

Norfolk Town Center

Town of Norfolk B-1 District Zoning Study

Community Meeting

September 12, 2019

Photo: MAPC

Town of Norfolk B-1 District Zoning Study



Example: Liberty Station at Walpole Center



Photo: Edgewood Development Company, LLC



Recent Comparable Fiscal Impact Analyses

- +** **Andover** – Planned Unit Development 148 Dascomb Road
 - (2018) Fiscal impact of mixed-use development is positive
- +** **Sudbury** – Meadow Walk
 - (2016) Fiscal impact of mixed-use development is positive – for every \$1.00 generated the Town will need to spend \$0.60 on services.
- +** **Maynard** – Shoppes at Maynard Crossing
 - (2015) Fiscal impact of mixed-use development is positive – for every \$1.00 generated the Town will need to spend \$0.53 on services.
- +** **Burlington** – Multi-family at 20 Corporate Drive
 - (2015) Fiscal impact of mixed-use development is positive
- +** **Mansfield** – Chocolate Factory
 - (2014) Fiscal impact of mixed-use development is positive – for every \$1.00 generated the Town will need to spend \$0.45 on services.
- **Brookline** – Hancock Village
 - (2010) Fiscal impact of mixed-use development is negative – for every \$1.00 generated the Town will need to spend \$1.68 on services.



Potential Fiscal Impacts

- The recommended changes are **consistent with the vision** articulated by the community for Norfolk Town Center
- **Increased density** can provide **significantly higher returns** through property and sales taxes
- Increased density and compact development **require lower per unit infrastructure and public service costs**
- Mixed use development can **support housing affordability** by lowering transportation costs for residents
- Fiscal impact analyses don't account for less quantifiable benefits such as:
 - Improved public amenities, walkways, sitting areas, landscaping or other attractions
 - The buying power of additional residents to support local businesses and strengthen the local economy



Potential Traffic Impacts

American Planning Association *Getting Trip Generation Right* and the Environmental Protection Agency (EPA):

- Traditional traffic analysis is based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual and Handbook*
- These analyses generally over estimate trip generation, in particular peak traffic generation for mixed-use development is overestimated by an average of about 35%
- These methods typically do not account properly for diverse uses, higher density, walkable urban design, short distances, and transit access



Potential Traffic Impacts

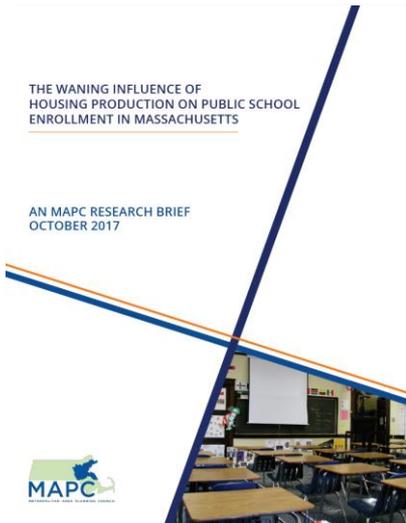
- A single-lane roundabout has a capacity of approximately 20,000-26,000 vehicles per day, 1,800 peak vehicles per hour (*U.S. Department of Transportation*)
- Small arterials (free flow speed of 30 to 45 mph) have a capacity of approximately 900 to 1,000 vehicles per lane per hour (*Highway Capacity Manual*)



Potential School Impacts

Town of Norfolk

Change in school district enrollment 2010-11 to 2016-17	Total unit building permits 2010-16 out of housing stock 2010	Sum of single family unit building permits 2010 through 2016	Sum of multi family unit building permits from 2010 through 2016	Sum of total unit building permits from 2010 through 2016	School district enrollment 2010-2011	School district enrollment 2016-2017	Change in School enrollment 2010-11 to 2016-17
-7.32%	10.12%	316	0	316	1011	937	-74



- **963** school district enrollment 2018-2019 (MA Department of Elementary and Secondary Education)
- MAPC's *The Waning Influence of Housing Production on Public School Enrollment in Massachusetts, 2017*



Municipal Property Tax Rates (2019)

Per thousand dollars of valuation

<i>Municipality</i>	<i>Split Tax Rate</i>	<i>Residential Tax Rate</i>	<i>Commercial Tax Rate</i>
Foxborough	Yes	\$14.70	\$18.67
Franklin	No	\$14.66	
Holliston	No	\$18.83	
Medfield	No	\$17.87	
Medway	No	\$16.97	
Millis	No	\$18.70	
Norfolk	No	\$18.29	
Sharon	No	\$19.41	
Sherborn	No	\$19.62	
Walpole	Yes	\$15.10	\$20.08
Wrentham	Yes	\$14.12	\$18.24

