



Town of Hamilton, Massachusetts

About ULI – the Urban Land Institute

Mission

To provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

ULI is a research and education institution with nearly 30,000 members worldwide representing the entire spectrum of land use and real estate development disciplines, working in private enterprise and public service.

ULI at the local level

- Boston/New England District Council covers nearly all of New England
- Over 1,200 Members—developers, architects, planners, public officials, financiers, students, etc.



Technical Assistance Panels (TAPs)

ULI Boston/New England is committed to supporting communities in making sound land use decisions and creating better places. A TAP brings together a group of ULI members with a range of professional expertise to provide focused, collaborative consultation to a local government or qualifying non-profit organization.

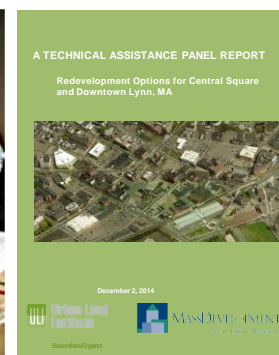
This TAP

Sponsored by the Hamilton Development Corp.

- This panel looked at the full range of options from an unbiased perspective.
- Panelists include experts in the fields of architecture, development, design, planning, and transportation planning.

Panelists have donated their time

- Final Deliverable – Written report (8 weeks) will be available at <http://boston.uli.org>



The Panel

Dick Lampman, Chair

Barr and Barr
Framingham, MA

Sarah Barnat

ULI Boston/Residential Developer
Boston, MA

Phil Colleran

Principal
CRJA
Boston, MA

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Dimella Shaffer
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Associate
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Craig Lizotte

Principal
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Watertown, MA

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Associate Principal
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ULI Boston/New England Staff

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Boston, MA

Ileana Tauscher

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Boston, MA

Report Writer

Jeanne Haffner

Boston, MA



The Process

Briefing

- Panelists met with sponsor and received briefing materials

Site Visit:

- Panelists toured downtown Hamilton

Panel interviewed stakeholders today including:

- Town officials
- Local business leaders
- Private property owners
- Local merchants
- Local residents
- Local realtors
- Local developers





What we heard

Common themes

- Future vision – how much growth?
- Shrinking population, especially school-age children
- Lack of clear vision for commercial development
- Waste management
- Lack of multifamily & senior housing
- Office and retail vacancies
- Parking issues
- Connectivity between residential and downtown
- Unfriendly or even dangerous for pedestrians
- Aesthetic improvements: green space, benches, lighting
- Multiple groups involved = difficulty with decision-making



Assets

- MBTA stop
- Village feel
- Extensive open space
- Potential to be more pedestrian friendly
- Successful businesses
- PaPon Park
- Proximity to ocean beaches
- Public participation in planning process
- Extensive studies
 - MAPC, Cecil Group



Opportunities

- Existing demand for rental housing units
- Population that wishes to downsize/age in place
- Young families that wish to settle in Hamilton
- Commuting distance to downtown Boston
- Broad interest in envisioning the future of Hamilton
- Formation of Hamilton Development Corporation

Constraints

- Lack of adequate wastewater management system
- Infrequent train service
- Desire to retain existing character
- Existing zoning bylaws
- Lack of developable land

Panel Assignment – Address these questions

1. Land use planning and design – What is the maximum development potential of the business district that still retains the Village's historic qualities for the three scenarios of development listed below?
 - a) under the existing zoning bylaws
 - b) Under mixed-use bylaw with no infrastructure improvements,
 - c) Under new mixed-used bylaw assuming infrastructure improvements
2. Economic analysis – what would the financial benefit be to the towns for the three scenarios of development?
3. Financial feasibility of new wastewater treatment

Analysis

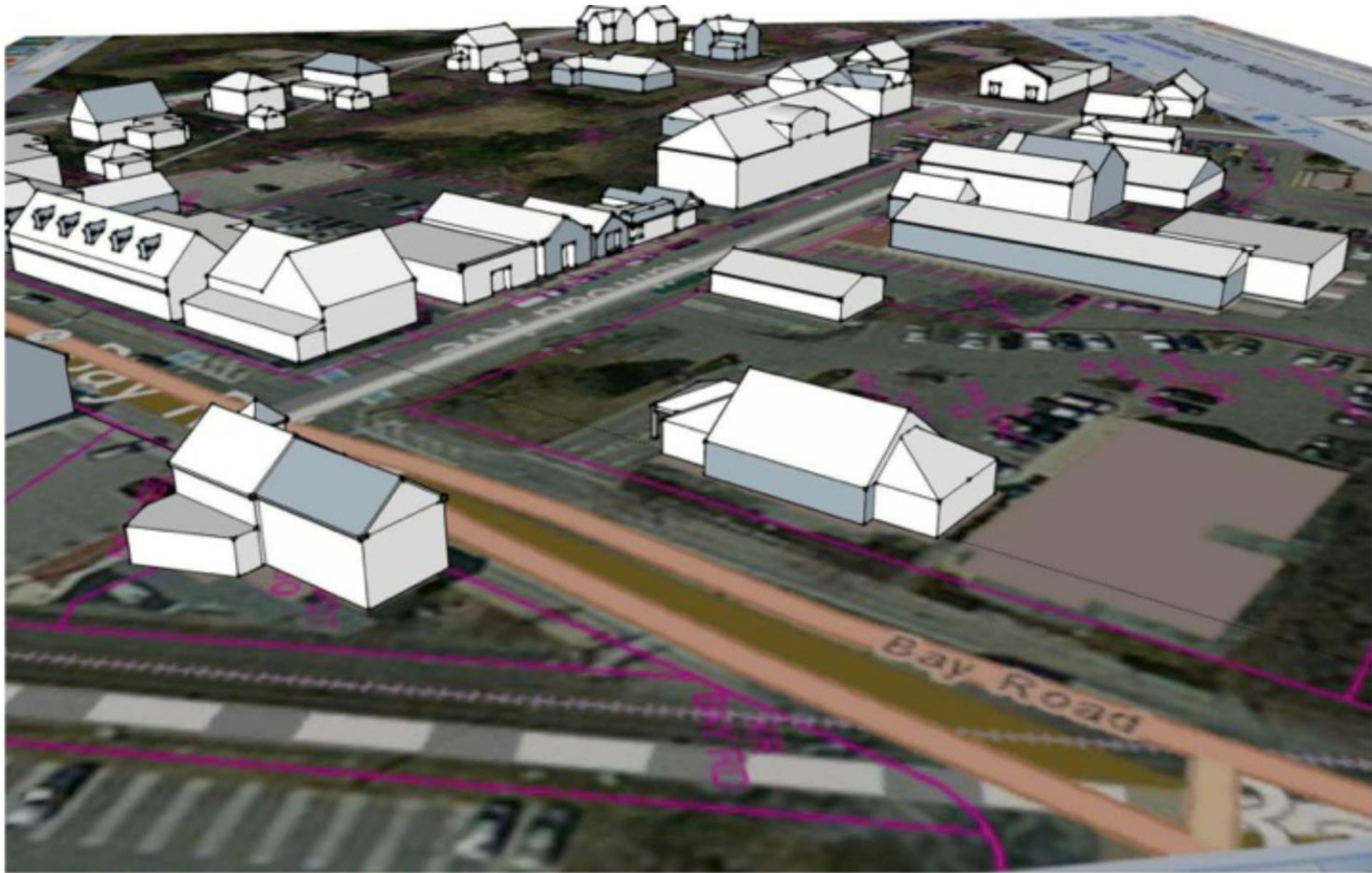
Option 1

Economic benefits under existing bylaw

- Willow Street Overlay
 - Additional residential & mixed-use development
- HDC Site
 - Small retail development
- Village identity branding



Existing 3D



VIEW OF RAILROAD A EBAY ROAD FROM ABOVE
SHOPPING CENTER PARKING LOT

Analysis

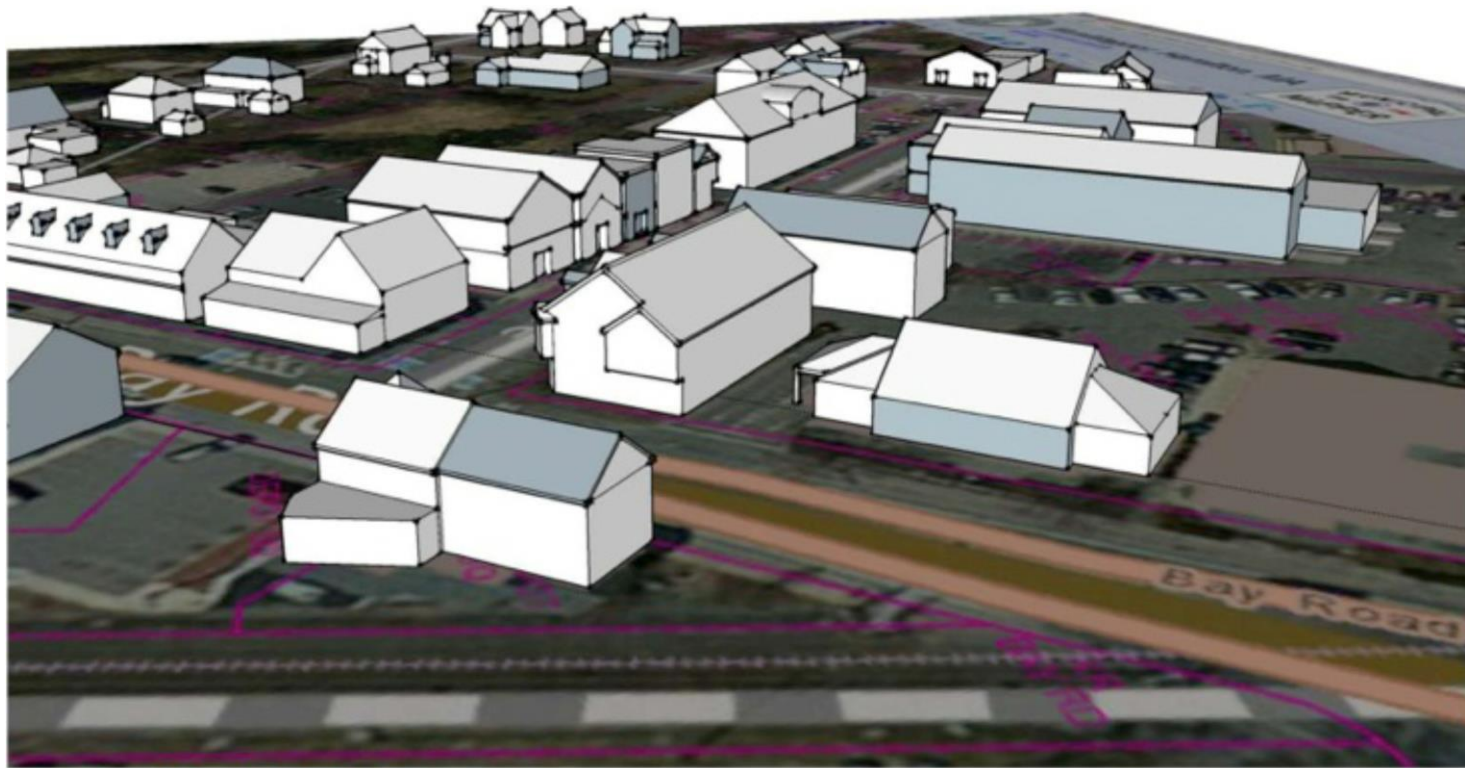
Option 2

Economic benefits under changed zoning & no infrastructure improvements

- Activate existing upper floors, assuming septic capacity
- Develop HDC site – mixed-use
- Redevelop mixed-use (potentially up to 35 feet)
- No parking upgrades – enforcement
- Village branding

Proposal / Idea Scale 3

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VIEW OF R LROAO AVE/BAY ROAD FR OM ABOVE
SHOPP! G CENTER PAAKING LOT

Analysis

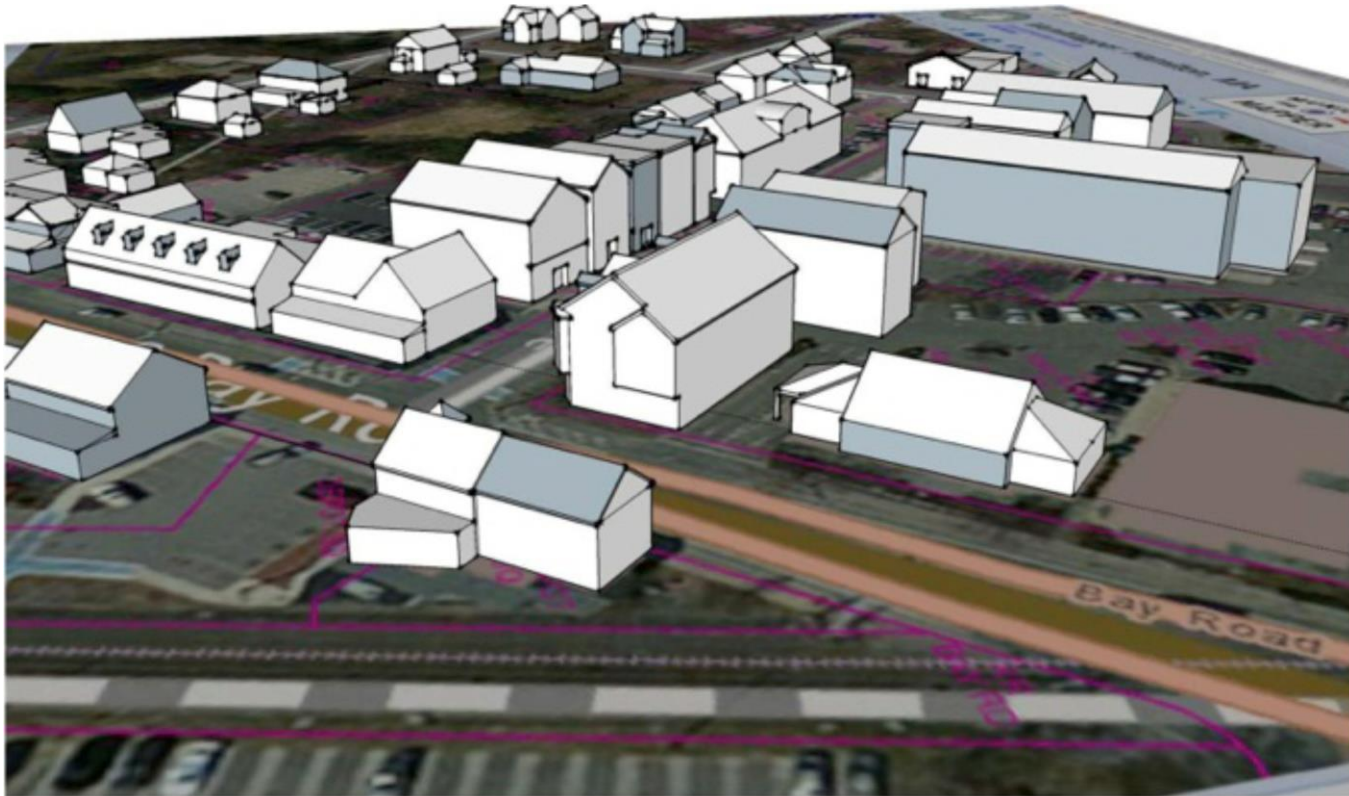
Option 3

Economic benefits under changed zoning & infrastructure investment

- Height limitations affect potential – not a lot of undeveloped land waiting to be unlocked, but adding height affects character
- Residential over shopping center
- Activate existing upper floors
- Redevelop existing buildings for mixed-use
- Larger multi-family
- Current restaurants can expand
- Potential for new restaurants
- Village branding

Maximum Per Center Zoning 3D

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VIEW OF RAILROAD AVE BAY ROAD FROM ABOVE
SHOPPING CENTER PAR NO LOT





Economic Potential

Assump&ons	Per Unit Tax	Assessed Value		
Tax Rate Per Unit	\$6,000	\$352,941		
20 Year Bond using incremental taxes at 4%				
		4% Bond over 20 years		
# of units	Poten&al Tax Revenue	20 Year Bond		
10	\$60,000	\$815,420		
30	\$180,000	\$2,446,259	Bylaw change	
50	\$300,000	\$4,077,098		
100	\$600,000	\$8,154,196	Public Private Partnership	
200	\$1,200,000	\$16,308,392	Market Demand	
300	\$1,800,000	\$24,462,587		

Recommendations

- Decrease parking requirements for commercial
- Enforce current parking regulations
- Enhance pedestrian experience
 - Widen sidewalks
 - Street trees
 - Seating
 - Wayfinding
 - Public Art
 - Increase connectivity
 - Lighting
 - Unified materials
- Define allowable/desired uses (business)
- TOD District
 - More significant RE taxes
 - *In order for things to remain the same, there must be change*
- Zoning vs. sewer capacity
 - Allow time to build consensus



Questions?