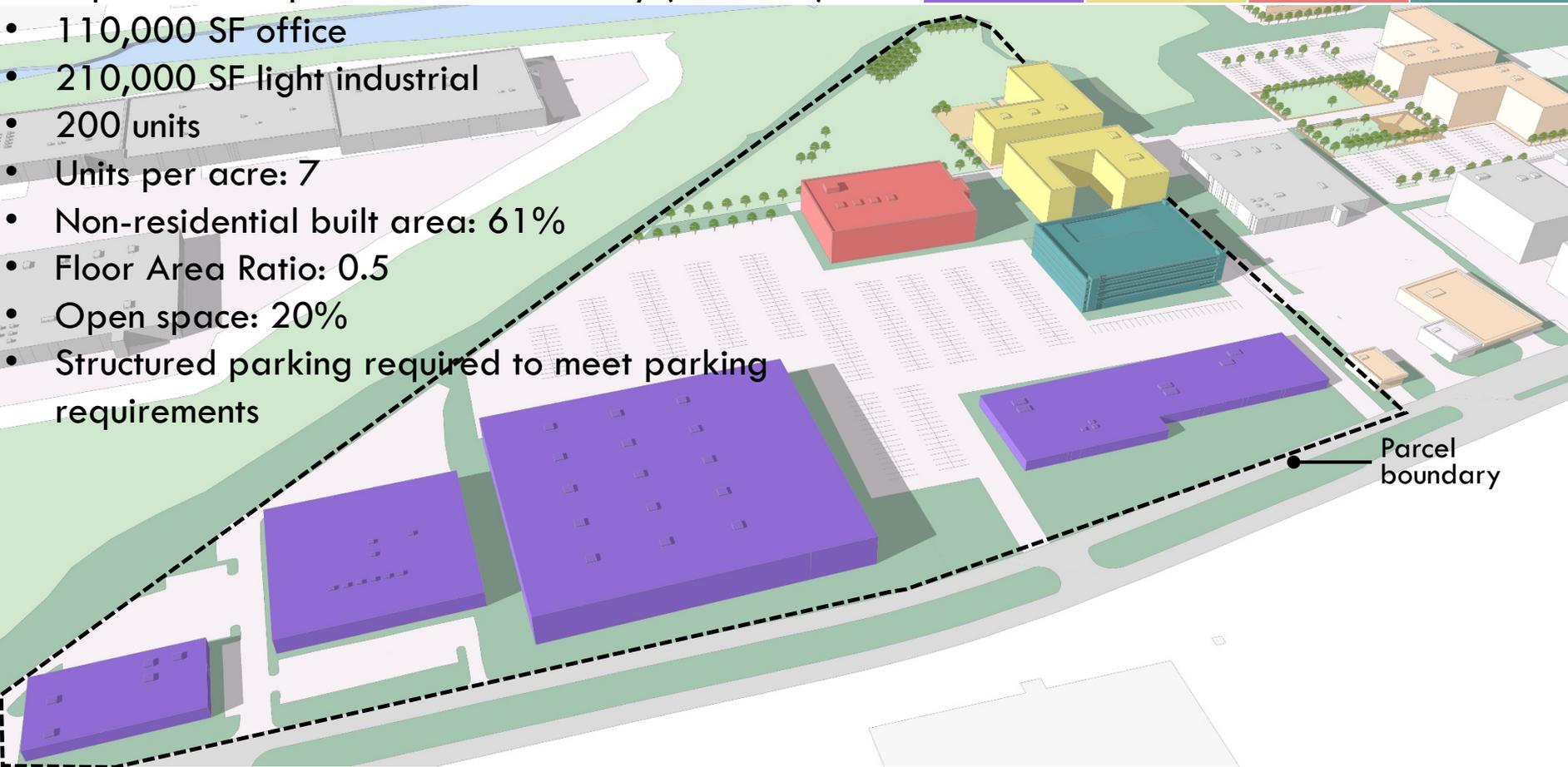
 **Tool:** DEVELOPER AGREEMENT, PUBLIC INVESTMENT

 LONG TERM

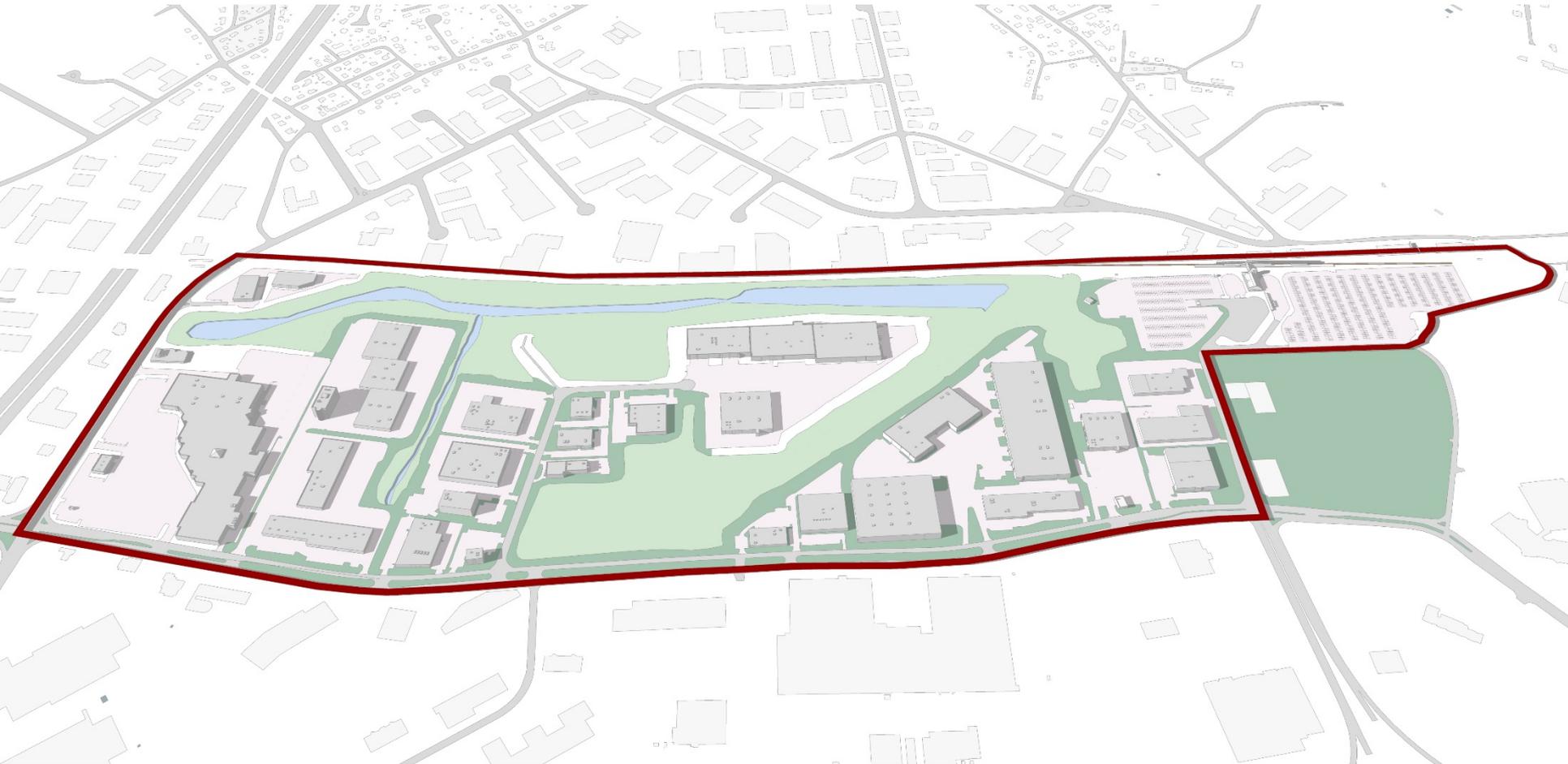
Example of concept: 74 Commerce Way (27 acres)

- 110,000 SF office
- 210,000 SF light industrial
- 200 units
- Units per acre: 7
- Non-residential built area: 61%
- Floor Area Ratio: 0.5
- Open space: 20%
- Structured parking required to meet parking requirements

Industrial Residential Commercial Garage



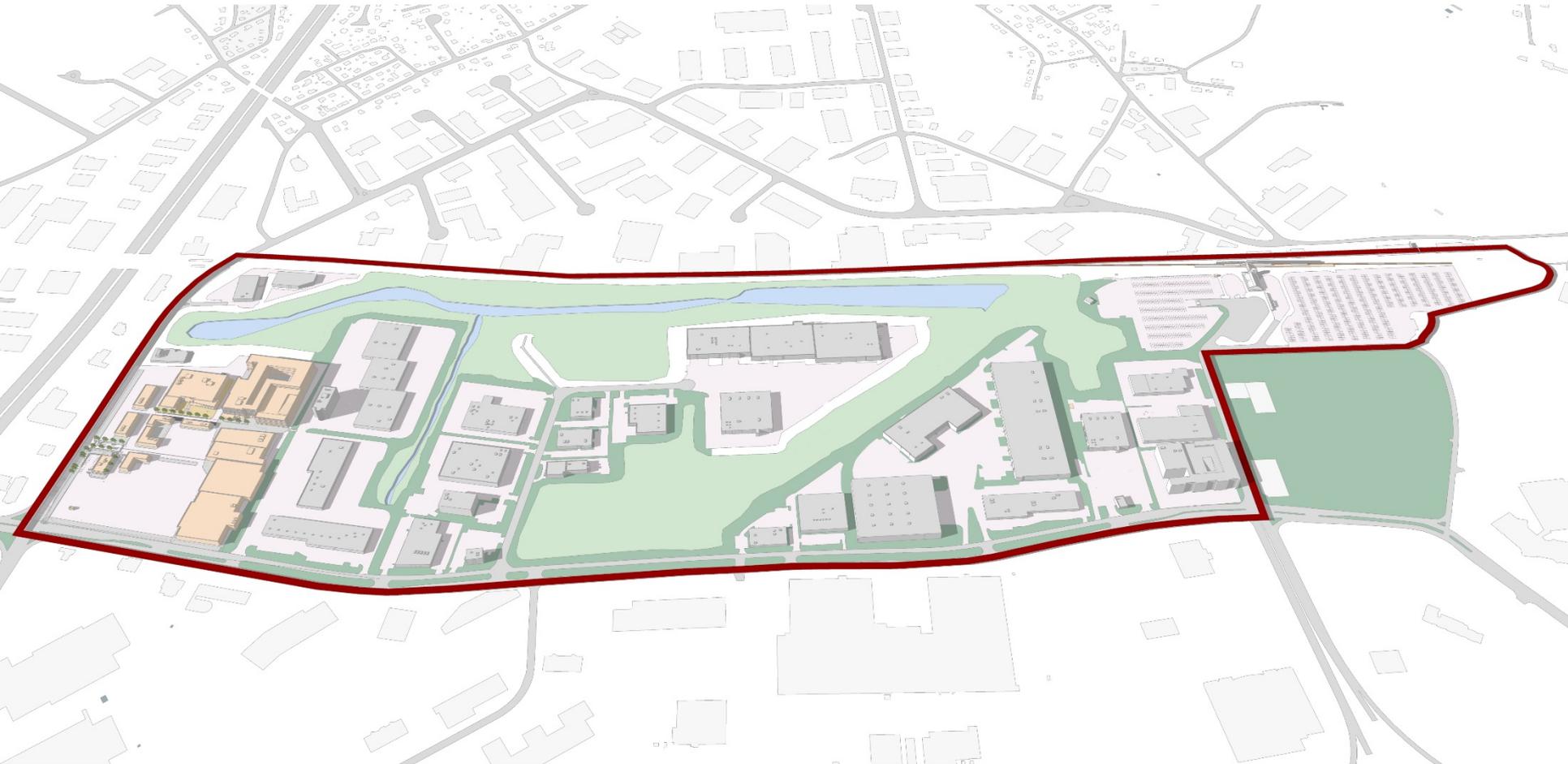
Example of Phased Development



Example of Phased Development



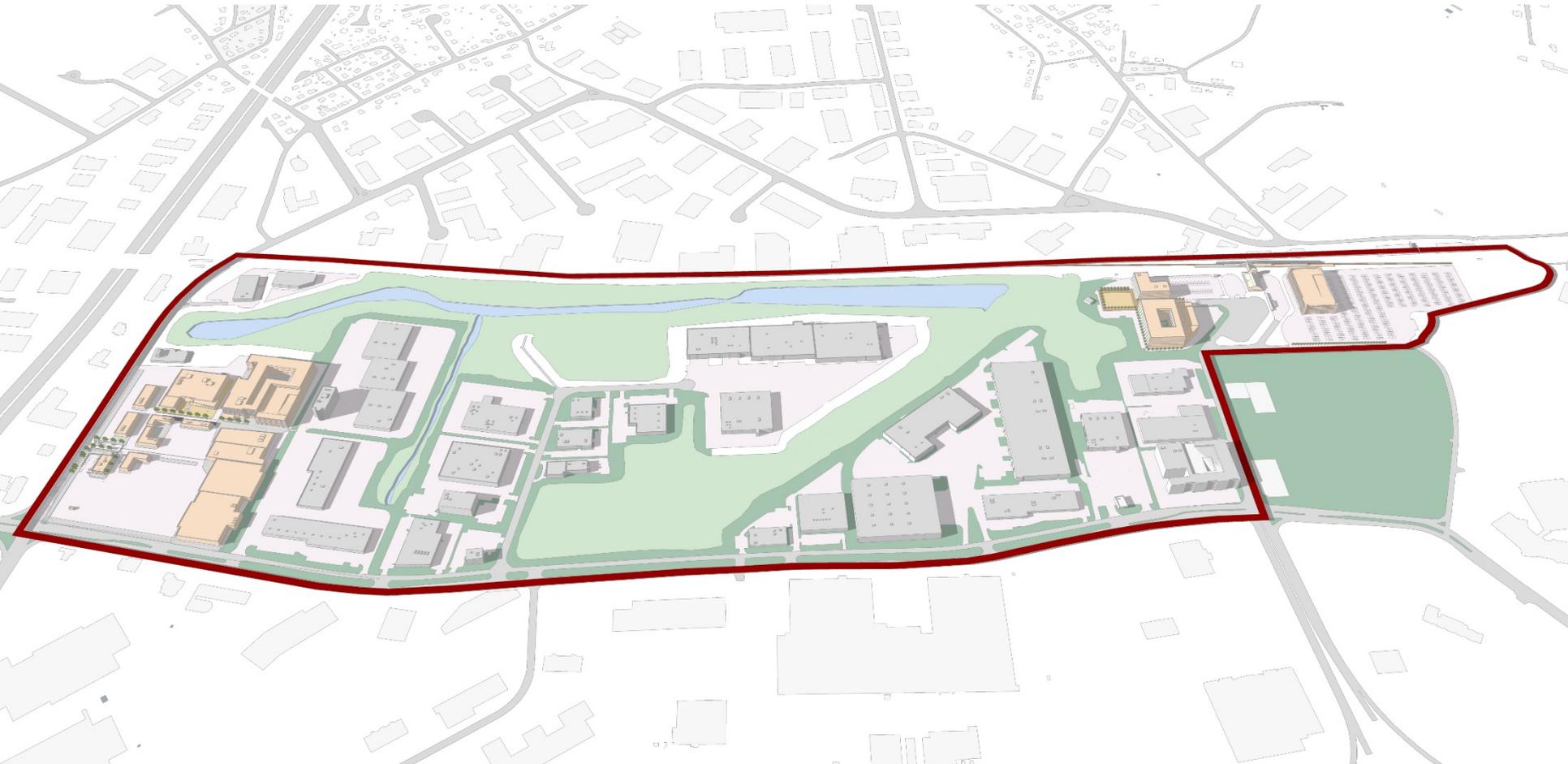
SHORT TERM



Example of Phased Development



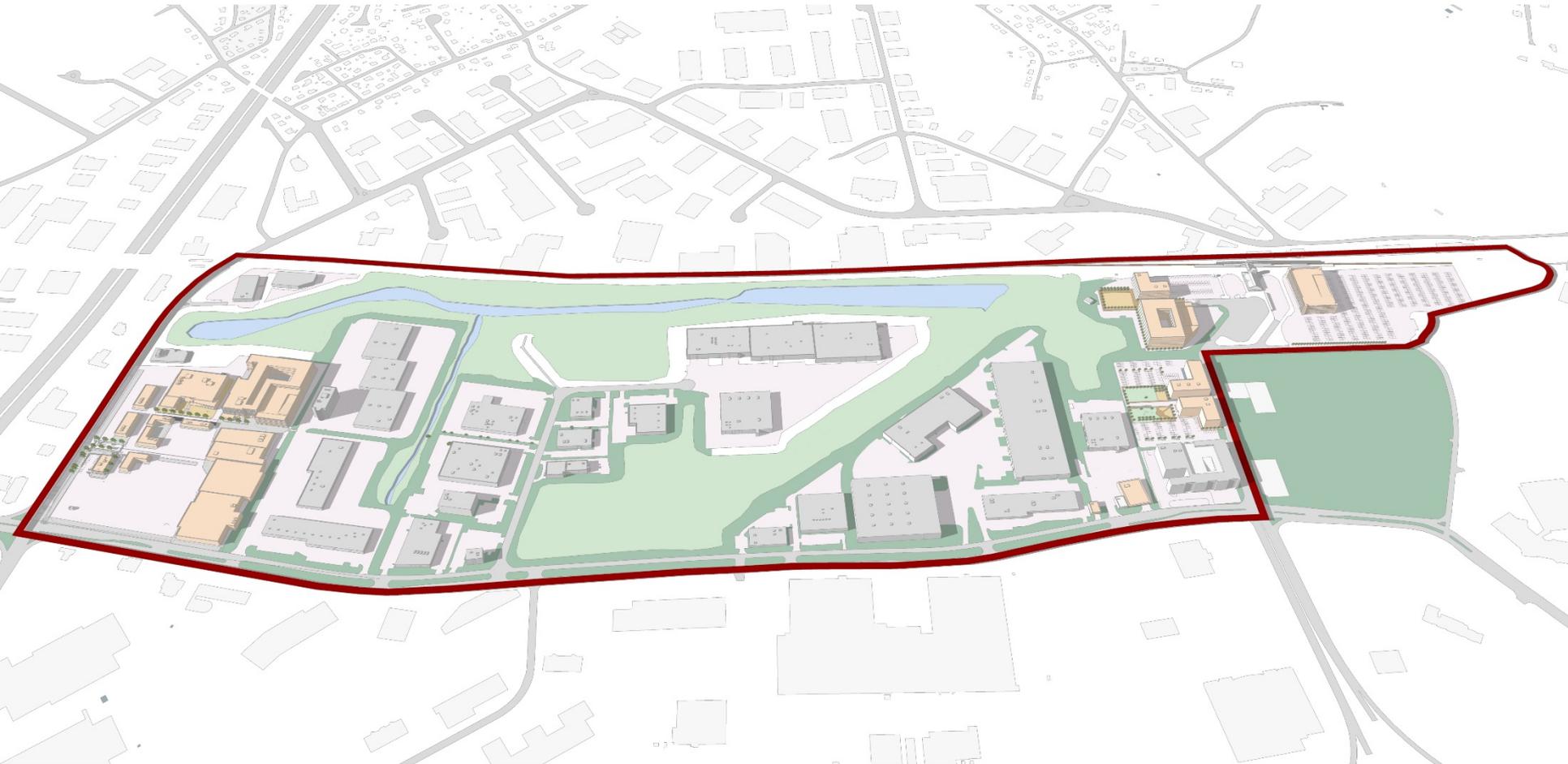
MID-TERM



Example of Phased Development



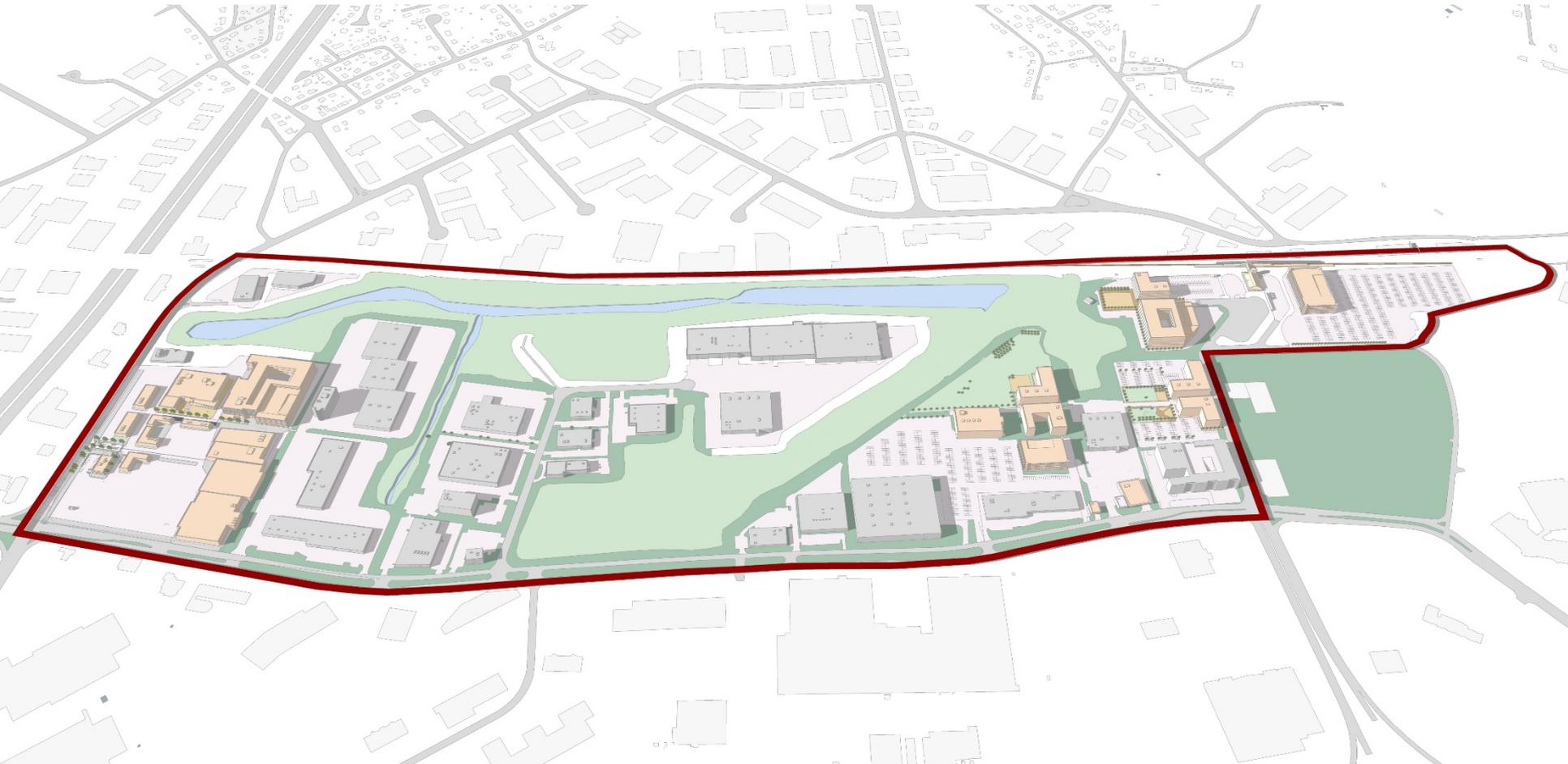
MID-TERM -- LONG TERM



Example of Phased Development



LONG TERM





QUESTIONS + COMMENTS

Thoughts on the recommendations,
questions, and other comments

Thank you!

Need more time to review the recommendations?

Please find the presentation at www.woburnma.gov/government/planning-board/ongoing-studies and complete an online survey at

<https://www.surveymonkey.com/r/WoburnETOD>

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