

Littleton Station 40R Smart Growth Overlay District



January 28, 2021

Planning Board

Select Board

Littleton Station Area Committee

Affordable Housing Trust

Littleton Station 40R Smart Growth Overlay District



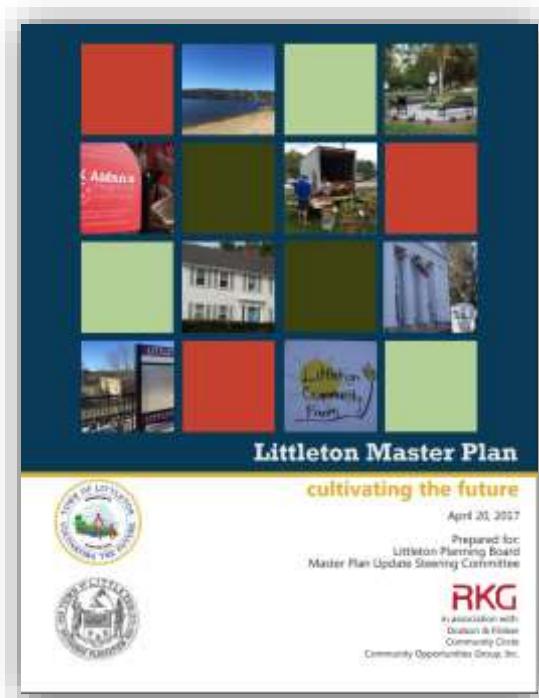
Littleton Station 40R Smart Growth Overlay District



Littleton Station 40R – Master Plan

Reflects Littleton's Planning Goals and Objectives

- Supports implementation of the Littleton Master Plan



Master Plan Implementation

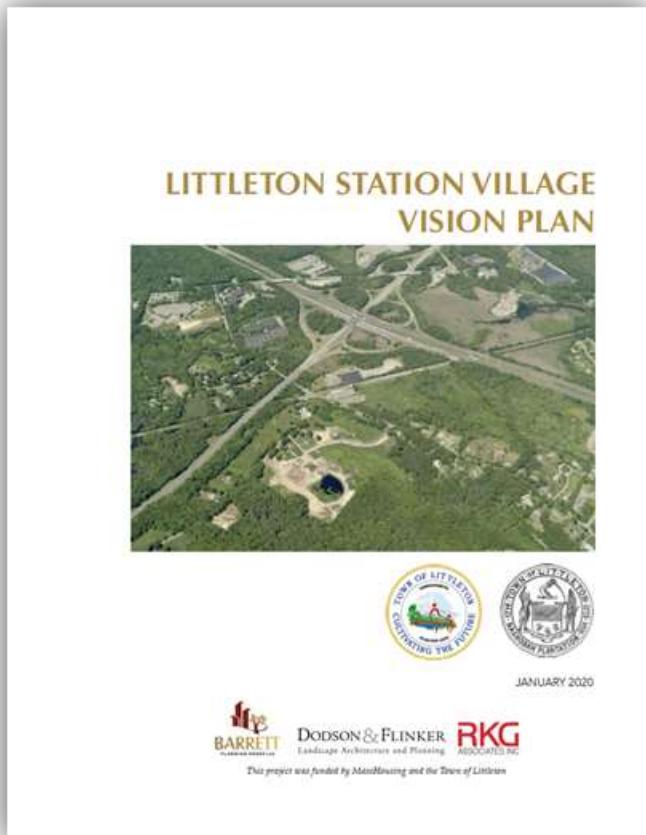
#11 Planned Growth: Prepare an area plan for parcels in the vicinity of the Taylor/Foster Street intersection and modify zoning to implement the plan.

#13 Planned Growth: Allow greater density in recognized Activity Areas [such as] near the train station.

Littleton Station 40R – Littleton Station Village Vision Plan

Reflects Littleton's Planning Goals and Objectives

- Advances the Littleton Station Village Vision Plan



"We need to ensure as we grow that Littleton provides a range of housing for people who want to continue to reside here, work here, or become Littleton residents."

"The location and combination of regional road and rail access provides an extraordinary opportunity for Littleton to promote more coherent, economically successful future for the area. By focusing on transit-oriented development, the Town can encourage a lively mix of homes, businesses, and amenities within an attractive, walkable neighborhood. "

Littleton Station 40R – Littleton Station Village Vision Plan

Public Outreach



Friday, April 5:

- 6:30-8:30: Listening Session

Saturday, April 6

- 9-Noon: Visioning!



DODSON & FLINKER
Landscape Architecture and Planning



FUSS & O'NEILL
ENGINEERS • SCIENTISTS • PLANNERS

LITTLETON STATION VILLAGE Survey Snapshot

Respondents were given a variety of options to identify as good or bad opportunities for transforming Littleton Station Village. Below are the top 3 "yes" and "no" ideas as indicated through the surveys.

LITTLETON STATION VILLAGE

General Opportunities

- Bike path connections (69%)
- Preservation of historic sites (56%)
- Parking garage (54%)

Business Opportunities

- Coffee shop (57%)
- Bakery, ice cream shop, deli, etc. (42%)
- Brewery/pub (42%)

VACANT LAND NORTH OF STATION

- Biking and walking trails (57%)
- Parking for Littleton residents (48%)
- Shops and restaurants (42%)

FOSTER & TAYLOR STREET

- Biking and walking trails (63%)
- Village center with mixed-use buildings (39%)
- Playgrounds (31%)

Top 3 LIKES about Littleton Station Village:



- Family friendliness of area
- Train station
- Winding rural roads lined with trees and stone walls



Top 3 WEAKNESSES of Littleton Station Village:

- Lack of parking
- Lack of sidewalks
- Narrowness/darkness of Foster Street

Top 3 CONCERNs about redevelopment near the station:

- Loss of rural town character
- Increased traffic
- Potential for more school children



General Opportunities

- Diverse types of housing (39%)
- Repurposing existing buildings for housing (24%)*
- Assisted living and nursing care (19%)*

Business Opportunities

- Light industry (48%)
- Boutique hotel (44%)
- Pharmacy (40%)

- Conventional single-family homes (48%)
- Affordable housing (37%)
- Cottage-style homes (36%)

- Technology-related office or light industrial use (52%)
- Conventional single-family homes (51%)
- Cottage-style homes (36%)



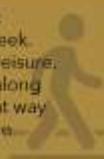
69% of respondents considered it a top priority to **preserve historically important sites and places** when considering open space protection and connectivity with the Commuter Rail.

Increased parking availability

was identified as the top potential benefit of redevelopment.



- 61% of respondents go for a walk around Littleton at least once a week
- 93% of those who walk do so for leisure
- 50% feel that creating sidewalks along Foster Street is the most important way to improve pedestrian safety in the vicinity of the station.



Littleton Station 40R – How to support the vision

Regulatory Options:

- Special Permit 40A Process
- 40R Smart Growth District

	Design Guidelines	Planning Board Vote Needed	Incentive Payments
Special Permit 40A Process	Optional	Supermajority	None
40R Smart Growth District	Yes	Majority	\$3,000 per housing unit

Questions:

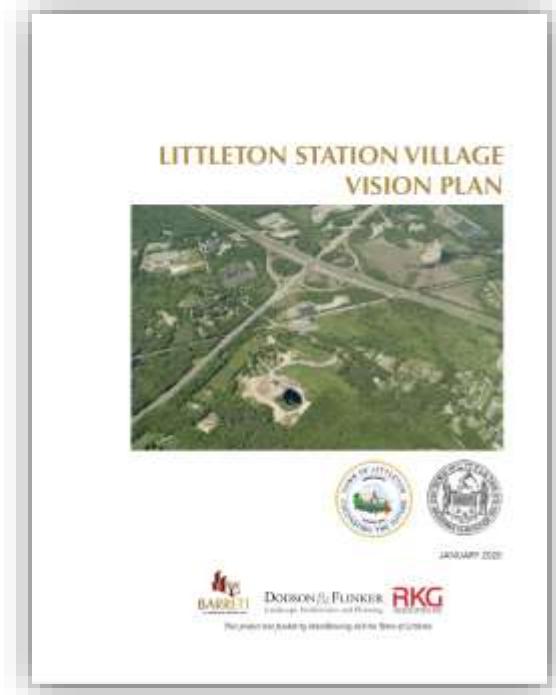
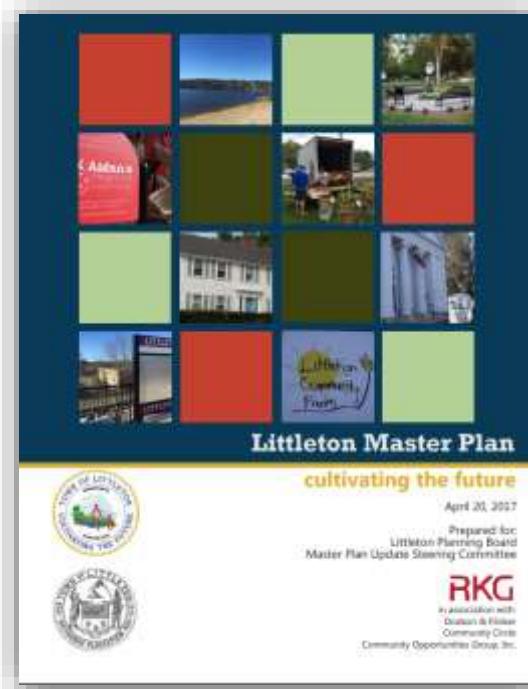
- How will Littleton invest the incentive payments?
- How will wastewater be addressed?
- What about District Improvement Financing (DIF)?
- What about State grants?

Littleton Station 40R District Design Standards

Guiding Principles

1. Reflects Littleton's Planning Goals and Objectives

- Supports implementation of the Littleton Master Plan
- Advances the Littleton Station Village Vision Plan



Littleton Station 40R District Design Standards

Guiding Principles

2. Connects to and enhances the train station and facilities

- New Streets, multiuse paths and pedestrian ways connect to the station
- Integrates station and parking into overall design



Littleton Station 40R District Design Standards

Guiding Principles

3. Enhances Littleton's Visual Character and Quality of Life

- Complements local traditions in architecture and landscape
- Preserves important architectural and site features
- Supports Littleton's quality of life



Littleton Station 40R District Design Standards

Guiding Principles

4. 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



Littleton Station 40R District Design Standards

Guiding Principles

5. 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



Guiding Principles: what are we trying to achieve?

Specific Standards: What is required?

Examples: what approach will meet the standard?

8. Architectural Standards

8.1. Architectural Design Principles

The architecture of the Village need not attempt to reproduce historic Littleton buildings, but it must be authentic. Authenticity is not about how old something is. It is about how well it is made and whether it is created with a genuine understanding of its form and function. Authentic new buildings employ building elements and materials creatively, but also in controlled and rational manner. The end result is a new form, which respects Littleton's historic character rather than merely copying it. Buildings should express a sense of permanence and belonging. Each building should be designed as part of the overall composition, and contribute to the overall good. Design approaches and decisions should be intentional, and the use of materials should be honest and logical in its application. Where buildings are visible from Foster Street, proposed structures should not seem visually obtrusive or out of place with their neighbors.



8.2. Siting of Structures

Structures shall be sited and positioned to define and dignify public spaces, such as streets, squares or parks. New and renovated buildings shall consider the use and privacy needs of existing neighbors along Foster Street and provide screening to minimize detrimental impacts.



Structures should be placed to enclose the streetscape and define public squares and parks - as in this example of townhouses and apartments in Middlebury, VT. (Courtesy Union Studio Architects)



Structures should use traditional building forms and proportions in the building blocks to assemble larger connected structures, rather than creating a single large building, as shown by new mixed-use structures at Red Brook Village, Plymouth (top), Summer Street, Manchester (middle) and West Annex VillageWorks (bottom).

8.3. Overall Building Shape, Massing and Proportions

Building shape, massing and proportions should be compatible with Littleton's architectural traditions. Building facades more than 50 feet wide shall be broken down into a series of smaller elements or bays, and articulated as assemblies of smaller building masses with traditional proportions. This shall be accomplished by incorporating projections of the building

40R Process

- **Draft 40R Zoning Bylaw and Design Guidelines**
- **Preliminary public hearing**
- **Application to DHCD**
- **DHCD issues Letter of Eligibility**
- **Local Zoning Adoption**
- **Evidence of Adoption**
- **DHCD Letter of Approval**
- **Local Project Approval**
- **Ongoing Reporting and Documentation**

Application Requirements

- **Location Map of Proposed District and Subdistricts, if any.**
- **Map showing land Developable Land within the district**
- **Map showing Existing and Potential Homes under Underlying Zoning**
- **Smart Growth Plan**
- **Proposed Zoning Bylaw, Zoning Map and Design Standards**
- **Comprehensive Housing Plan**

Approval Requirements

- **Eligible Location**
- **Density of 8, 12, 20 Units/Acre**
- **Affordable: 25% Units < 80% AMI**
- **Plan Review Process**
- **Designed for Diverse Populations**
- **No Moratorium**
- **Occupancy Restrictions**
- **Fair Housing Compliance**
- **Infrastructure Plan**
- **Overlay Zoning is All-Inclusive**

Littleton Station 40R Smart Growth Overlay District

40R Smart Growth Team

Design Guidelines:

Peter Flinker
Dodson & Flinker

Mapping and DHCD Application:

Mark Racicot, Lily Perkins-High; Alyssa Kogan
MAPC

Policy Guidance:

Delisa Laterzo, Chair
Matthew Nordhaus, Vice Chair
Mark Montanari and Chuck DeCoste, Members
Littleton Station Area Committee

Public Input:

Littleton residents, stakeholders



We're asking for
your input and
your support at
Town Meeting.

Littleton Station 40R Smart Growth Overlay District



Questions? Comments?

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