

Town of Westport

Route 6 Sewer Extension and Economic Development Analysis

December 2018



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MCAD: One Ashburton Place, 6th Floor, Boston MA, 02109, (617) 994-6000, TTY: (617) 994-6196

Para solicitar una traducción de este documento al Español, por favor llame 508-824-1367.

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ACKNOWLEDGEMENTS

This report was made possible with participation and technical assistance from the following:

The Town of Westport Planning Board
James K. Hartnett, Westport Town Planner

Sara Brown, SRPEDD Comprehensive Planner
Grant King, AICP, SRPEDD Director of Comprehensive Planning and Housing

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I. INTRODUCTION

The town of Westport applied for and received a 2018 DLTA grant to explore Route 6 for potential economic development if approximately one mile of sewer line be extended from the Fall River city line. (The area is not currently served by sewer.) The intent of this technical memo is to inform the town’s decision-making for this study area (depicted on the cover and in Map 1) by (1) surveying current data and establishing existing conditions, (2) identifying potential redevelopment sites, and (3) examining a range of build-out scenarios and their possible impacts and benefits. The town intends this work to be part of its ongoing efforts to support economic development while also reducing nitrogen loading in its numerous and valuable water resources.

II. EXISTING CONDITIONS ANALYSIS

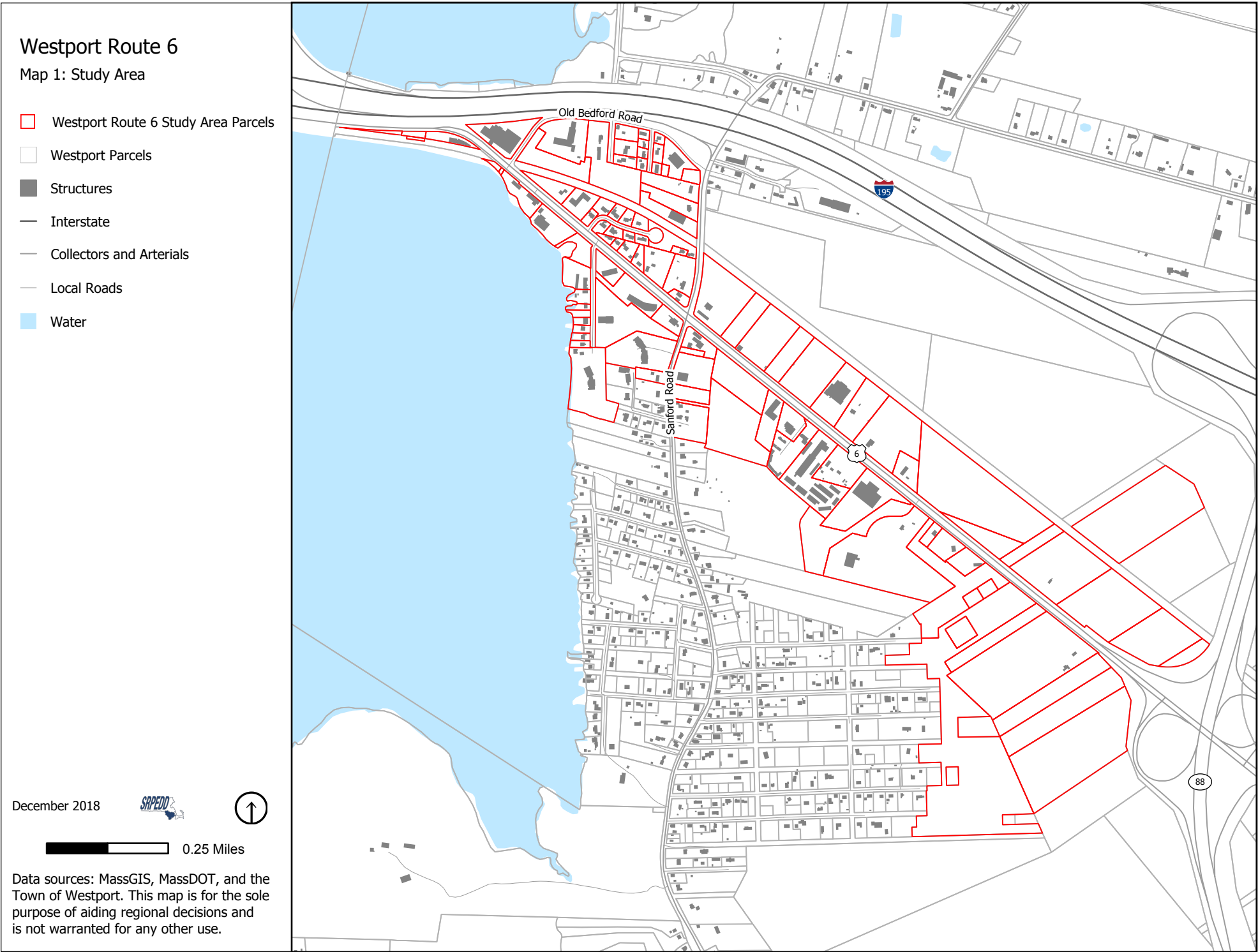
SRPEDD conducted a thorough existing conditions analysis in this study area. The existing conditions include a series of mapped data layers, including study area orthophotography, parcel and assessor information, land use, zoning, economic development assets, water resources and wetlands, habitat areas, crash data, and septic system analysis. This data was compiled to assist the town in making informed decisions on the best locations for potential new development and/or redevelopment opportunities along the corridor. For detailed information on the study area, see the Existing Conditions Analysis on pages 1 to 14.

Map 1: Study Area

The study area consists of 106 parcels that contain a total of 207.5 acres or 0.32 square miles. To the north, the study area generally stops at the railroad right of way and, west of Sanford Road, at I-195. To the south, the study area generally corresponds to those parcels touched by the town's business zone.

The map also displays the other town parcels and structures around the area. Property-related analysis in this report will be limited to the parcels included in the study area.

The average study area parcel size is 2.07 acres. The minimum parcel is 0.03 acres and the maximum parcel is 21.4 acres,



Map 2: Land Use

This map portrays parcels with conventional land use colors according to their MassDOR Land Use Classification Codes.

There is a broad mix of uses along the corridor. Parcels classified as vacant make up 28.3% of the land area. Residential and commercial land make up 19.5% and 15.4%, respectively. Unclassified land represents 13.3% of the area; these "No Data" parcels and 12.8% of institutional parcels largely correspond to areas covered by significant MassDEP wetland bodies (See Map 6).

Westport Route 6

Map 2: Land Use

- Mixed-Use
- Residences ≤ 3 units
- Apartments ≥ 4 Units; Non-Transient Group Quarters
- Office
- Commercial
- Industrial
- Institutional
- Vacant
- No Data
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
- Collectors and Arterials
- Local Roads
- Water

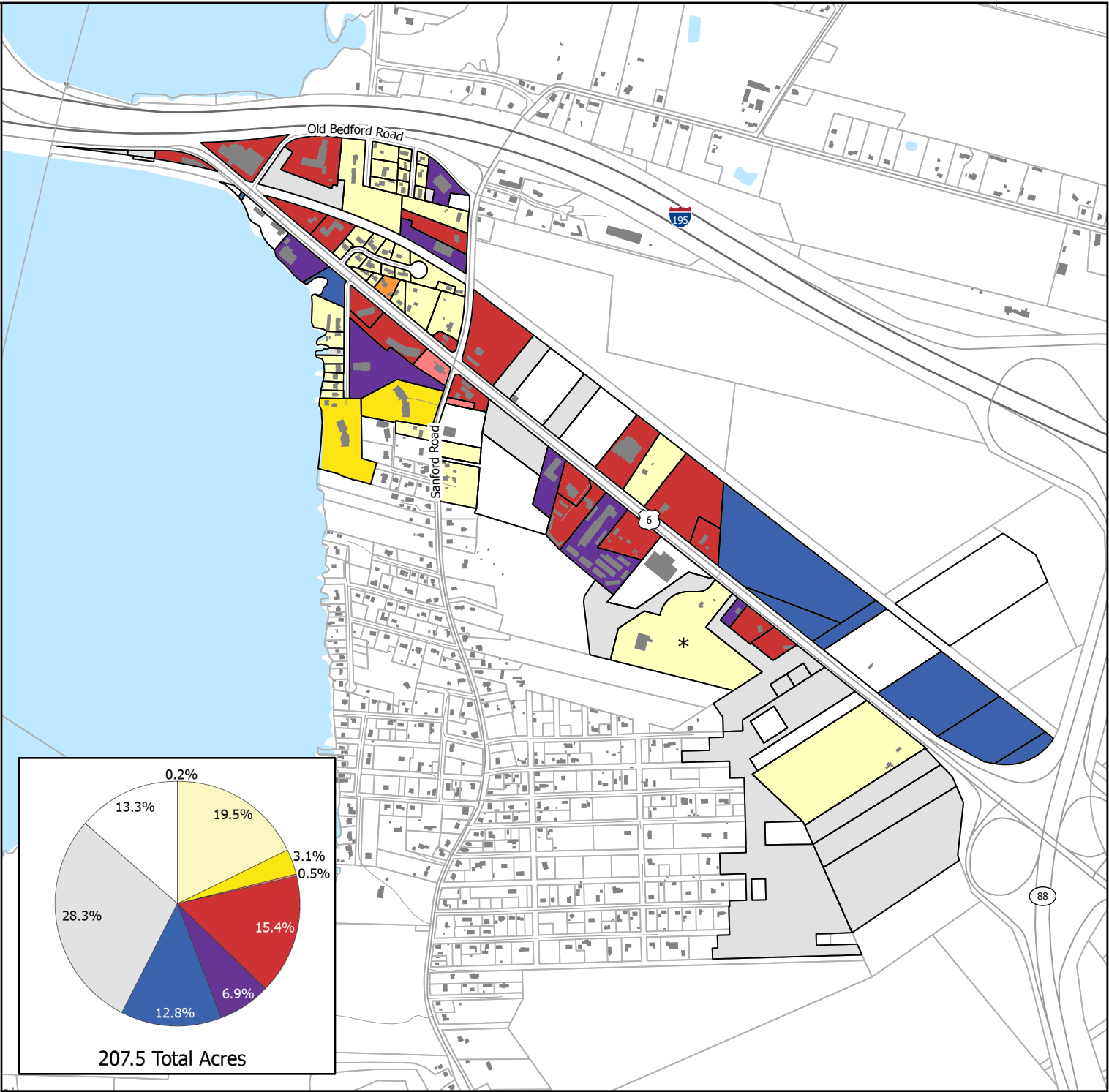
* Please note that, according to records, Southeastern Mass Livestock is classified as "1010," Residences ≤ 3 units.

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0.25 Miles

Data sources: MassGIS, MassDOT, and the Town of Westport. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use.

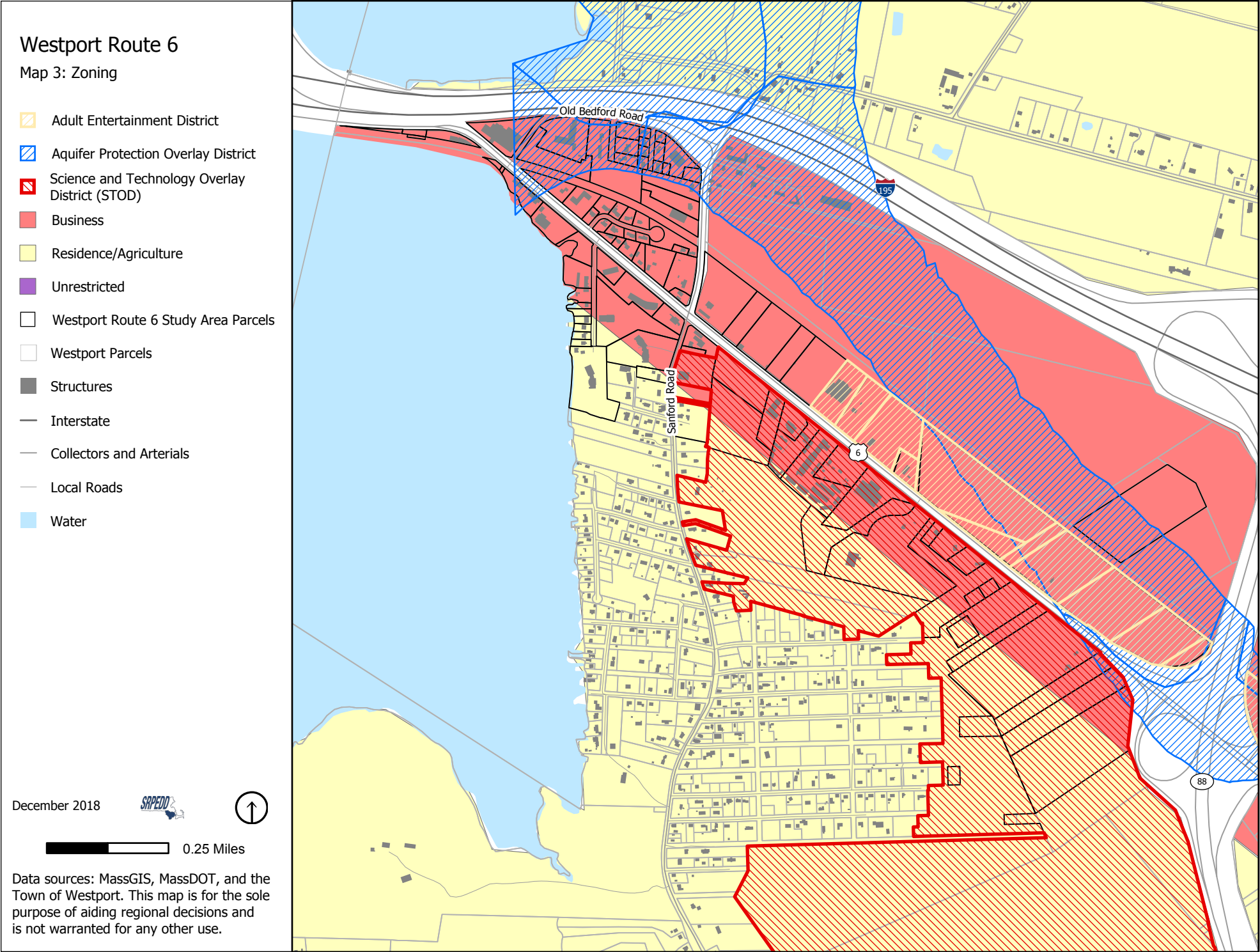


Map 3: Zoning

The town's Business zone covers the majority of the study area.

There are also three overlay districts in the study area. The Aquifer Protection Overlay District covers many parcels north of Route 6 to the east and to the west. The purpose of this overlay is to protect the groundwater supply for the Town by regulating the types of uses located within the zone. The Adult Entertainment District includes several parcels to the north of Route 6 and to the west of Route 88. The Science and Technology Overlay District (STOD), approved in February 2012, contains multiple parcels to the south of Route 6. This overlay district is designed to “promote growth in the professional and technically skilled employment” in Westport by allowing more valuable development adjacent to the Route 6 and 88 interchange.

For more information on the zoning code and the overlay districts, please see the Town of Westport’s Zoning By-Laws.



Map 4: 2013 Priority Development Areas (PDAs) and Priority Protection Areas (PPAs)

The majority of the study area is within a Community Priority Development Area (PDA) designated by Westport in 2013. The purpose of this Community PDA is to focus business development towards adjacent growth at the former UMass Dartmouth ATMC, now known as the Center For Innovation and Entrepreneurship (CIE) in Fall River. The PDA also focuses on “higher density/ higher value,” infrastructure-served development. This area has been a focus for several years. For more information please see Westport’s Priority Area report, which you can find at www.srpedd.org/scr-update.

Westport Route 6

Map 4: 2015 Priority Development Areas (PDAs) and Priority Protection Areas (PPAs)

- State Priority Protection Areas (PPAs)
- Community Priority Development Areas (PDAs)
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
- Collectors and Arterials
- Local Roads
- Water

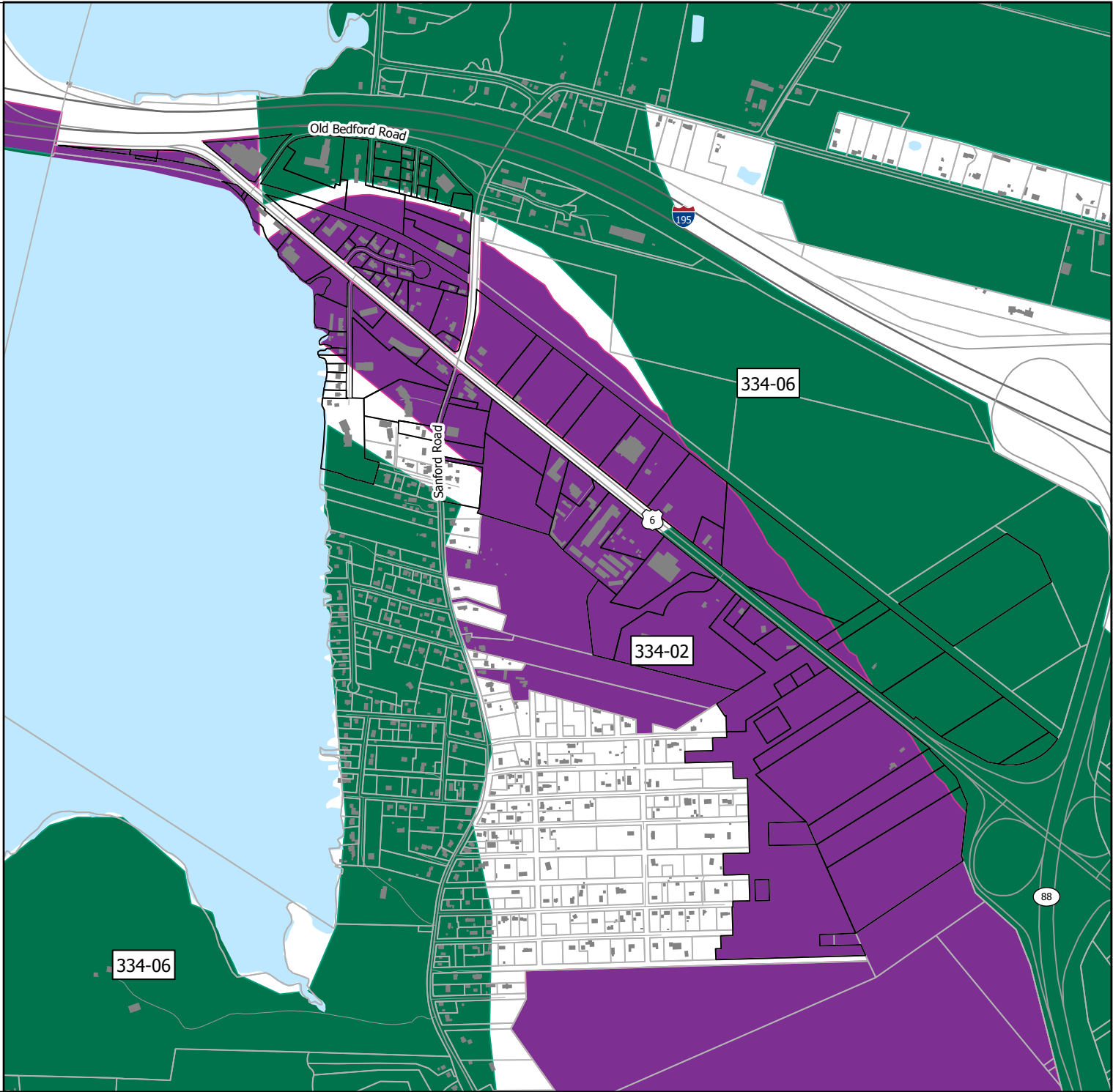
- 334-02 "Route 6 Revitalization Area"
- 334-06 "Farmland and Forest Blocks"

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 0.25 Miles

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Map 5: Ownership

Map 5 displays the ownership patterns in the study area.

Commercial property owners are depicted in red. Town of Westport-owned and the Westport Land Conservation Trust-owned properties are depicted in purple and green, respectively. The Edgewater Apartments are depicted in yellow. The City of Fall River owns two properties (depicted in blue) for the purpose of water supply protection. The properties depicted in shades of gray are owned by individual property holders.

For purposes of redevelopment, owners of large, upland, commercial properties present the town with opportunities for economic development, particularly if sewer service is provided.

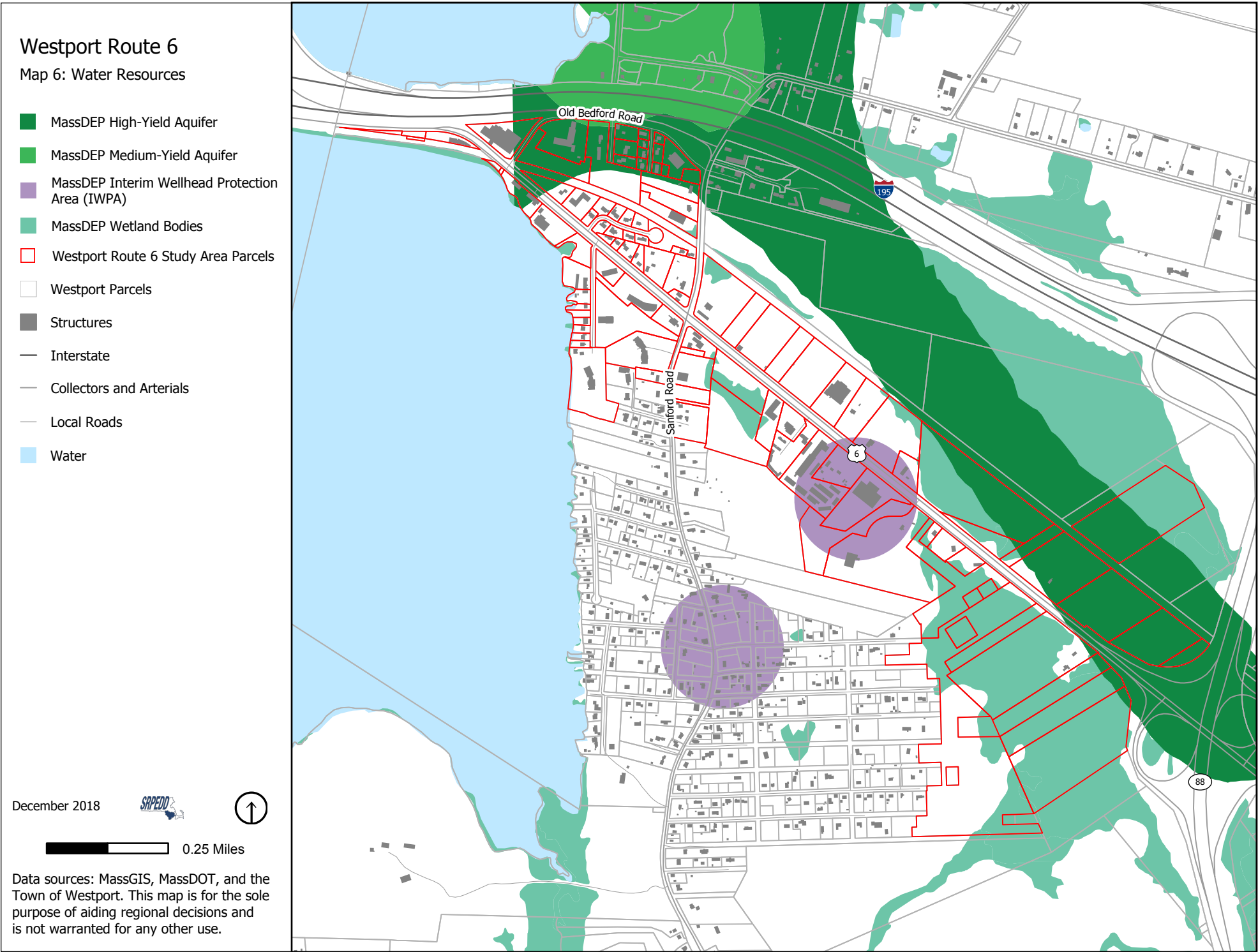


Map 6: Water Resources

A MassDEP High-Yield Aquifer is located just north of the study area and covers its eastern portion. This corresponds to the Aquifer Protection Overlay District in Map 3. There is an Interim Wellhead Protection Area (IWPA) located within the study area. The IWPA serves Mid City Steel and Westport Meats.

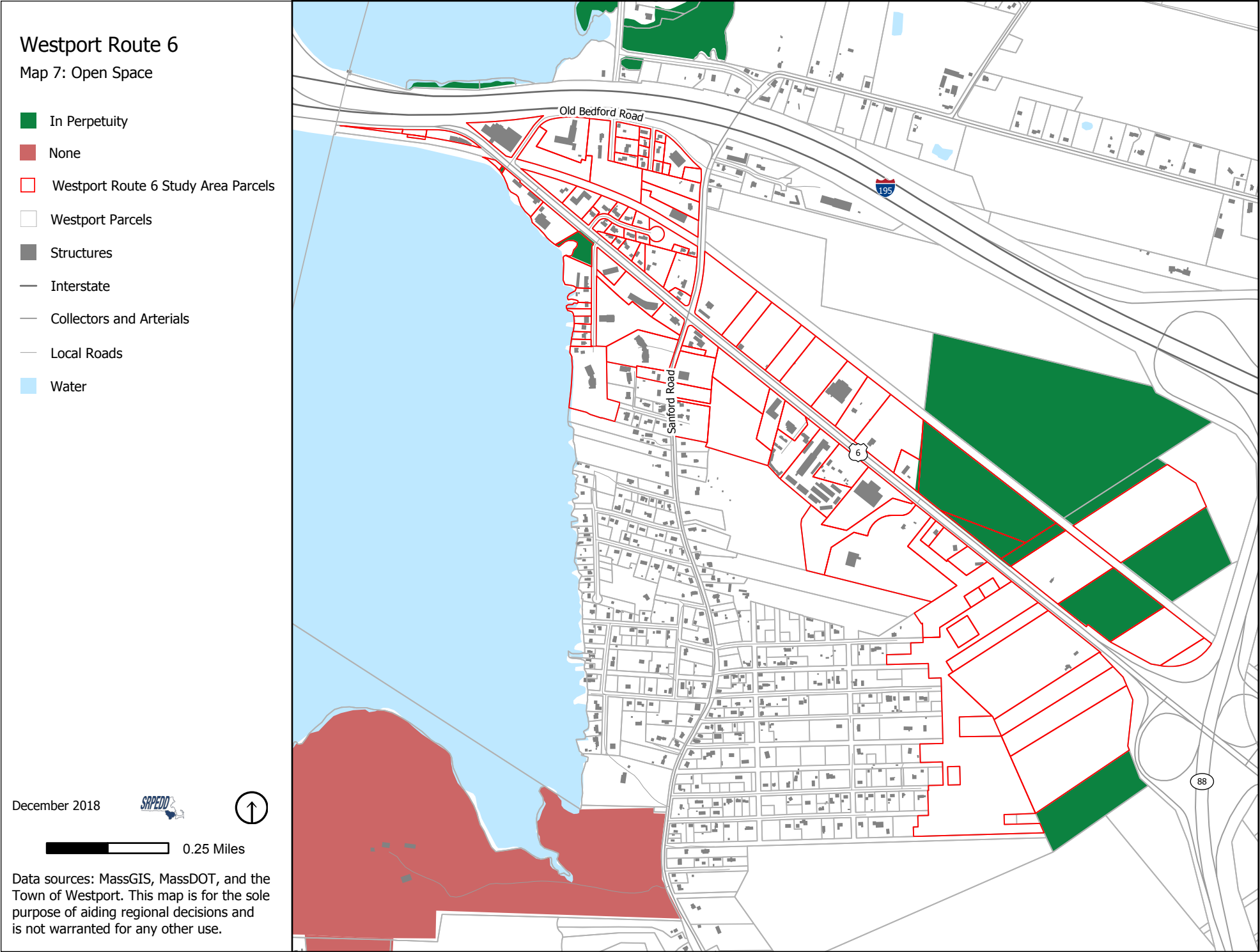
As noted above, MassDEP wetland bodies cover the majority of the eastern parcels within the study area, reducing or eliminating their redevelopment potential.

Sewer service will reduce nitrogen loading and other negative impacts on the area’s water quality caused by existing septic systems (see Maps 13 and 14).



Map 7: Open Space

Map 7 displays the study area’s open space by level of protection. The dark green areas are those protected in perpetuity. The bigger parcels in the eastern side of the study area are protected and owned by the Westport Land Conservation Trust (WLCT). The smaller parcel to the west is protected under water supply protection and is owned by the City of Fall River as shown in Map 5. The Fall River Rod and Gun Club is visible outside the study area, in red.



Map 8: Habitats

There are no designated habitat areas located within the study area.

Westport Route 6

Map 8: Habitats

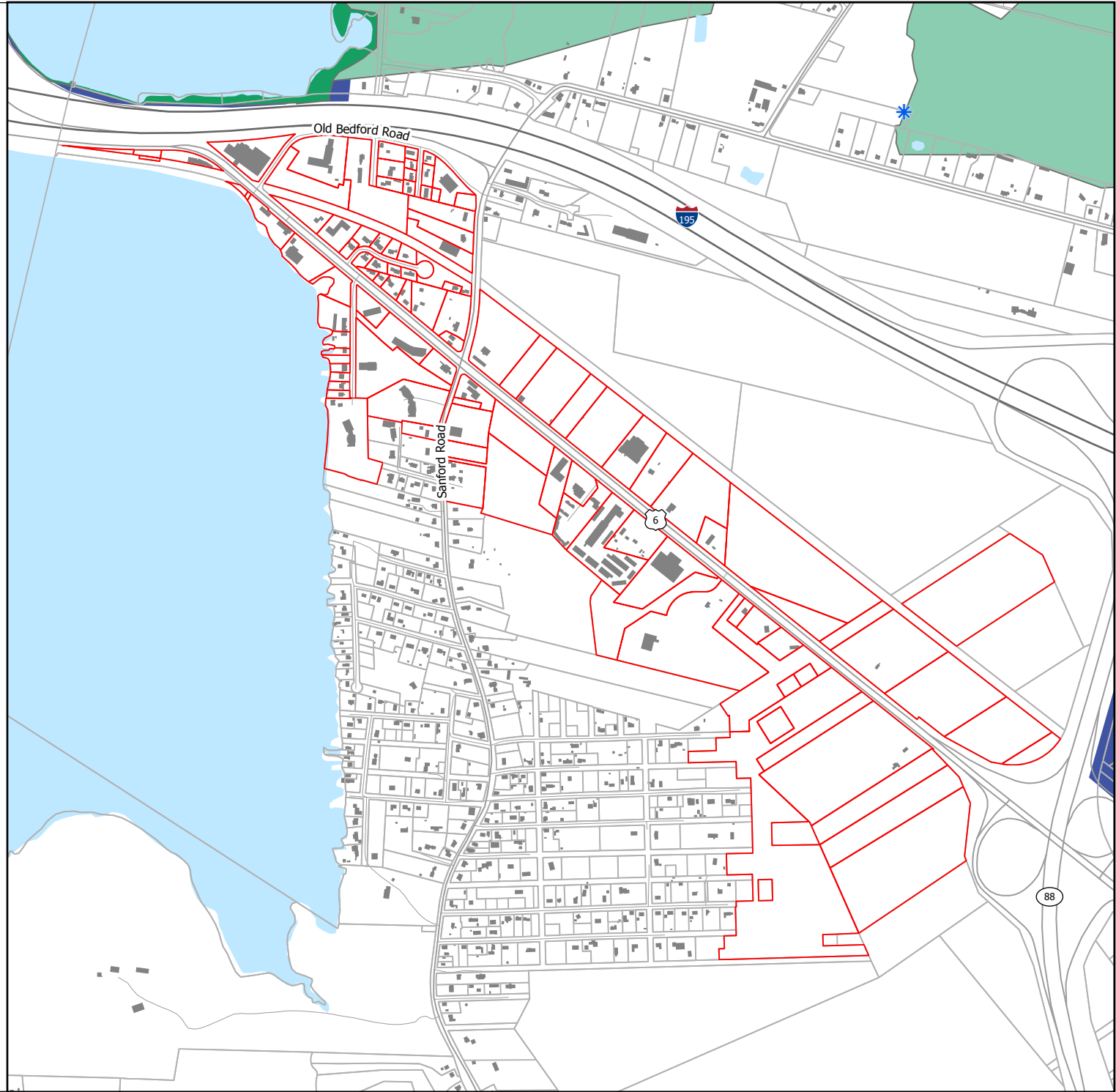
- * NHESP Certified Vernal Pools
- BioMap2 Critical Natural Landscape
- BioMap2 Core Habitat
- NHESP Priority Habitat
- Westport Route 6 Study Area Parcels
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0.25 Miles

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Map 9: Crashes


Map 9 shows five years of the most recent crash data available, 2011 – 2015. The most frequent crash locations occur at intersections along Route 6, particularly Sanford Road with State Road. Any future development should consider traffic safety measures, including access management and signal warrants analysis.


Westport Route 6


Map 9: Crashes, 2011 - 2015

- Crash Totals
Single crashes are not labeled
- Property Damage Only
- Injury
- Fatality
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
- Collectors and Arterials
- Local Roads
- Water

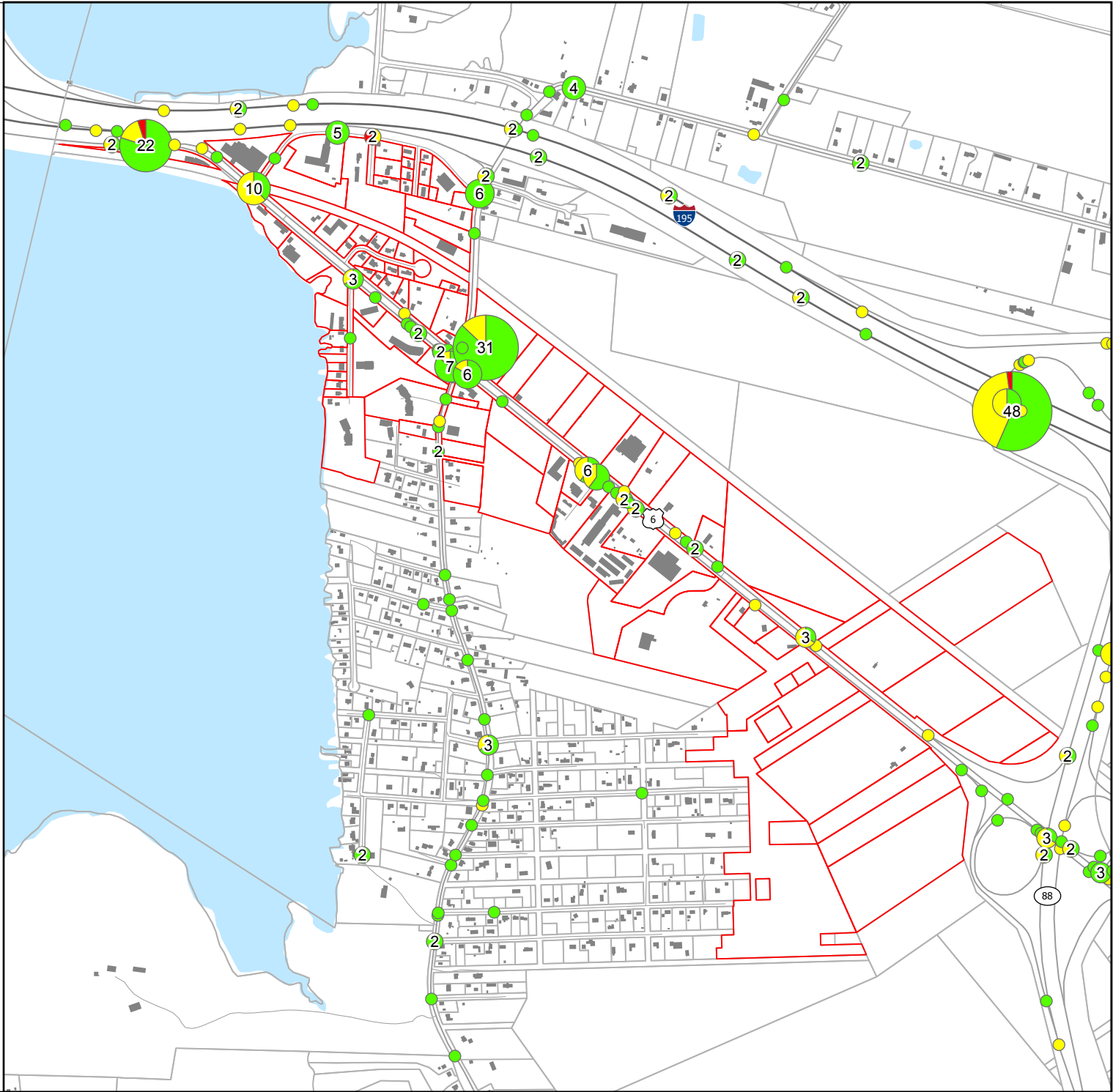
December 2018





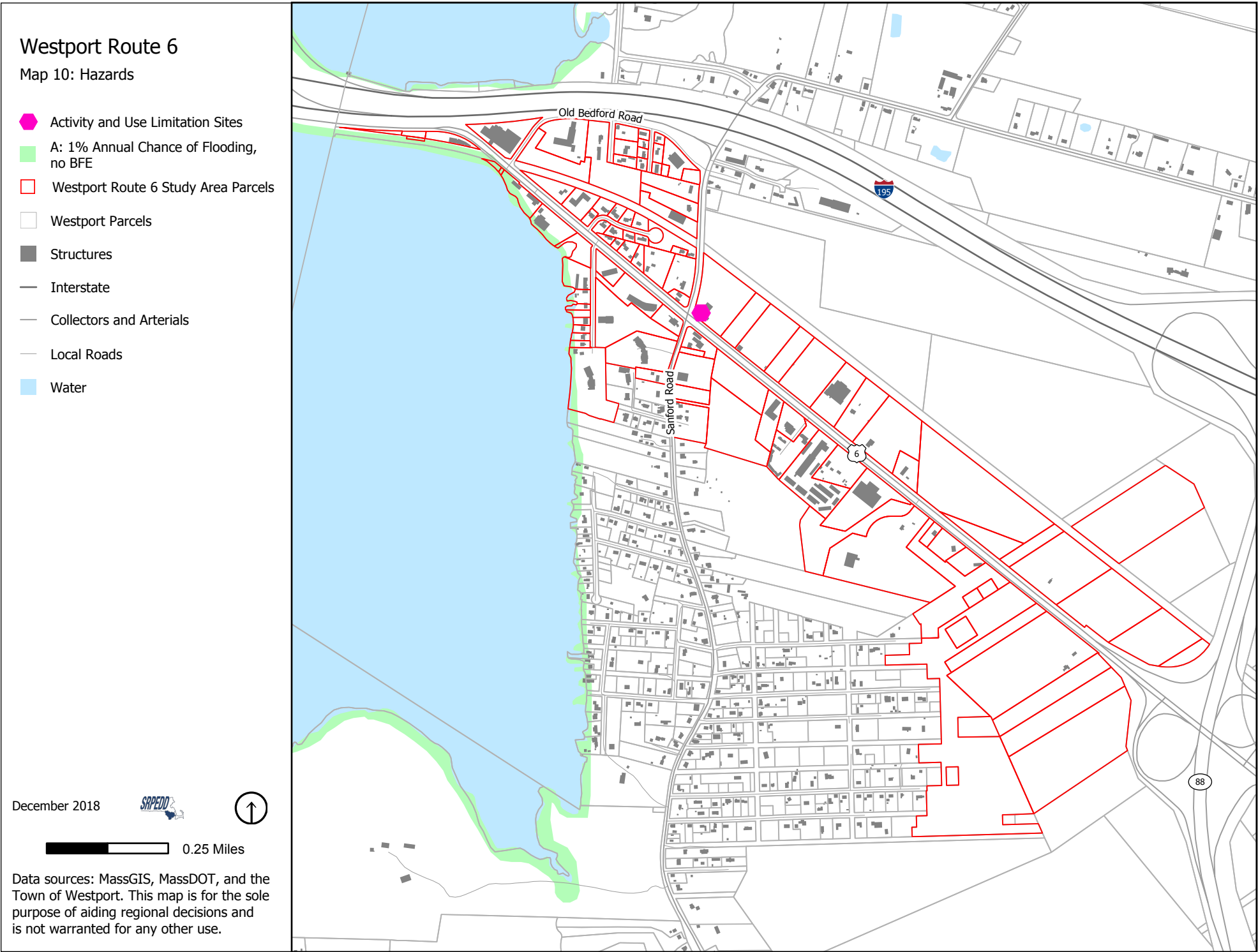
 0.25 Miles

Data sources: MassGIS, MassDOT, and the Town of Westport. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use.



Map 10: Hazards

One parcel in the study area, located at the corner of Route 6 and Sanford Road, had a Chapter 21E use limitation due to gasoline contamination. However, the site (RTN 4-0000179) was remediated in 2013; according to MassDEP documentation, this remediation has achieved an “A-2” status, indicating that the property can support commercial redevelopment.



Map 11: Year-Built of Primary Structures

The average structure in the study area was built in 1958; in other words, the average age of the building stock is 60 years. About 50% of the building area was built between 1950 and 1980. About 22% of the buildings areas were built in the last 20 years.

Westport Route 6

Map 11: Year-Built of Primary Structure

- No Structure
- Before 1910
- 1911-1950
- 1951-1980
- 1981-1998
- After 1999
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
- Collectors and Arterials
- Local Roads
- Water

	Area	Percent
Before 1910	6,157	2%
1911-1950	25,385	7%
1951-1980	177,758	51%
1911-1998	64,153	18%
After 1999	77,103	22%
Total	350,556	100%

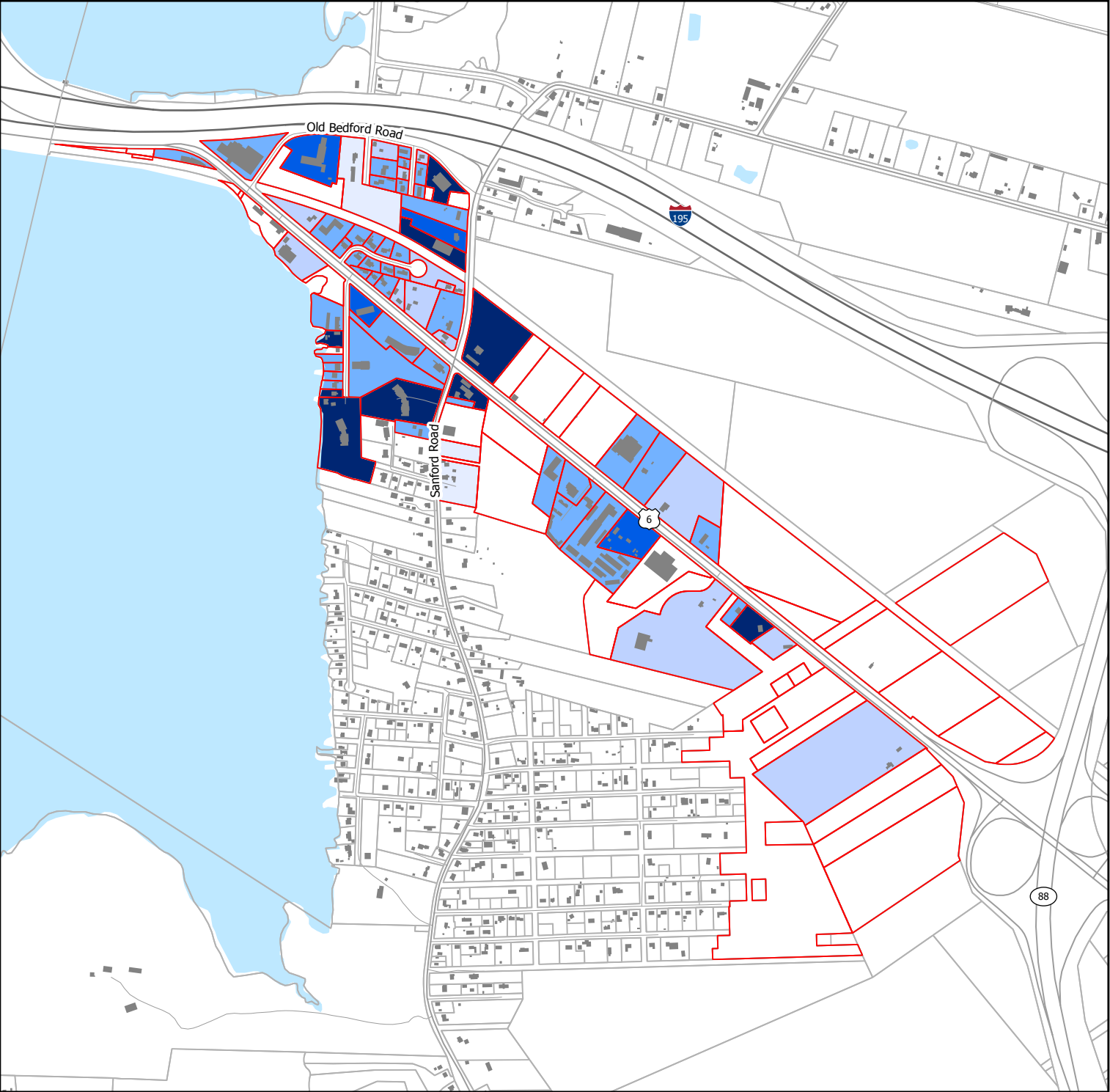
Mean 1958
Median 1956

December 2018



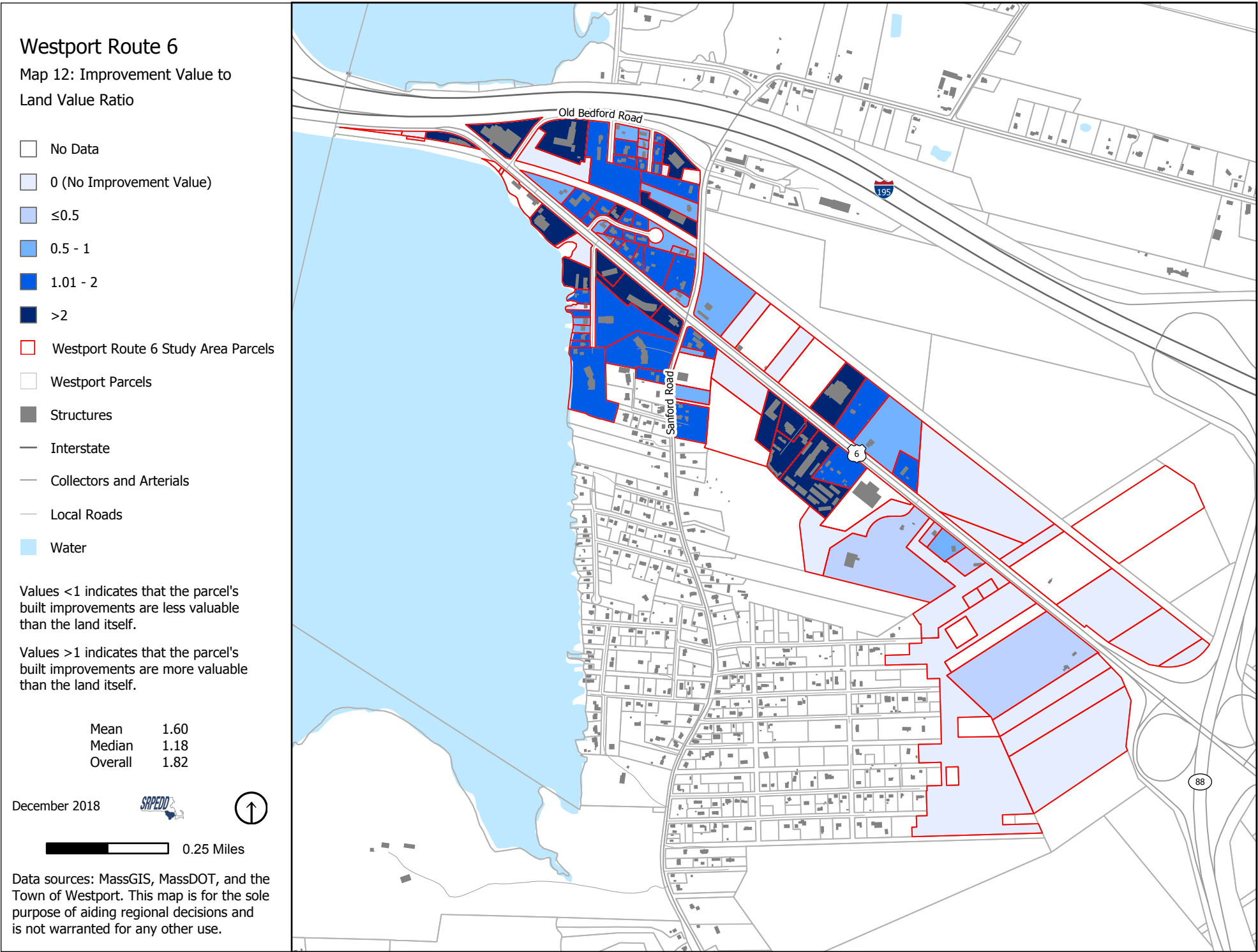
0.25 Miles

Data sources: MassGIS, MassDOT, and the Town of Westport. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use.



Map 12: Improvement Value to Land Value Ratio

This map displays Improvement Value to Land Value Ratios for each parcel. Values under 1 (white and lighter blue) indicate that the parcel's built improvements are less valuable than the land itself. Parcels in this category present opportunities for redevelopment. Values over 1 (darker blues) indicate that the parcel's built improvements are more valuable than the land itself.



Map 13: Year Built of Septic System

The average “year-built” of septic systems in the study area is 1990. There is a high probability that those systems built before 1980 should be replaced; they may also be contributing to nitrogen loading in the watershed. Systems built between 1980 and 1999 should be evaluated for possible replacement. Those built after 2000 are likely in good working condition.

Westport Route 6

Map 13: Year Built of Septic System

- Prior to 1980
- 1980-1999
- 2000 to Present
- Parcels with Sewer
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
- Collectors and Arterials
- Local Roads
- Water

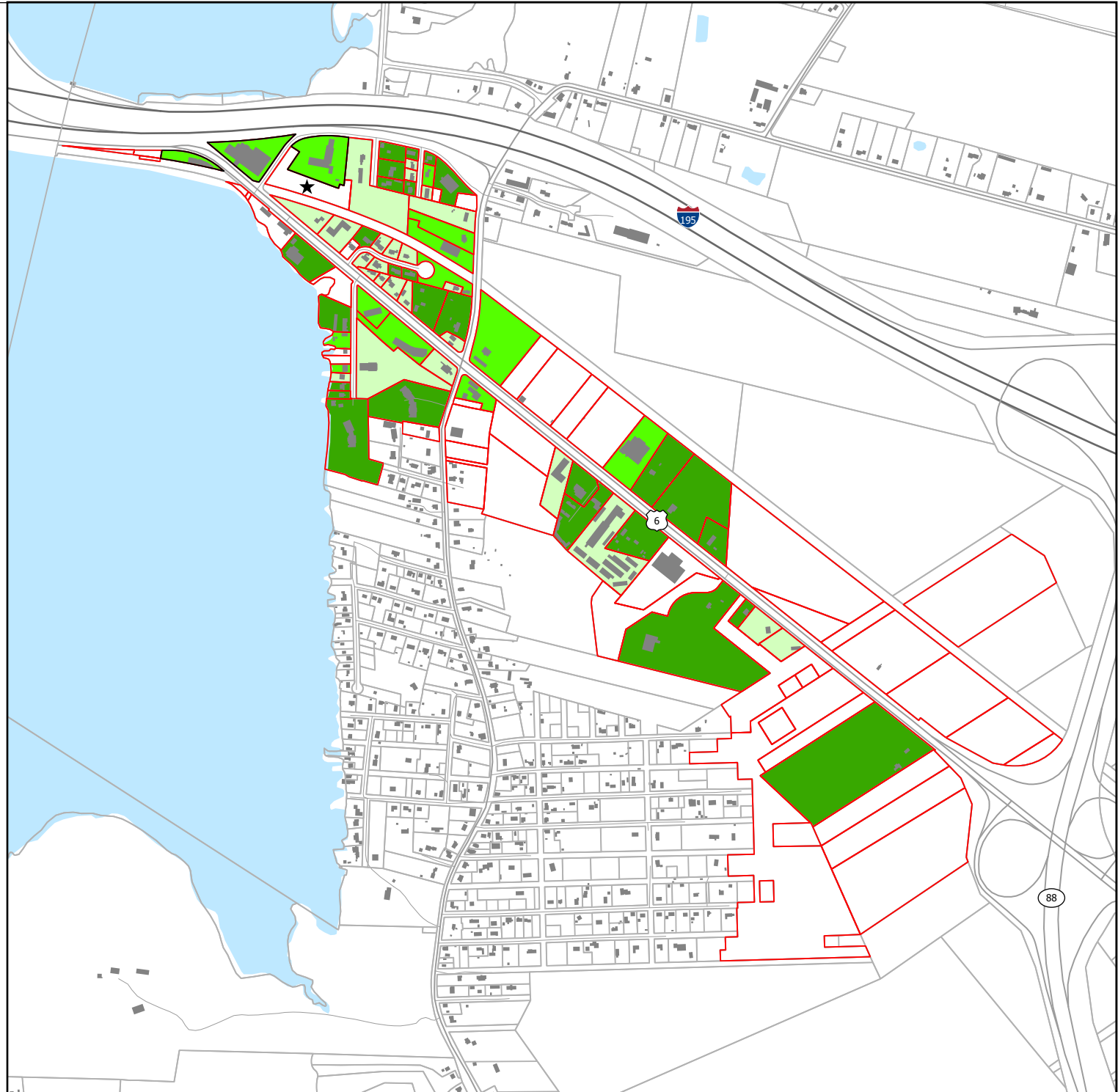
★ Proposed Marriott Hotel

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0.25 Miles

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Map 14: Septic System Capacity

Map 14 depicts the capacity of septic systems in the study area.

Westport Route 6

Map 14: Septic System Capacity

- 100-999
- 2500-2599
- ≥4000
- Cesspool
- Tight Tank
- Parcels with Sewer
- Westport Route 6 Study Area Parcels
- Westport Parcels
- Structures
- Interstate
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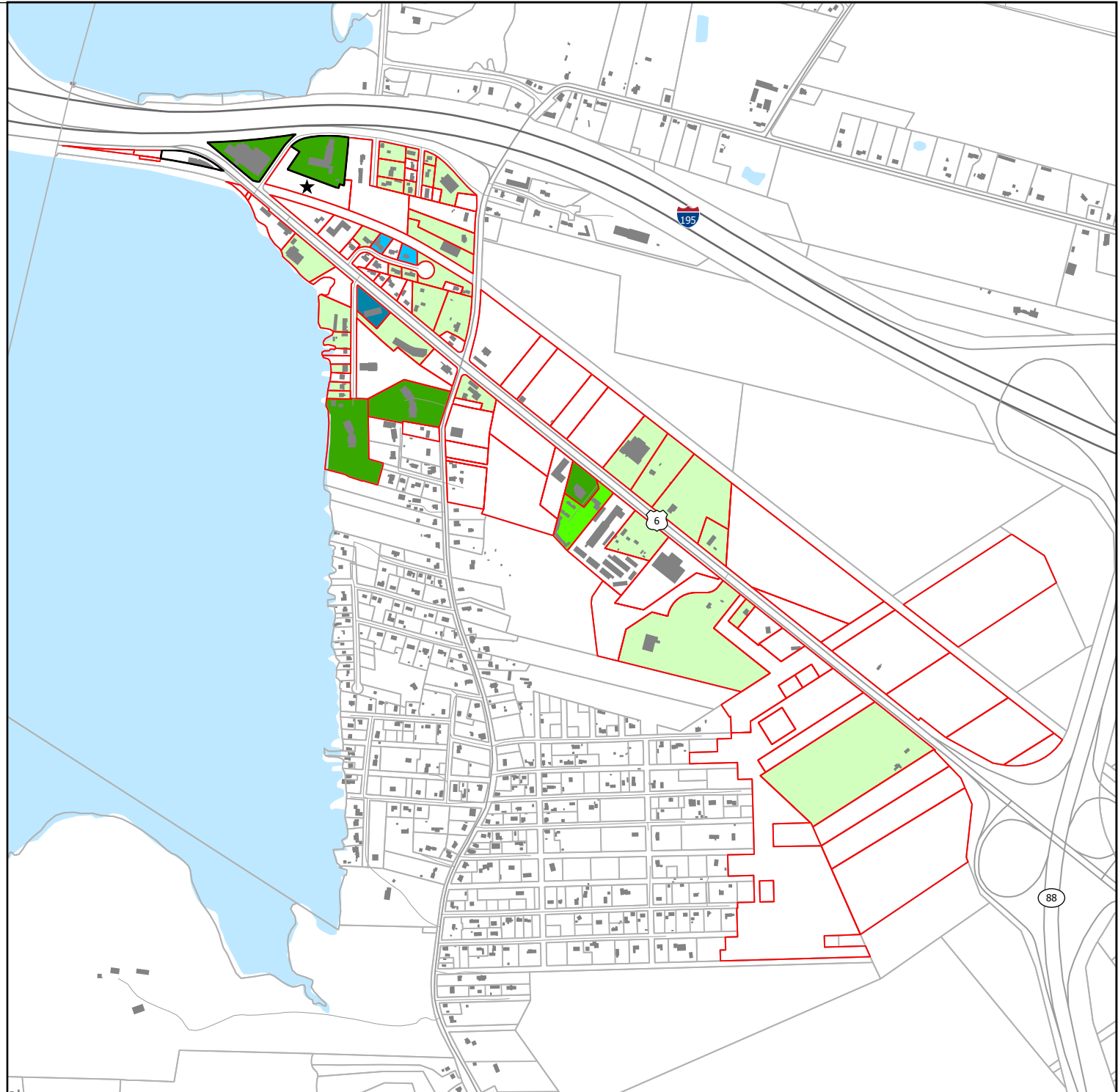
★ Proposed Marriott Hotel

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0.25 Miles

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Map 15: Potential Mix of Development Types

Map 15 depicts a possible mix of development types for the study area. This “conceptual build-out” is based on the preceding analysis, site visits, and working sessions with the Westport Town Planner and Planning Board. Further, these development types are based on characteristics and densities - measured in floor to area ratio (FAR) - observed from other developments in Westport, depicted in Figure 1 on page 16.

Rather than strictly applying zoning characteristics to each parcel, this build-out “imagines” developing parcels to High, Medium, and Low Densities that have recently met local permitting requirements and have also been demanded by the local real estate market. For example, Westport Family Medicine has a FAR of 0.21. This indicates that the parcel contains 21 s.f. of built area for every 100 s.f. of land area. Applying this ratio to the upland portion of a potential redevelopment parcel gives more realistic sense of what permitting and market demand might yield.

The build-out assumes that the area will be served by sewer. Much like the proposed Mariott Hotel (which is obtaining service from Fall River), these sites’ development potentials will be “unlocked” by sewer. This work also assumes that existing, relatively low value uses will be removed to allow for higher value densities.

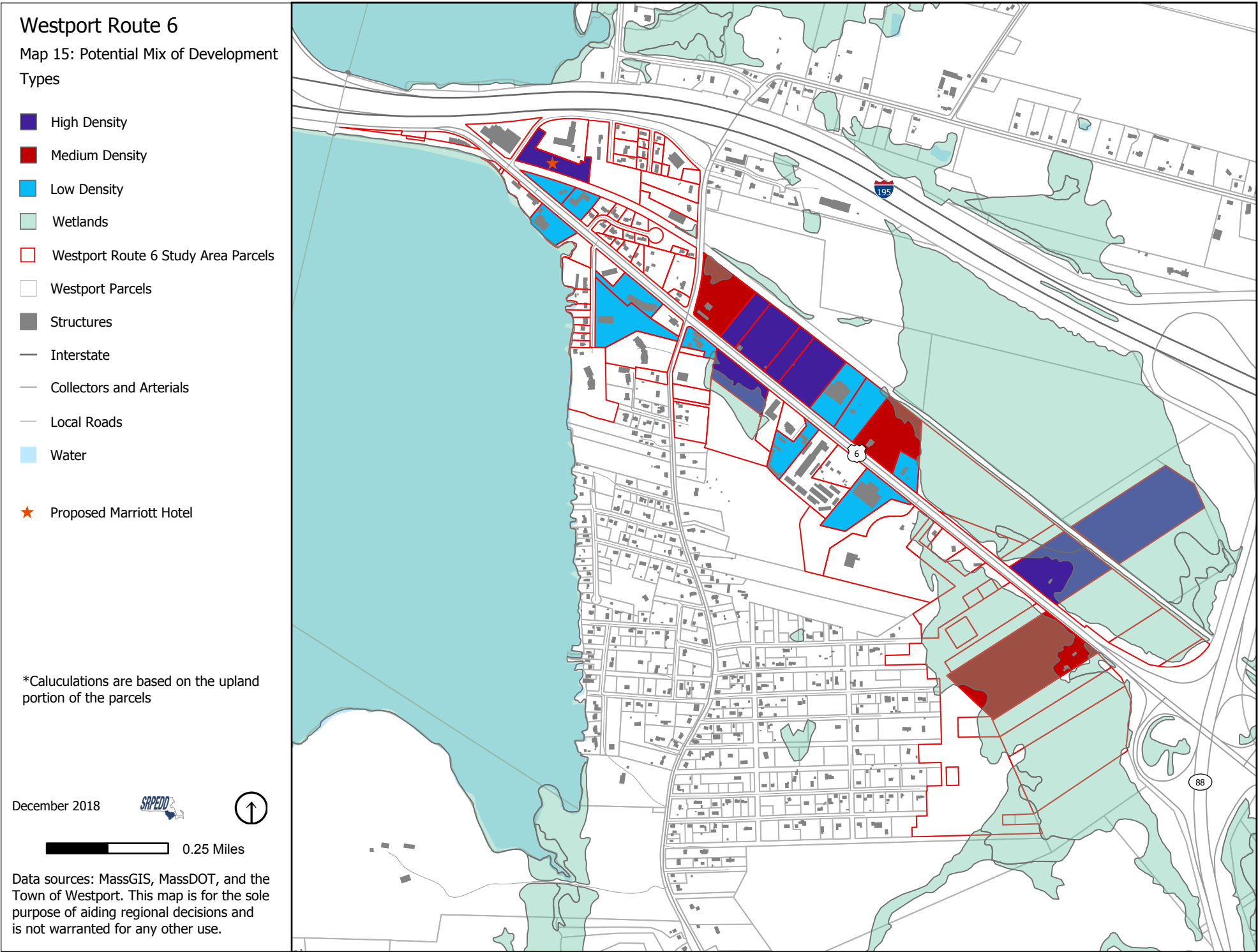



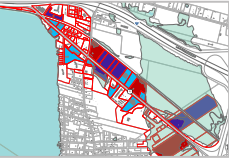
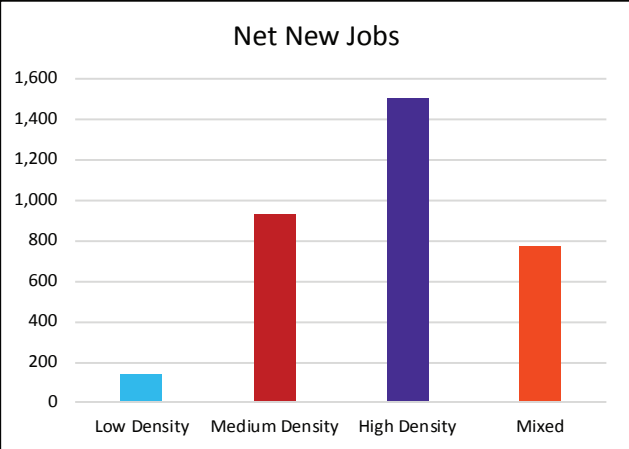
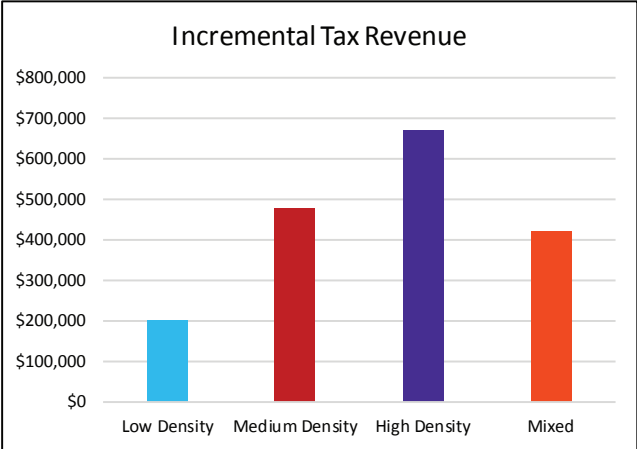
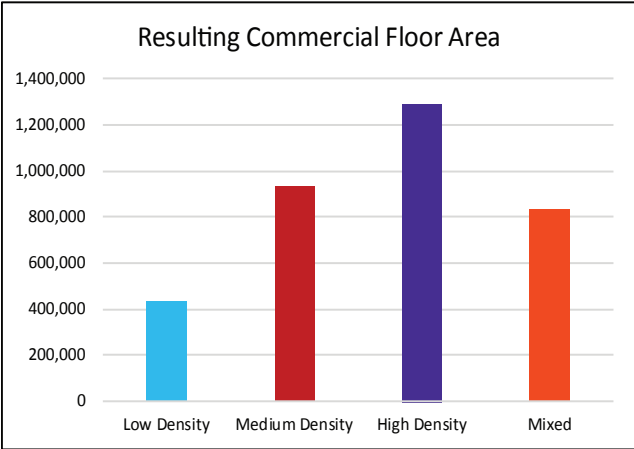


Figure 1: Model Development Types from Westport

						
	Low Density	Medium Density	High Density	Mixed		
	based on Westport Family Medicine	based on White's	based on Hampton Inn	-	Source	Formula
FAR	0.21	0.45	0.62	Mixed	Observations	Gross Floor Area / Land Area
Resulting Commercial Floor Area (sq. ft.)	436,648	935,674	1,289,153	833,409	SRPEDD	[Total Land Area - Wetland Area] * FAR
Total New Building Value	\$30,128,704	\$64,561,508	\$88,951,411	\$57,505,229	SRPEDD	Resulting Commercial Floor Area * \$69 per sq. ft. (Average Value per sq. ft. in Westport)
Existing Building Value	\$4,395,100	\$4,395,100	\$4,395,100	\$4,395,100	Observations	Value from Assessors Records
Incremental Tax Revenue	\$205,097	\$479,526	\$673,914	\$423,288	Massachusetts DOR	[[Total New Building Value - Existing Building Value] / 1,000] * \$7.97 (Tax Rate)
Net New Jobs	138	936	1,502	772	SRPEDD	[[Resulting Commercial Floor Area * 0.8 (building efficiency)] / 500 (sq. ft. per job)] - 561 (estimated existing jobs)
New Daily Trips	11,789	25,263	34,807	22,502	MAPC Data	Standard Trip Generation per 1,000 sq. ft. Use Type
SRPEDD Water Use (gal. per day)	17,029	36,491	50,277	32,503	U.S. Energy Information Administration	39 (gal. per 1,000 sq. ft. per day) * [Resulting Commercial Floor Area / 1,000]
SRPEDD Wastewater Generation (gal. per day)	8,384	17,965	24,752	16,001	APA Planning and Urban Design Standards SRPEDD	Total Jobs (net new jobs + estimated existing jobs) * 12 (gal. per job)



IV. Conclusion

Extending sewer service from Fall River into Westport along Route 6 will help create new opportunities for development and redevelopment along the corridor. Sewer service may also reduce nitrogen loading potentially caused by several aging septic systems in the study area.¹

Thanks to numerous local assets and advantages, this area has potential for economic development – particularly if the town extends sewer service. At baseline, the study area is located next to Fall River and the UMass Center for Innovation and Entrepreneurship (CIE); it also has great access to Interstate 195, Route 24, and Route 88. With the addition of a new Marriott hotel near the Hampton Inn, there could be similar service sector growth along the corridor.

This study includes a range of scenarios that attempt to describe future growth and its impacts. The low-density development scenario would increase the commercial floor area by approximately 25%. Westport Family Medicine served as the example of a low-density development. If each buildable parcel in the study area was built out to the same relatively low-density Floor to Area Ratio (FAR), it would add approximately 140 jobs throughout the corridor . This scenario would also generate an estimated 8,400 gallons of wastewater per day.

The medium-density development scenario would increase the commercial floor area by approximately 167%, adding an estimated 585,000 sq. ft. This would also result in 900 jobs to the area. Increasing the total jobs to 1,497 would add an estimated 18,000 gallons of wastewater per day.

The Route 6 Hampton Inn is the example for the high-density development scenario. This scenario would increase the commercial floor area by approximately 268%. This increase in the commercial floor area will add approximately 1,500 new jobs for a total of about 2,100 jobs. There would be about 25,000 gallons of wastewater generated per day.

The mixed-density development scenario allows for a mix of development densities throughout the study area. SRPEDD and Westport Town staff created this scenario as a “best estimate” of what could happen with sewer service along the corridor. In this model, the commercial floor area would increase by approximately 138%, resulting in approximately 800 new jobs. This build-out would create an estimated 16,000 gallons of wastewater per day.

1 This area is located just south of a MassDEP High-Yield Aquifer (see map 6) that is also zoned as an Aquifer Protection Overlay District (see map 3). Adding the sewer line would help keep the water resources clean.