

ARCHITECTURAL ZONING AND YIELD ANALYSIS

Merrimack Corridor Site Development

Development Team

Tha Chhan, Executive Director, Lowell Housing Authority/Revitalization Effort Towards New Urbanism
Mark Briere, Board Treasurer, LHA/RENU
Sherry Giblin, Board Chief Financial Officer, LHA/RENU
Katie Sadlier, Board Secretary, LHA/RENU
Lori Willis, Executive Assistant, LHA/RENU
Jonathan Goldfield, Capital Asset Manager, LHA/RENU
Laura Watts, Capital Asset Manager, LHA/RENU
Benjamin Walker, Development Consultant, TAG Associates

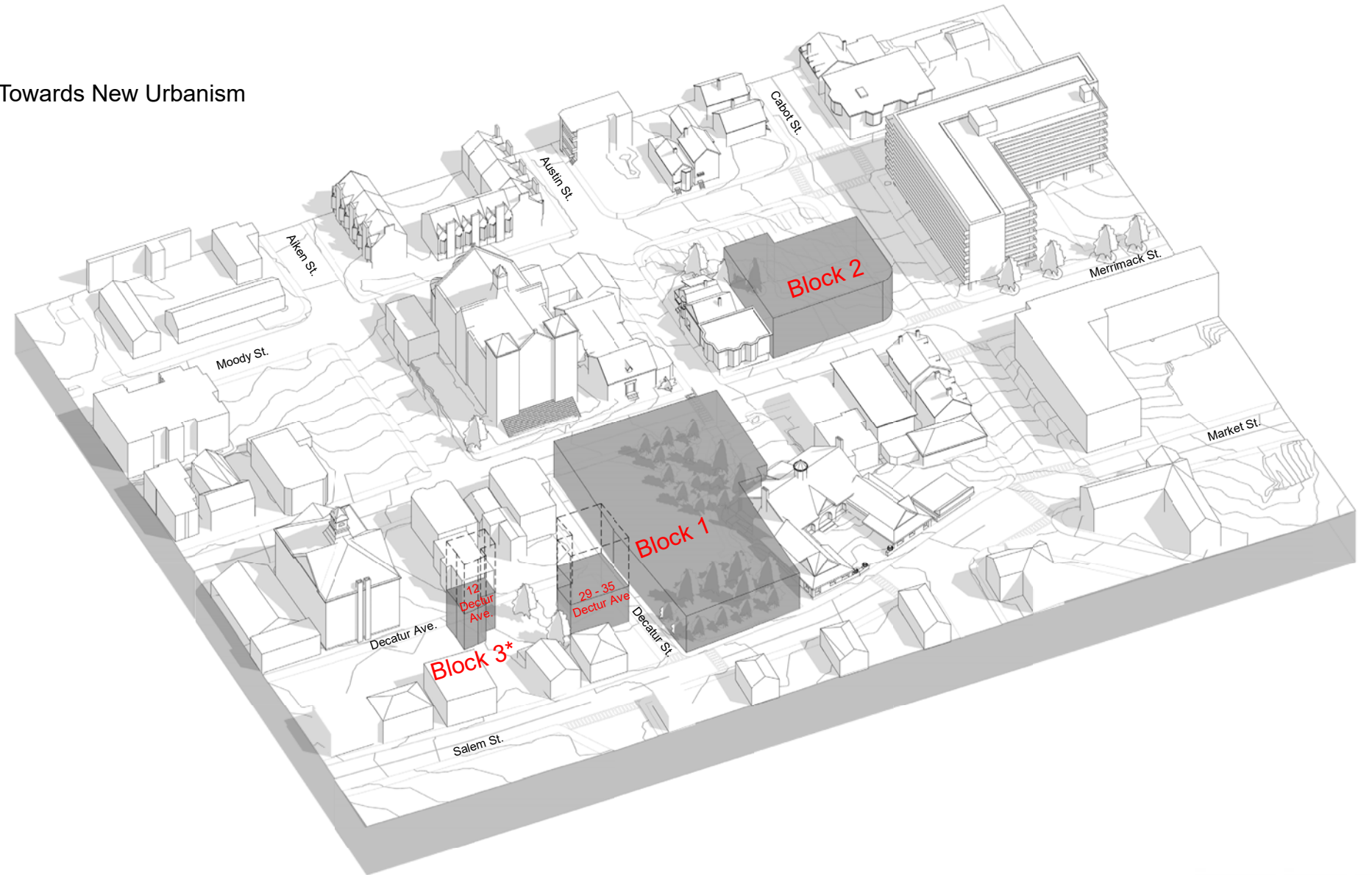
ZeroEnergy Design Team

Stephanie Horowitz, AIA, Principal-In-Charge
Erika DeRoche, AIA, Project Manager
Katherine Salata, Architectural Designer
John Mucciarone, Senior Project Manager

LHA Project #2023-2

Prepared by ZeroEnergy Design

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**LOWELL HOUSING
AUTHORITY**



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Executive Summary

The primary findings of this preliminary analysis and design study are as follows:

- The sites on three blocks are located in a low-density and under-resourced neighborhood to the west of Downtown Lowell which, like other Gateway Cities, is “slow to draw new economy investment,” and “face[s] stubborn social and economic challenges as a result, [yet] retain[s] many assets with unrealized potential” (About the Gateway Cities, MassINC website).
- The Vision the city has declared for itself and which is supported by the Lowell Planning Department are most succinctly stated in the 2011 Comprehensive Master Plan and summarized by the goals of Livability, Place-Making, Longevity, and Responsibility (Master Plan 1-Introduction, page xi).
- The Planning Department of the City of Lowell, various consultants, and community groups are in the process of modernizing the city’s Zoning Ordinance and Comprehensive Master Plan which are currently outdated and not serving the current or future needs of the residents and visitors to Lowell.
- Based on current zoning and ongoing revisions to that zoning, ZED concludes that the built solution to the development goals of the city for this study area should be mixed-use, midrise, walkable, pedestrian and transit-oriented, affordable, accessible, and safe city and architectural design.
- While Block 1 is capable of yielding over 100 units of 1 Bedroom and 2-Bedroom affordable units over ground floor commercial space by expanding the footprint, the primary Conceptual Design and Massing solution presented in this study yields 75 units, retains open green space beside the Mercier Community Center and is a sensitive infill approach for a currently low-density neighborhood.
- Block 2’s Conceptual Design and Massing presents maximum yield for this site while reflecting the City’s stated and implied use goals for the Merrimack Street corridor and retaining significant on-site parking.

- Block 3 presents one permissible but inefficient and uneconomic development option. Alternative uses of these parcels should be considered.
- ZED recommends maximizing the development and aligning development strategy with the City’s goals to the greatest extent possible for the long-term success and health of the affordable housing development.

ZeroEnergy Design respectfully submits this study for the Merrimack Corridor Site Development for LHA and RENU’s use and would welcome the opportunity to discuss findings and recommendations further with the development team.

Introduction & Purpose

The Merrimack Corridor Project Site consists of sixteen properties on three city blocks in Lowell, Massachusetts. The sites are located towards the western end of the Acre neighborhood to the west of Downtown Lowell, and to the East and South of the Merrimack River and University of Massachusetts, Lowell campus.

The Lowell Housing Authority (LHA), together with its nonprofit development affiliate The Revitalization Effort Towards New Urbanism, Inc. (RENU), has undertaken this study to better understand the development potential of this valuable property, and to help inform decisions they take regarding the property in the near future. Collectively, individuals from these two organizations in addition to development consultant Benjamin Walker of TAG Associates make up the Development Team. The specific purpose of this Zoning and Yield Analysis is to solicit support from the committed funders, elected officials, the public, and potential funders with the goal of moving the project from the planning to design and construction phases.

Project Priorities

The following project priorities were identified by the development and project team:

- Use of Demolition Disposition Transition Funds (per HUD Section 18) from the disposition of LHA scattered sites to create 40-50 new Section 8 housing units, as discussed during the team kick-off meeting. The Design Team learned mid-way through our study that based on conversations with potential funders, 60+ units is more desirable, and very recently that 100+ units was considered MOST desirable. For this study, our proposed conceptual solutions reflect a minimum of 60 units. We would be happy to help with alternate studies based on funder requests in the future.
- Inform and clearly illustrate potential development yield for the referenced properties on the three blocks

- Plan an attractive and contextual mixed-use development to meet the desired character of the Urban Mixed Use (UMU) neighborhood
- Make use of LIHTCs and other incentives/subsidies as available
- Produce a deliverable including development costs which can inform critical funding meetings in the fall of 2023
- Provide contextual and dignified affordable housing which emphasizes resident health, wellness and a human connection to nature/ green space
- Development to prioritize accessibility and inclusivity

Programmatic Priorities:

- 50/50 mix of 1 & 2 bedroom apartments with some three-bedroom
- Commercial space for restaurant, Daycare or early childhood education, other community-centered service business
- Provide Commercial/Retail/Restaurant use at the Ground floor which is appropriate for and beneficial to the neighborhood
- Allocate office space for LHA's leasing office for the following: lobby/waiting area, private screening/interview room with 3 booths, 15 private offices, kitchenette and breakroom for staff, outdoor eating area, 20-25 person conference room, storage/copier space, server room, and restrooms.
- Maximum housing development is a higher priority than other desired program

Additional Considerations:

- At the Kick-off meeting, the Design Team was informed that an additional 10-15 units must be developed elsewhere in the Acre neighborhood to meet 60 PBVs required by Section 18 Demolition/Disposition agreement. However, based on most recent communications with LHA, we assume that the focus of 60 units total for this study is inclusive of these additional Project-based vouchers (PBVs).

Project Scope of Work

From the published Request for Services:

"The Lowell Housing Authority (LHA) and its nonprofit development affiliate The Revitalization Effort Towards New Urbanism, Inc. (RENU) seek a qualified, registered/licensed and insured Architect to provide preliminary analysis and design services. ... RENU intends to develop some or all of these parcels as mixed-use with multifamily residential, office, educational and retail components among the desired uses." The Owner/ Developer is also working with a development consultant, TAG Associates.

The architectural services for this project entail site analysis, analyzing existing and planned site and zoning constraints for the referenced properties within this area. ZED will interpret the zoning codes and advise of any unknown issues requiring further study, as well as note potential complicating factors. ZED will conduct conceptual design/massing for the buildable areas and produce a recommended yield for the development including the explanation or analysis for that yield.

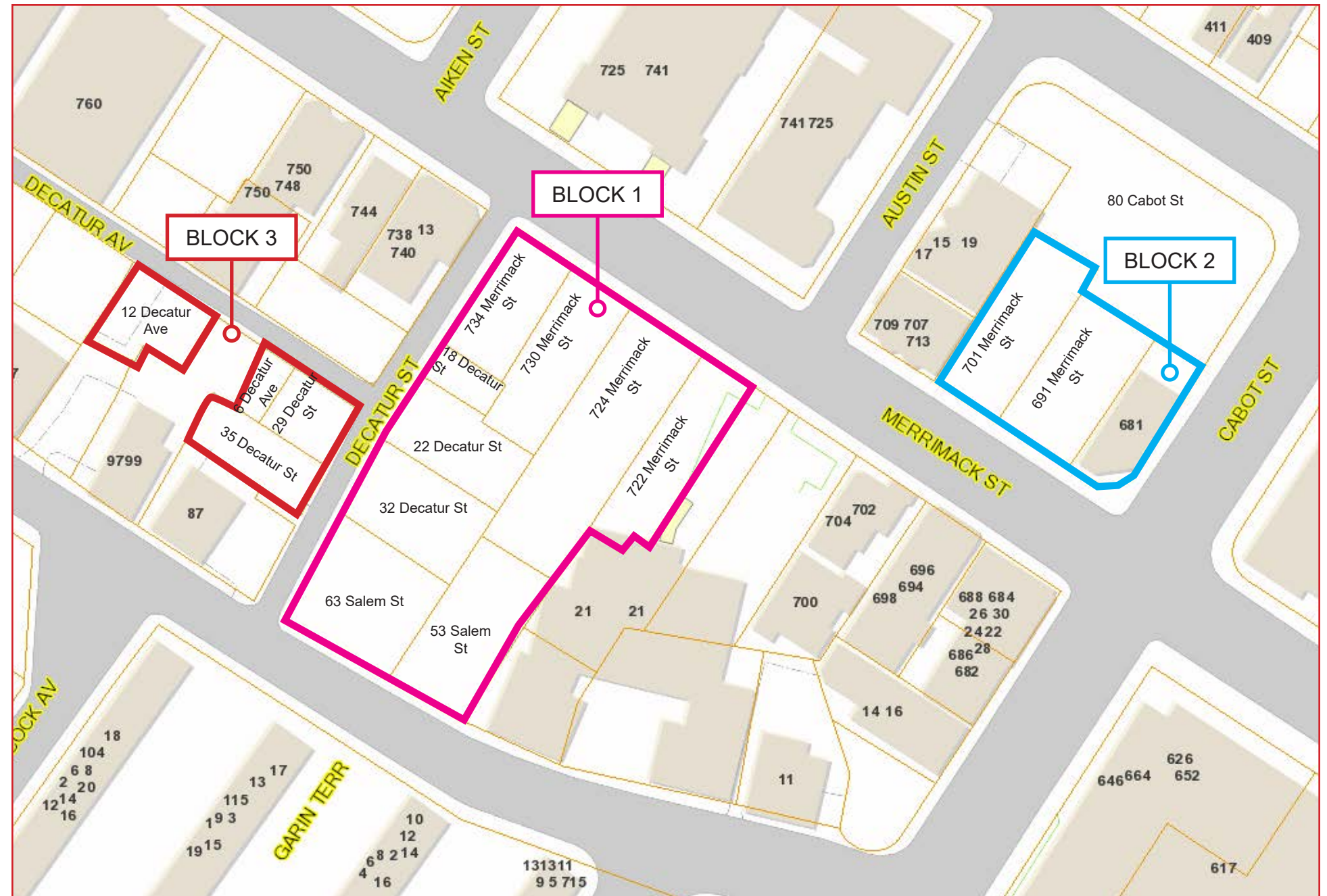
The deliverables include a narrative written analysis, graphical illustration and diagrams of the proposed developments, and preliminary construction cost estimates for four scenarios/options to be located on three sites in central downtown Lowell. All contracted deliverables are part of this report and included herein.

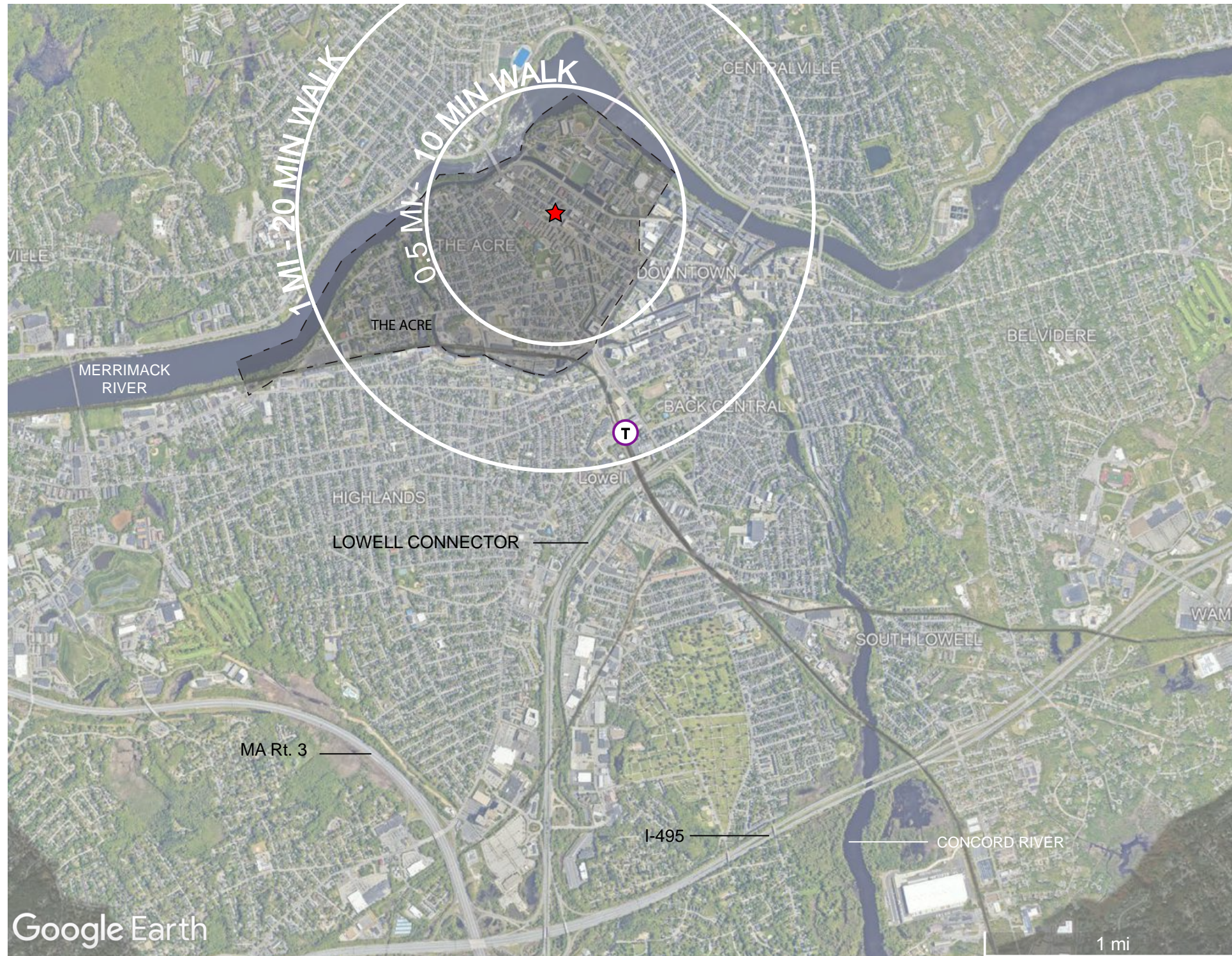
The areas being studied are 16 separate parcels on 3 Blocks in the Acre neighborhood west of downtown Lowell and are shown as Blocks 1, 2, and 3 on the Map of Analysis Area. The parcels are all owned by LHA or RENU.

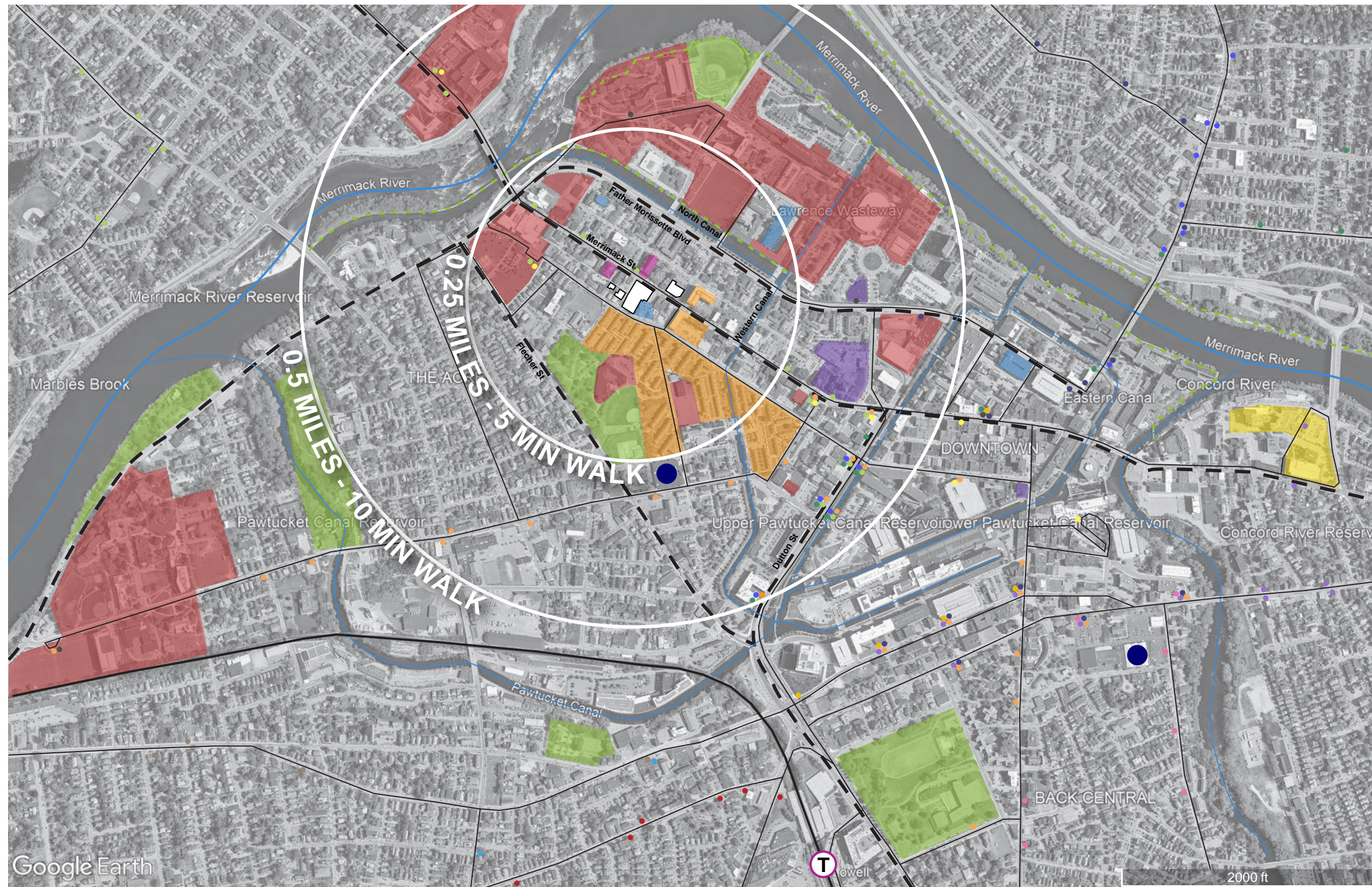
Block 1 includes the following parcels: 734 Merrimack St, 730 Merrimack St, 724 Merrimack St, 722 Merrimack St. 53 Salem Street, 63 Salem Street, 32 Decatur Street, 22 Decatur Street and 18 Decatur Street.

Block 2 includes the following parcels: 681, 691, and 701 Merrimack Street.

Block 3 includes the following parcels: 6 Decatur Ave, 29 Decatur Street, 35 Decatur Street (contiguous) and 12 Decatur Avenue (separated from other parcels by a privately owned lot).







- LEGEND**
- Academic
 - Civic
 - Community
 - Green Space
 - Historic
 - Hospital
 - Residential Developments
 - T MBTA Commuter Rail Terminal
 - Supermarket
 - - - Green or Nature Path
 - Major Artery
 - Canal
 - LRTA Bus Line
 - LRTA #1 Bus Stop - Christian Hill
 - LRTA #6 Bus Stop - Broadway UMass
 - LRTA #7 Bus Stop - Pawtucketville
 - LRTA #8 Bus Stop - Centralville
 - LRTA #9 Bus Stop - Lowell Circulator
 - LRTA #10 Bus Stop - Bridge St & 6th St
 - LRTA #20 Bus Stop - Downtown/UMass North
 - Parcels Included in Study

Neighborhood - Context, Culture, Stakeholders

From 1998-1999, a group of activist citizens and Acre neighborhood supporters led a 10-month intensive study into and movement to revitalize the Acre which culminated in a report/redevelopment plan put out by the Planning Department, The Acre Urban Revitalization and Development Project. While the plan's primary area of focus is south of this project site and while the neighborhood has seen some improvements over the last twenty-five years, many of the findings and issues identified by this report are still true today. The 1999 plan references an earlier 1972 comprehensive plan entitled Land Use Plan, Lowell, Massachusetts in which this part of the city was "characterized by blight, extensive and incompatible mixed use, economic decay, social problems, under-utilization of land and lack of adequate public facilities and open space." The Merrimack Street Corridor under consideration in this study no longer exhibits what we would term "blight" and there are signs of transformation - notably a new 32-unit market rate apartment building. Clearance of derelict structures has been undertaken in the intervening years, but it seems that appropriate infill has not been successful, still leaving this area greatly underutilized and lacking vitality.

The area is located in an urban environment which is undergoing transformative growth and development. That growth includes a 32-unit midrise (five-storey) market-rate housing development across Cabot Street to the East, as well as small-scale neighborhood business development and is being achieved through block-sized construction as well as minimal scattered urban-infill construction activity. In order for the neighborhood to succeed as a healthy, vibrant and safe mixed-use community, public and private investment must be made in this part of the city to increase density and revitalize street life. The LHA development can be a significant part of the solution for this part of Lowell. ZED's recommendations for LHA and RENU development in this study will reflect the goals of increased density, urban infill, and a focus on round-the-clock pedestrian activity.

Historic Significance

The City of Lowell was originally inhabited by Indigenous Peoples of the Pawtucket and Wamesit Tribes, then later by Irish settlers (Ethnicity in Lowell, 2011). The City began to industrialize and in the late 1800s, this section of the Acre neighborhood between the North Canal and North Common was settled as Le Petit Canada (Little Canada) by French Canadians and their descendents who were drawn to the region by the flourishing textile industry. Within the next few decades, that industry was beginning to decrease. Aging structures in Little Canada were largely demolished during an "urban renewal" movement in 1964 and the intervening years saw the neighborhood evolve. In recent years, demographic changes are marked by white individuals leaving the neighborhood and newer immigrant groups moving in, notably Latinos and Asians (Existing Conditions Report, 2011, p. 9).

While many historic structures were cleared in various efforts over the last 50+ years to revitalize the Acre, two significant ones survive, both very close to the study sites. These structures provide a distinct historic character to the neighborhood as do surviving late 19th and early 20th Century historic homes in the area.

First, and most physically imposing, is the Saint Jean Baptiste Roman Catholic Church directly across Merrimack Street from Block 1, constructed 1888, a stone and concrete with slate roof Romanesque Revival building. The church is currently vacant/unused and owned by Merrimack St Real Estate Development Corp. who may plan a future adaptive reuse of the building. The church is on the state historic inventory but does not hold an historic designation.

Also nearby at 760 Merrimack Street just west on Merrimack Street and extending south to the Decatur Ave alley is the Saint Joseph's Roman Catholic Church Parish Hall, constructed 1929 of brick panel, (no historic designation but on the State inventory) which is adjacent to the Saint Joseph's Roman Catholic College

for Boys, constructed 1892 in Romanesque Revival style of cast stone at ground floor and brick above, which achieved designation to the National Register of Historic Places in 2010. Both properties are owned by the Coalition for a Better Acre. Also, refer to the section called Unknown Conditions, Areas of Concern below for discussion of previously demolished historic structures on the study sites.

Observations of the Surrounding Built Environment

This part of Lowell has incongruously-scaled and eclectic development (low and high-rise), a variety of public housing developments primarily built in the early and mid-twentieth century, a vast vintage of structures, from nineteenth century wood and masonry buildings through brand-new construction, and many underutilized or vacant lots. The buildings reflect the current zoning ordinance which has no height or area restrictions and a suburban approach to parking minimums, even within designated Urban Zoning Districts. The project sites are located entirely within UMU (Urban Mixed Use) Zoning District and partially within the Downtown Overlay District. Considering there is already significant public affordable housing in the immediate area, it warrants a brief description.

North Common Village is LHA's largest development and is comprised of thirty-six 2- and 3-story brick walk-up buildings for families. The 3-story part of the development begins across Salem Street from Mercier Community Center, extends east to where Market Street crosses the Western Canal, and includes small parking lots for residents along Common Street and off of Adams Street. The 2-story rowhouse section is directly across Salem Street from Block 1, extends southwest to North Common and the Murkland Elementary School, and has pedestrian-only walkways between the buildings. This development was observed to have pleasant defensible outdoor space, although it lacks a successful solution for trash and waste storage. Defensible Space is the design or "physical layout of a community

Neighborhood - Context, Culture, Stakeholders

which allows residents to control the areas around their homes” and results in safer, healthier residential communities in which residents are empowered to “take control of their neighborhoods, to reduce crime and stimulate private reinvestment” (Newman, 1996, p. 9).

City View Towers is also LHA-owned and is an eight-storey L-shaped apartment building with balconies and on-site surface parking, and has elevator access and handicapped accessibility. City View Towers is comprised of 1-bedroom apartments for individuals and elderly residents and is directly across Cabot Street from Block 2. The LHA executive offices and housing authority support spaces are on the ground floor of the building.

Visual, Esthetic and Spatial diversity exist in the built environment surrounding the site. Overall, however the built environment remains relatively low density, car-centric, and is made up of large unwalkable blocks.

The neighborhood character is urban and blue-collar, with poorly or fairly-maintained properties, with some properties (notably UMass-owned) reflecting newer construction and a higher level of maintenance and beautification.

Transportation, Movement, Site Access

The sites are primarily accessible by private vehicle, and within a limited distance by bicycle and by foot. The sites are within a mile of regional rapid transit (MBTA commuter rail), within half a mile walking distance of downtown Lowell, 0.4 mile from the nearest #18 bus stop (the Downtown-train station shuttle), 0.2 mile from the # 20 bus (Downtown/UMass North connector), and 0.25 mile from the #9 bus (“The Lowell circulator”).

The immediate area has adequate and sometimes generous sidewalks on both sides of the streets, as well as ample street parking on both sides, but lacks any bike lanes. Most streets are 2-way with intersection vehicular control being primarily

4-way or 2-way stop signs. For the neighborhood to truly be a physically and psychologically safe and comfortable place for pedestrians and cyclists to access, the city should invest in marked or ideally separated bike lanes, traffic-slowing methods such as speed tables or rotary intersections, and streetscape improvements such as more street trees and benches. These types of improvements encourage non-vehicular local trips.

While the public transit options are typical for a regional city in the northeast, the options for destinations from the sites using public transit are still substantially limited by the destinations of the few buslines. There is only regional rapid transit, no local rapid transit (such as light rail). A resident without a private vehicle would need to be able bodied and energetic to procure services needed for everyday life in this neighborhood, or participate in car sharing.

Adjacencies, Neighborhood Amenities, Wayfinding

The three blocks are within proximity to many resources in a number of categories, among them:

- Restaurants: Crossroads Cafe and Food Shines (at and near University Crossing), Cote’s Market, Brother’s Deli & Pizza, Rancho Tipico, Panera, El Jefe Taco Bar, Laos Thai Kitchen, and Olympia Restaurant, mainly take-out style, and mainly spread along the Merrimack and Market Street Corridors.
- Educational institutions and organizations: Lowell High School, UMass Lowell Campus, Murkland Elementary School, The Lowell Adult Education Program, St. Patrick’s School, the Hellenic American Academy, and the Clement Gregory McDonough Freshman Academy. While there are a number of daycare centers across the river in Centralville, there seem to be just one licensed daycare within the immediate project area (Lowell Day Nursery north of the UMass Sports Complex).

- Community: The sites are next door to Arthur Mercier Community Center, a valuable resource with indoor and outdoor community space, close to Coalition for a Better Acre (meeting space on Moody Street). Across the north canal is Mill City Grows, a community-oriented non-profit devoted to food justice, access to land, locally-grown food and education.
- Cultural: St. Jean Baptiste (imposing disused 1889 Church directly across Merrimack Street from Block 1 owned by Merrimack St Real Estate Development Corp.), St. Joseph’s Convent and School (the Convent has been adapted to a community service center and the school is now fifteen affordable housing units). The Edward A. LeLacheur Park minor league baseball stadium is north of the north canal at the bend in the Merrimack River
- Places of Worship: the Hellenic Cultural Center, Patrick J Morgan Cultural Center, St. George Antiochian Orthodox Church, Transfiguration Greek Orthodox Church, and St. Patrick Catholic Church
- Civic: the site is within walking distance of the central Post Office, Pollard Memorial Library, and Police Department
- Recreational/Athletic: North Common just to the south of the sites, close to canals, close to Concord and Merrimack Rivers which have vegetated walkways. The closest public indoor recreation/fitness center is The YMCA, a mile south at the start of the Lowell Connector highway.

The overall density of the service businesses remains low, most likely due to the low density of development in the immediate area. While low density development persists, people will continue to take vehicular trips within or to the site for a specific destination, or to park at their office, or to visit a place of business.

This study does not present a survey of all local services or analyze the accessibility and convenience of all potential services in the area. However, as an example, the nearest supermarket (excluding bodegas) is the Market Basket at the intersection Broadway and Fletcher Streets. From the project

Neighborhood - Context, Culture, Stakeholders

Adjacencies, Neighborhood Amenities, Wayfinding Cont.

site, this grocery store is situated south of North Common (which one would have to circumvent when the Common is closed) at a distance of approximately 0.4 miles - a significant length to carry groceries.

To understand wayfinding in the neighborhood, it is useful to consider different categories of elements used by people in cities for navigation - Paths, Edges, Landmarks, Districts, Nodes - and to identify those elements for our sites (Lynch, 1964).

For our purposes, we will limit the District to the study section of the Acre neighborhood which is west of downtown, along the Merrimack St. commercial corridor, east of UMass Lowell Paths, south of the North canal and north of North Common. Major paths adjacent and important to the study sites are Merrimack Street, Cabot Street, Moody Street, and Salem and its extension into Market Street.

The edges of the neighborhood are bounded by the Merrimack River and Canal, as well as primary arterial roads which form wide and/or high-speed, heavy traffic paths. These include Father Morissette Boulevard to the north and west, Dutton Street to the east, and Fletcher Street to the south. The North Common also presents a potential barrier for moving through the neighborhood due to restricted hours and a limited number of paths across the site.

The primary landmarks in the study area are the Saint Jean Baptiste Roman Catholic Church and 8-storey City View Towers. Primary Nodes for the immediate area are the intersection of Merrimack and Cabot Streets where Brothers Pizza is located and the 4-street oddly-shaped intersection where Salem, Cabot, Market and Adam Streets come together at the Dominican Rancho Tipico take-out restaurant and adjacent to the Mercier Community Center.

Stakeholders

The Stakeholders for this project include:

- The residents of Lowell, in particular the ones who may directly benefit from Section 8 housing
- The Owner of the Properties, Lowell Housing Authority and their development partner RENU (Revitalization Effort Towards New Urbanism, Inc.)
- LHA Property Management and Facilities
- Immediate abutting neighbors
- Nearby neighboring residents and businesses
- Community-minded nearby institutions or organizations
- Local businesses or entrepreneurs who will benefit from a higher variety and concentration of neighborhood activity
- Non-locals who may take advantage of opportunities in the area that arise out of this development



Cabot St showing new 32 unit mid-rise and City View Towers



Merrimack St and Cabot St Intersection



HUD Owned Parking Lot Adjacent to Block 2



Saint Jean Baptiste Roman Catholic Church



Armand Mercier Community Center



Salem St.



Merrimack St.



North Common Village



Decatur Ave Art Alley

Site Conditions - Documented and Observed

Existing Structures and Record Documents

The parcels are all vacant of existing structures except for a one-story, 1,626 square-foot vacant former takeout restaurant at 681 Merrimack Street. No site surveys or record documents were made available by the Owner, with the exception of a Parking Lot repaving plan from 2000 of a HUD-owned surface parking lot at 80 Cabot Street, adjacent to Block 2.

For all other data related to the site and to produce our graphic representation and illustration, ZED relied on GIS data available from the State (MassGIS) and from City of Lowell (the study is particularly indebted to the efforts of Joe Donovan). This included parcel information, building footprints, street centerlines, contour lines/topography, trees on public land, streets and sidewalks.

Site Observations

While on site, ZED observed a low-density city environment with two-way roads, generally with parking and sidewalks lining both sides of the street. Salem Street, which becomes Market Street further east towards downtown, is slightly narrower with parking only on one side of the street. Some crosswalks exist at intersections but more crosswalks with new accessible curb ramps and pedestrian signals would serve to make the streetscape safer. ZED observed little to no pedestrian traffic and no bike traffic (or bike lanes).

Smaller city blocks provide more choice of direction for pedestrians crossing the city and also provide some measure of traffic calming as cars are forced to stop more frequently for more intersections.

The City of Lowell keeps a record of trees located on public property throughout the city. While there are regularly spaced street trees (commonly 20-50 ft spacing) along both sides of Merrimack Street starting at Cabot Street and moving east

towards downtown, there is an absence of street trees in the immediate vicinity of the study sites and an absence of tree wells in the sidewalk. Moving west along Merrimack Street, planned Street trees in tree wells only make another appearance in the University Crossing block closest to the river.

The design team only visited the site during the day so efficacy of street lighting was not experienced directly. However, with tall street lamps spaced approximately 100 ft along Merrimack Street on alternating sides of the street, and very little commercial activity spilling light on the sidewalks, we can conclude that the pedestrian experience at night is very dark and does not currently achieve a comfortable lighting level for sense of safety.



Block 1 From Merrimack Street



Block 1 from Merrimack St and Aiken St intersection



Block 1 From Salem Street



Block 1 From Merrimack Street



29-35 Decatur Street from Dectur Ave



12 Decatur Ave from Dectur Ave



Existing Building on Block 2



29-35 Decatur Street from Dectur St



12 Decatur Ave from Dectur Ave

Regulatory and Zoning Review

Lowell Zoning Overview

The current Zoning Ordinance (ZO) for Lowell was adopted almost twenty years ago (2004) and has been amended piecemeal throughout the years. The City of Lowell's Planning and Development Department has another important document, the City's Master Plan. The Master Plan, Sustainable Lowell 2025, was published in 2011 after an extensive public engagement process and development study was conducted. The Master Plan and Zoning Ordinance are intended to have aligned and complementary goals and objectives. The City has partnered with a Boston design firm, Utile, to update the Comprehensive Masterplan, that update being called Lowell Forward 2040. According to the City's website, that effort will "engage our community in creating a shared vision and framework to guide and shape the future of our city. This citywide planning initiative will knit together past, present, and future planning efforts across areas in the city, from Downtown to our unique and celebrated neighborhoods, to our transportation networks, open space, and natural resources" and has held two community meetings to date (City of Lowell Website, Comprehensive Master Plan Update - Lowell Forward 2040).

We understand through conversations with LHA and the RENU Board and representatives of the Planning Department that zoning revisions are forthcoming. Presumably these zoning revisions will bring the Zoning Ordinance more in line with the Comprehensive Master Plan, and more in line with contemporary urban planning best practices.

While we don't know the extent or nature of all the forthcoming revisions to zoning, we do know that the City has engaged Stantec to advise on an urban planning approach to meeting the MBTA Communities Act, Section 3A, and Stantec has recommended a Transit Oriented Development Zoning Overlay. Per ZED's conversation with Assistant Planner Dylan Ricker on 8/18/2023, the entirety of the Merrimack Corridor sites will be located in the Multifamily Midrise Overlay, which is part of the

TOD Zoning Overlay and that any parking requirement in that Multifamily Midrise Overlay district will be eliminated. The City Council has reviewed the proposal and sent it to the Planning Board for a recommendation. The Planning Board is expected to discuss it October 16, 2023 and issue a recommendation to the City Council.

The only aspect of the forthcoming zoning this study assumes will be in effect is the lack of requirement for parking on the three sites. Other than that, this study assumes current zoning requirements.

The Lowell zoning map with UMU designations for the project sites in the Acre Neighborhood is appended to the report with the Key Zoning Code Segments. The adjacent figure is an enlarged image of the immediate site and surrounding zoning designations:

Dimensional Regulations			
	for Residential Dwellings	for All Other Uses	Comments
Max. Floor-Area-Ratio (F.A.R.)	N/A	4	
Min. Lot Size	3400 sf	N/A	
Min. Lot Area/Dwelling Unit	1000 sf	N/A	
Min. Frontage	55 ft	25 ft	Minimum residential frontage may be reduced by special permit under the provisions of Section 5.1.1 (7)
Min. Front Yard Setback	consistent with existing setbacks on the block	N/A	
Max. Front Yard Setback	consistent with existing setbacks on the block	N/A	
Projections	consistent with existing setbacks on the block	N/A	
porches	consistent with existing setbacks on the block	N/A	
Garages	consistent with existing setbacks on the block	N/A	
Side Yard	3 ft minimum, 17 ft cumulative	N/A	
Rear	15 ft	N/A	
Usable Open Space/Dwelling Unit	N/A	N/A	
Max. Height	N/A	N/A	
Max. # Stories	N/A	N/A	

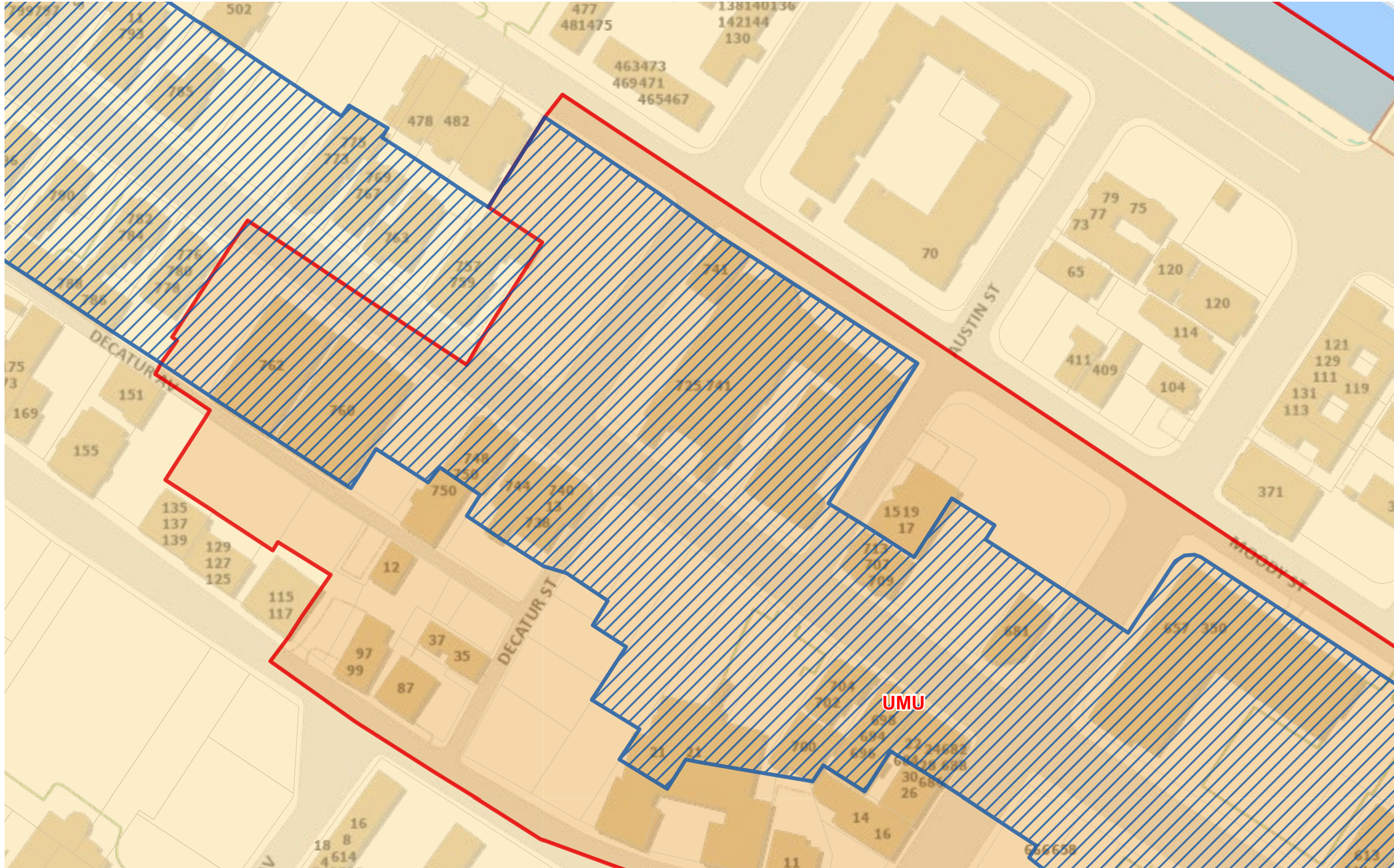
ZED has included the sections applicable to this study area's zoning and uses. For the full Dimensional Regulations Table, refer to the Appendix.


Following is a Table outlining the basics of the Use and Dimensional Requirements for the two uses in UMU (Urban Mixed Use) Zoning District from ZO Section 5.1 Table of Dimensional Regulations.

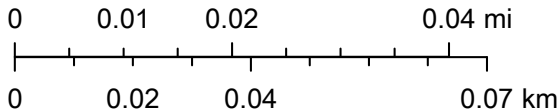
Blocks 1 and 2 are also within the Downtown Overlay District (parcels at both sides of Merrimack Street).

Use Regulations		
	Allowed?	Comments
2 detached or attached dwelling units on a lot	Requires Special Permit	
3 Dwelling units on one lot	Requires Planning Board review	
4-6 units on one lot	Requires Planning Board review	
11 or more units on one lot	Requires Planning Board review	
1 or 2 dwelling units with a legal non-residential use on the ground floor	Yes	Promoting ground floor commercial in UMU district
Senior Congregate Housing	Yes	
Licensed child care facility.	Yes	
Community center, settlement house, humane society, or other similar facility operated by an educational, non-profit, public, or religious institution or organization not conducted as a gainful business.	Yes	
Retail operation with 5,000 square feet or less of gross floor area per establishment	Yes	
Retail operation with greater than 5,000 square feet of gross floor area per establishment	Requires Special Permit	Special permit dissuades large/ corporate businesses from developing in this zone in favor of small/ independent ones
Service Business	Yes	
Restaurant, 5000 square feet or less gross floor area per establishment.	Yes	
Take-out restaurant	Yes	
Restaurant, exceeding 5,000 square feet of gross floor area.	Requires Special Permit	Special permit dissuades large/ corporate businesses from developing in this zone in favor of small/ independent ones
Pharmacy - walk-in	Yes	Promoting pedestrian-oriented development
Drive-in Retail	Requires Special Permit	Dissuades vehicular-oriented development

ZED has included uses specifically of interest to the development team. For the full Table of Uses, refer to the Appendix.



 Downtown Overlay District



LOWELL ZONING MAP



Regulatory and Zoning Review

Lot Frontage

The Lowell Zoning Ordinance defines Lot Frontage as a “continuous line between side lot lines measured along the edge of a street, providing rights of access and potential safe year-round practical vehicular access between the street line and a potential building site, and the street has been determined by the Planning Board to provide adequate access to the lot under the provisions of the Subdivision Control Law and the City of Lowell Subdivision Regulations” (Zoning Ordinance, Article II Definitions, p. 16).

The Building Code allows some buildings height and area increases based on frontage access and type of fire protection system. Based on the Development Team’s desired scale of development (sixty units of housing) and the desire to provide contextual, midrise development, seeking additional height or area beyond what is allowed as-of-right by zoning will not be necessary and, as such, is not considered in our zoning analysis.

Affordable Housing Municipal Incentives

In our zoning study, ZED was unable to discover any municipal incentives for providing affordable housing such as parking reductions or bonuses in height, density or floor area ratio for UMU district zoning. The Zoning Ordinance’s only mention of Affordable Housing is pertaining to the Downtown Lowell Smart Growth Overlay District (SGOD), indicated on the zoning map as a very small parcel by the Riverwalk near where the Concord River merges with the Merrimack River. The Affordable Housing references appear to be a 20% inclusionary zoning provision with increased height and FAR and reduced parking to spur development of a specific parcel. ZED asked Dylan Ricker, Assistant Planner for the City, whether it was possible to apply for SGOD zoning on the LHA parcels for the development of Affordable Housing so the project might benefit from the incentives. He stated that was not possible since the zoning map indicates UMU Zoning for the study parcels (telephone conversation on 9/1/2023).

Buildable Areas and Buildable Envelope

Based on the dimensional requirements, ZED has produced both Buildable Area Site Plans (1 for each block being studied) and an Axonometric Diagram showing the massing of the Buildable Envelope. Here are some notes on these diagrams
The Buildable Envelope is shown as a transparent gray mass in these diagrams.

- These represent the maximum area or volume for the proposed use on the specific sites as of right
- Blocks 1 and 2 will be considered Mixed Use; as such there is no height restriction and max Floor-Area-Ratio is 4.0
- Development on Block 3 will be considered Residential; as such there is no maximum Floor-Area-Ratio and no height restriction. Therefore, the diagram shows an envelope a similar scale to the existing neighborhood buildings with lines projecting upward indicating potential development if a tall skinny building on a small footprint was economically and technically feasible
- The Block 1 and Block 2 proposed options could be taller than the Buildable Envelope mass. This is because no setbacks are required per zoning and allowable F.A.R. is 4, resulting in a 4-story mass as the “buildable envelope”. However, proposed options show some setbacks and/or open space, thereby resulting in buildings of 5 or 6 stories.

Parking Requirements and Concerns

As previously stated, this study assumes no parking requirement, as anticipated by the forthcoming zoning for the area. We recognize, however, this is a concern for a population who, in the absence of robust public transit, is likely to rely on private vehicles to get to jobs, school, and other essential destinations on a regular basis. The lack of parking requirement indicates that the ideals for the neighborhood (reduced vehicular activity) are at odds with the realities of residents’ transit needs. In order for residents not to own vehicles or reduce their reliance on

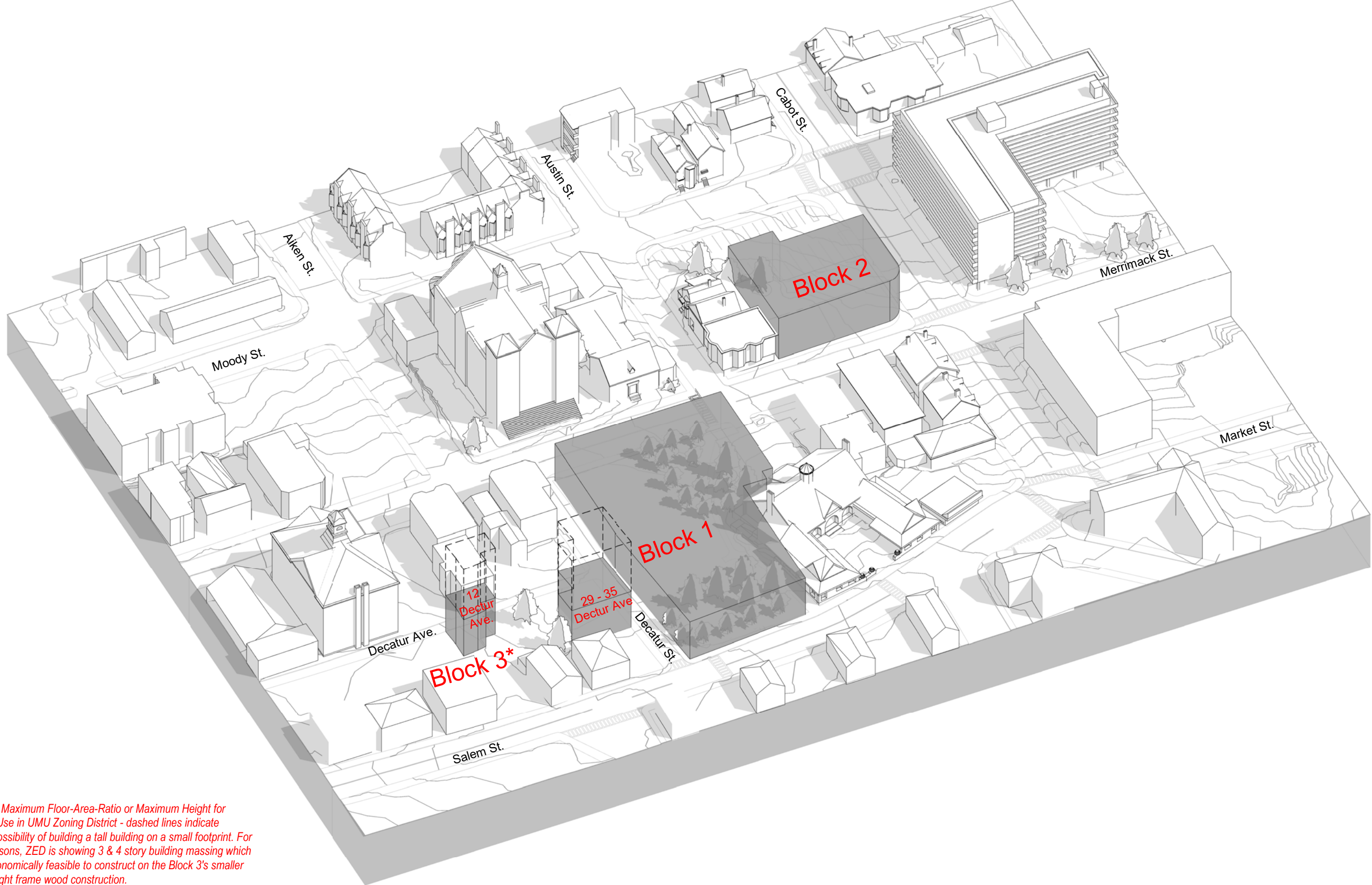
vehicles, convenient, safe, affordable and accessible transit options must be made available within a short timeframe.

For the purposes of this study to aid in addressing parking concerns, our site plans and Schemes indicate available adjacent street parking. And our solutions show practical on-site parking to the greatest extent feasible without hindering development potential or counteracting the city’s stated mixed-use midrise character goals for the neighborhood.

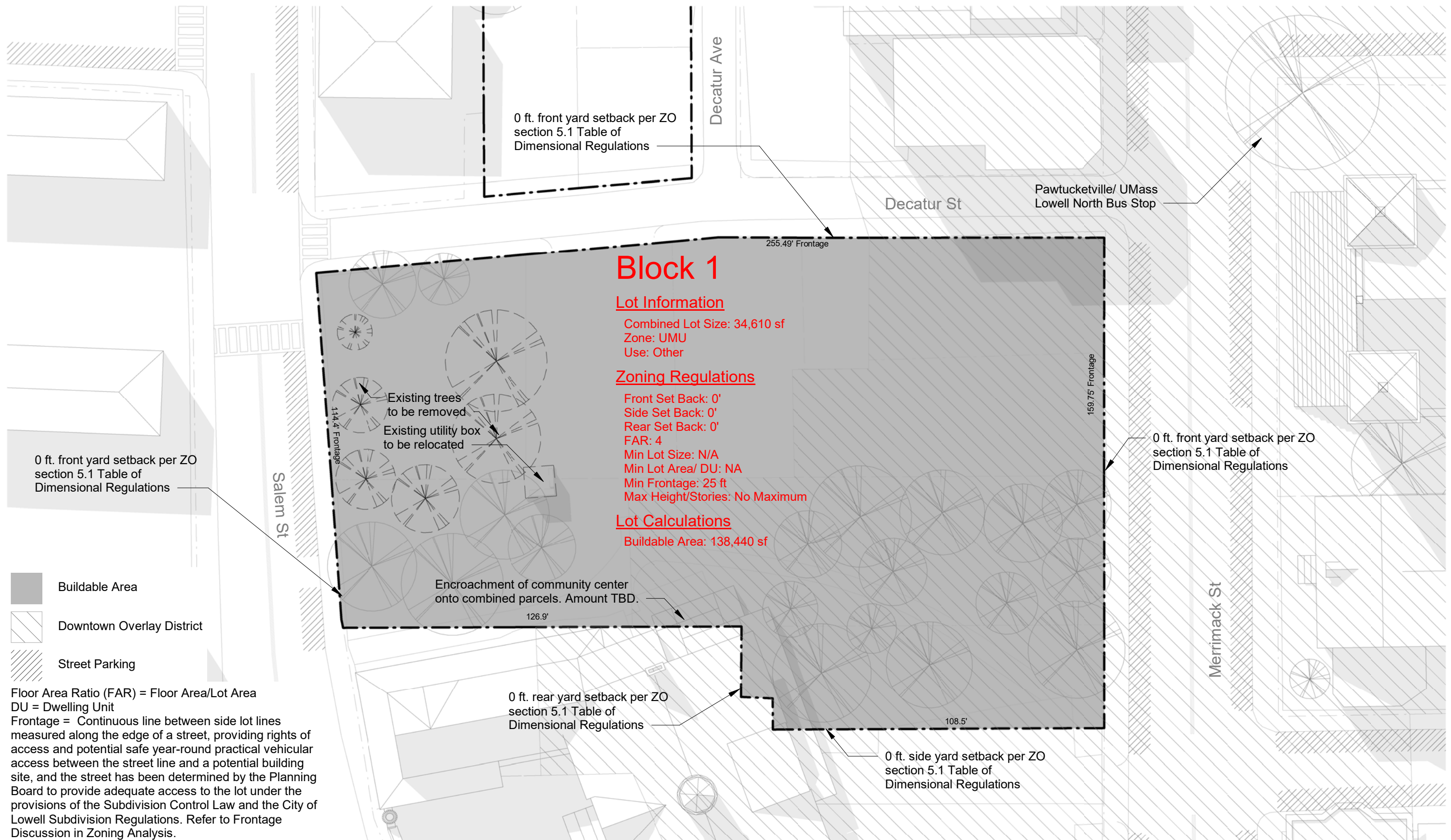
As requested, ZED has provided a second option for Block 1 - Option B - which assumes 1 parking space per unit and still achieves the 60 unit count deemed desirable. An Alternate to Option B is also offered which limits the parking to on-grade at ground level as a more affordable option to multi-level parking garage. However, this alternate option only achieves 45 units.

Additionally, of note in the existing Zoning Ordinance, Section 4.3.5 Special Rules Item 5 states “In a Commercial, Mixed-Use, Special Purpose, Office, or Industrial District, an off-site parking area, as an accessory use, located within 1000 feet of a primary use on a separate lot and for the parking of passenger cars of employees, customers or guests of commercial or institutional establishments, provided no charge is made for parking, and no automotive sales or service operations are performed in the parking area, may be allowed by special permit” (Zoning Ordinance, p. 30). We would suggest this provision of providing parking on a nearby lot to your residents, which is allowed by special permit, could potentially bridge the gap in demand for parking if deemed necessary.

Another useful provision in the current Zoning Ordinance, is stated in Table of Uses 12.6 (i), allowing for a “private area used for parking passenger cars of residents of other lots located within 400 feet or their guests owned and operated by a registered not-for-profit or public entity and not operated as a gainful business” by Special Permit. Refer to the potential parking available noted under “Additional Thoughts and Ideas” in the Block 3 Option section of this report.



**There is no Maximum Floor-Area-Ratio or Maximum Height for Residential Use in UMU Zoning District - dashed lines indicate regulatory possibility of building a tall building on a small footprint. For practical reasons, ZED is showing 3 & 4 story building massing which might be economically feasible to construct on the Block 3's smaller sites using light frame wood construction.*

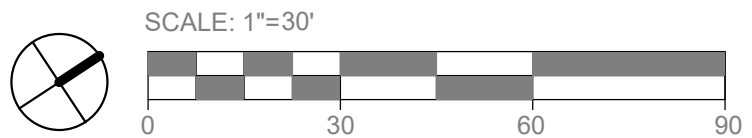
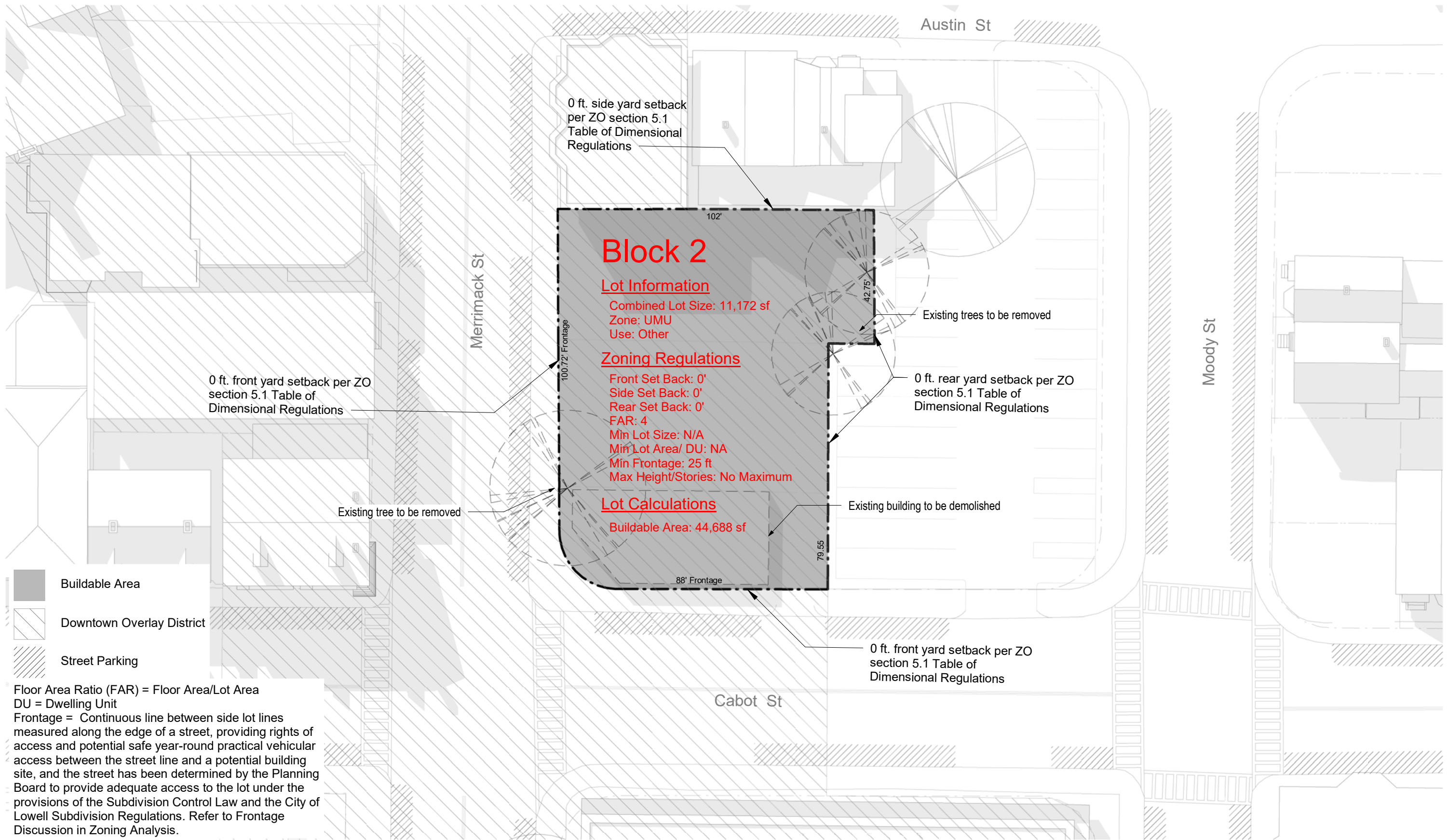


Buildable Area

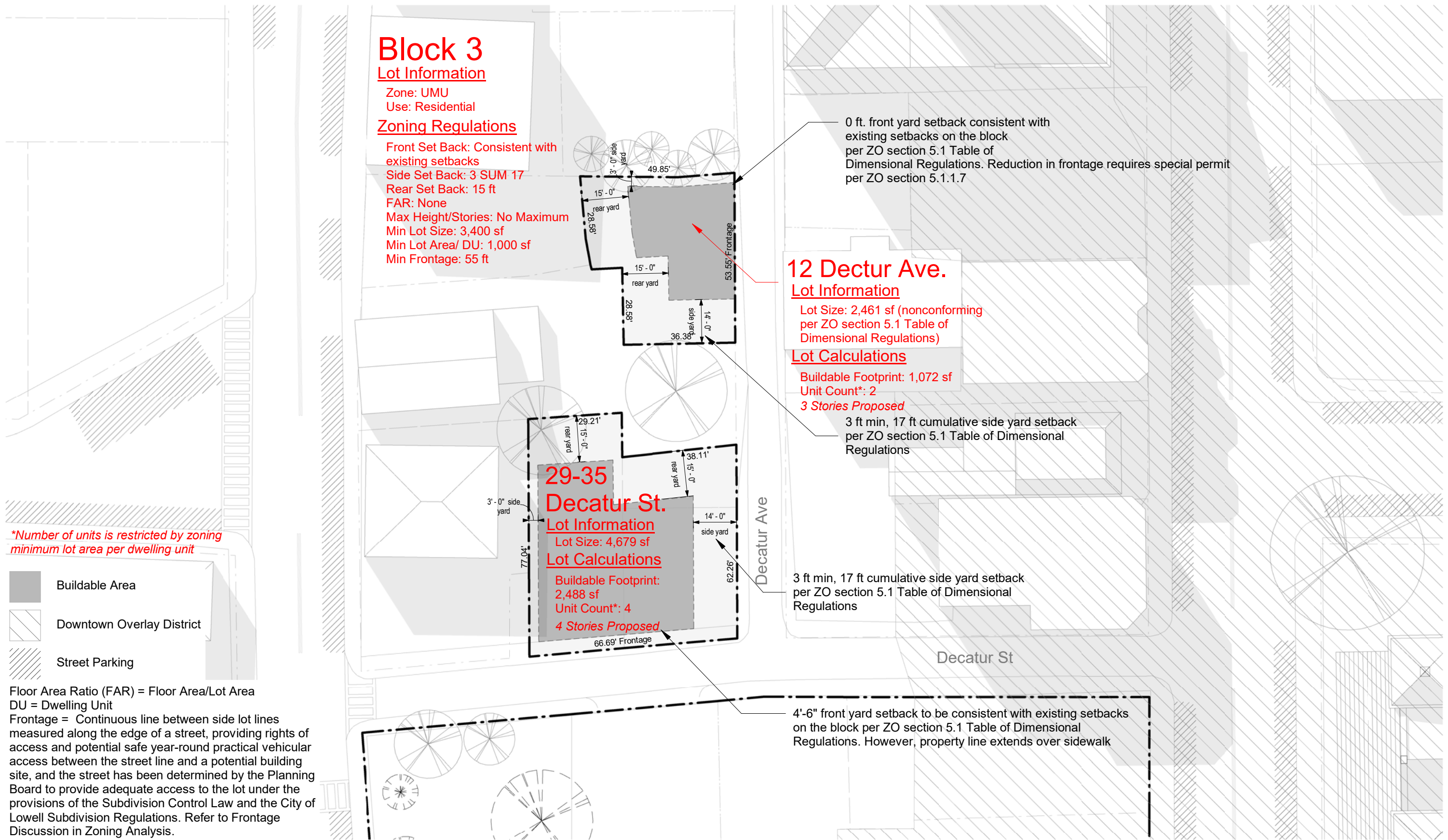
Downtown Overlay District

Street Parking

Floor Area Ratio (FAR) = Floor Area/Lot Area
 DU = Dwelling Unit
 Frontage = Continuous line between side lot lines measured along the edge of a street, providing rights of access and potential safe year-round practical vehicular access between the street line and a potential building site, and the street has been determined by the Planning Board to provide adequate access to the lot under the provisions of the Subdivision Control Law and the City of Lowell Subdivision Regulations. Refer to Frontage Discussion in Zoning Analysis.



BLOCK 2 - BUILDABLE FOOTPRINT



Applicable Codes

Since this study is being conducted in Q3 of 2023 and a Design Phase for the Project would likely start Q1 2024 at the earliest, with adequate time for regulatory review, design and bidding, we assume any construction work would apply for permits in Q1 of 2024 at the very earliest. At that point in time, the applicable building code will be the 10th Edition of the MA State Building Code, which will adopt 2021 IBC and IRC.

Any new work shall conform to IECC 2021 with MA Stretch Energy code which is now governed by DOER and went into effect in July 2023. Lowell is a Stretch Code Community.

The development must adhere to the requirements of Americans with Disabilities Acts, Massachusetts Architectural Access Board Regulations (MAAB), and the Uniform Federal Accessibility Standards, ensure that all public spaces in the buildings are accessible, and provide 5% of units as mobility-accessible MAAB “Group 2A” units and 2% of units with Deaf/Hearing Impaired Devices per MAAB. The remaining units must comply with MAAB “Group 1” accessibility requirements.

The new construction will be equipped throughout with code-compliant fire protection and fire alarm systems.

Additionally, the buildings must meet the requirements of the Massachusetts Multifamily New Construction Design Requirements & Guidelines, made available by the Executive Office of Housing and Livable Communities. ZED proposed solutions, including layouts for apartment interiors, allocate adequate space for the requirements outlined in those Guidelines.

Sustainability and Resiliency

Any modernization or redevelopment as state-funded housing shall conform to the Complete Climate Resilience Design Guidelines, EOHLC’s* Design Guidelines for Resiliency. As previously stated, the MA State Energy Code is now IECC 2021 with MA Stretch Energy code compliance required for the City of Lowell. ZeroEnergy recommends following the principles of Passive House as a calculated and data-driven approach to design, including early energy modeling, as a best practice for sustainable and reliably-performing building construction, whether or not certification is a project goal. Based on state climate and resiliency goals, we recommend any new construction be all-electric and incorporate renewable (solar) energy or be designed as solar-ready. For Affordable Housing projects, we also recommend incorporating Enterprise Green Communities criteria in the design, again whether or not certification is a project goal.

*Executive Office of Housing and Livable Communities, formerly Department of Housing and Community Development (DHCD)

Analysis and Principle Considerations

The evidence gathered and presented in this study all lead the Design Team to deduce that the City Planning Department - with adequate city council and public support - desire and advocate mixed-use, midrise, transit-oriented, walkable and accessible development for the area of study. This appears to be a long-standing goal considering the current zoning ordinance designates the area Urban Mixed Use (name is self explanatory). The Merrimack Street Downtown Overlay District promotes a bolstering of commercial spaces (specifically retail and restaurant, not office use) directly on the commercial street, in an effort to activate the streetscape. These are tried and true urban planning strategies.

The new addition to the City’s planning strategies to achieve the same goal is the addition of a TOD (Transit-Oriented-Development) Zoning Overlay which will eliminate the parking requirement and indicates to the design team the City’s commitment to revitalization and walkability.

To reiterate, the evidence presented includes an observed and documented existing neighborhood which is persistently low-density and under-invested, the City’s published Zoning Ordinance as well as the complementary Comprehensive Masterplan, concurrent City initiatives (Masterplan Update Lowell Forward 2040) and the forthcoming Transit Oriented Development Zoning Overlay (Mixed Use Midrise Overlay District).

Based on this analysis, to achieve regulatory and long-term success, the design team recommends LHA & RENU Development focus on aligning its Affordable Housing goals with the goal of a vibrant, urban, mixed-use midrise vision the City holds for the neighborhood. As such our proposed Massing, Concept, and Options will emphasize development strategies that align with the City goals as stated herein.

Unknown Conditions, Areas of Concern, Permissibility Issues, and Unaddressed Development Aspects

Sites Previously Held Historically Significant Structures

While looking into nearby historic districts, as well as properties listed on the Register of National Historic Places and properties inventoried by the state, ZED discovered that three LHA-owned properties held structures meeting the definition of “historic structure” according to Zoning Ordinance 9.1.6 which have since been demolished. These properties meet the definition of “historic structure” since they are “Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior.” These properties are listed as “not being demolished” on the Massachusetts Historical Commission (MHC) Historic Inventory, found on Massachusetts Cultural Resource Information System (MACRIS). The three properties are 734-736 Merrimack Street (The Timothy Bascom House), 730-732 Merrimack Street (The J.H. Roy House), and 722-724 Merrimack Street (Albert Wheeler - Joshua Converse House).

ZED was informed of structures on Salem and Decatur Streets and Decatur Avenue being demolished, but not on Merrimack Street. It is likely these were demolished prior to acquisition by LHA. The properties were all inventoried in 1980. No. 722 and 724 were purchased from Lowell Development and Financial Corporation (LDFC) in 1995. No. 730 was purchased from the City of Lowell in 1998 and No. 734 was purchased from Mary Katsikas in 1999. LDFC or previous owners may be able to inform about the circumstances surrounding demolition. Whichever entity or owner demolished the properties, may be at risk of having violated Massachusetts General Law. c. 9, §§ 26 through 27C. To limit LHA's liability when moving into a development phase in which the project will come under public scrutiny, ZED recommends investigating when and by whom these structures were demolished, confirming current non-significance of properties with the Lowell Historic Board, and contacting MHC to update their records accordingly.

Physical Site Surveys

A full and complete survey of the properties, their utilities, the elevations and grades, site features, and soil conditions has not been conducted for this study based on direction from the LHA. ZED has relied on publicly-available information from MassGIS and Lowell GIS department, other online sources, as well as limited observation and a visual survey conducted during ZED's site visit.

ZED has been made aware from information provided by the City that the areas surrounding the site do not have separated storm and sewer drains. Stormwater and Sewer are combined in this neighborhood. This information is outside the scope of the study because it did not directly pertain to the yield analysis of the parcels in question. It could, however, be a concern for the development if greatly increasing the demand on the existing drains with new connections made to the street utilities (such as would be required for a large-scale development). It is also a concern for cities who are already experiencing increased flash flooding due to climate change. Please be aware that as the development moves forward, LHA-RENU may be asked to assist the city in separating part of the system's storm drains from sewer in the immediate vicinity.

ZED recommends commissioning environmental reports, geotechnical reports, and professional surveys of the properties by qualified professionals in those disciplines, and seeking consultation regarding permitting with your civil engineer, as early as possible leading up to the design phase to facilitate awareness of any potential site-related issues.

Legal or Deed Restrictions

Similarly, we recommend a full and complete investigation into legal restrictions on the properties. While we did not encounter any legal restrictions during our zoning research or note any potential easements or unanticipated uses during our site visit.

Permissibility

In our study, we did not encounter any major cause for concern regarding obtaining a permit. According to Dylan Ricker, there are no zoning restrictions on combining lots. The applicant needs to demonstrate 25 ft of frontage (adequate frontage at all sites proposed to be combined), and to submit an ANR (Approval Not Required) application form to the planning department to merge the lots.

Site Plan Review is required for any residential structure with more than three dwelling units per ZO 11.4.2 Item 2. Planning Board approval will be required for more than 11 units on one lot per ZO Article XII Table of Uses. ZED recommends LHA-RENU communicate early and often with as much good will and transparency as possible with the Planning Department about development intentions. This approach will build good relations with the department and facilitate a smoother process when the projects move ahead to future phases.

For the smaller development on Block 3, LHA would need to obtain special permission for reduction in frontage (less than 55 ft frontage) and per the Table of Uses, 2 dwelling units on a UMU-zoned lot also requires special permission for the 12 Decatur Ave site only. The ZO indicates frontage reduction is permissible per ZO 5.1.1.7 in a UMU district.

Unknown Conditions, Areas of Concern, Permissibility Issues, and Unaddressed Development Aspects

Planned Development

We also recommend LHA and RENU follow up with Board Member contacts who may be able to advise regarding other developments within the immediate vicinity, specifically any planned by UMass or Merrimack St Real Estate Development Corp. It is possible that there are mutually beneficial or synergistic opportunities for collaboration with these other entities, or that they might lend support to LHA and RENU's proposed developments.

Forthcoming Zoning Revisions

This study anticipates notable revisions to parking requirements for this part of the city due to the anticipated Transit Oriented Development Zoning Overlay. ZED received information verbally over the phone from the Planning Department only regarding minimum parking requirements being eliminated at these sites. Other details of this TOD Zoning Overlay are at this stage unknown.

**Conceptual Design, Massing and
Preliminary Cost Estimate of Options**

Preliminary Construction Cost Estimate Assumptions

Basis for the Estimate and Assumptions

1. Estimates are based on Conceptual Designs by ZeroEnergy Design as part of this study
2. Estimates are provided for (4) Schemes: (1) Block 1, Option A - "Preserve Open Space"; (2) Block 2, Option B1 - "One Parking Space per Dwelling Unit"; (3) Block 2 - "Maximum Development Yield"; (4) Block 3 - "Economic Residential Development Potential for small parcels"
3. Square Footage Costs are based on the following Sources: 2022 Professional Construction Estimator Estimates for similar construction type from, 2021 Q1 Cumming Report US Cost/SF Construction Market Analysis, 2022 The Beck Group Cost Report for parking costs, 2023 WGI Parking Structure Cost outlook, recent construction costs for similar projects disclosed by ZED's client, Cambridge Housing Authority, in an internal memo. R.S. Means 2020 cost data was used for demolition costs for 681 Merrimack Street. Escalation at 6% per year has been accounted for in adapting these reference numbers to project the anticipated construction cost.
4. Per Unit Costs are included as a secondary metric of comparison for reference. Construction costs for four recent similar area projects were used (with escalation built in). Note Block 1, which has the highest yield, results in the Per Unit cost being close/comparable to the Square Foot Cost. The Per Unit Cost for Block 2 is unlikely to be an accurate cost metric since there is more development of non-unit space planned for this block. The data used for Block 3 is from a similarly-sized 2 unit project for another Housing Authority that was recently estimated by an Independence Cost Estimator.
5. Block 1, Option B2 is provided only as a written description as an Alternate to Block 1 Option B1
6. These cost estimates assume prevailing wage and public bidding will be required.
7. Typical sitework has been included. Atypical site work, such as blasting for ledge, is excluded.

8. Based on the likely timeline of funding, planning, design, and bidding, these construction estimates assume 2025 prices as the midpoint of construction. Escalation has been included at 6% per year to inflate historical prices to the midpoint of construction.
9. Data sources where we assume "open shop" (i.e. no prevailing wage) have been escalated for prevailing wage and public bidding by 43% based on studies conducted by another Housing Authority.
10. Data sources where we assume union or prevailing wages have been escalated for public bidding by 20% based on studies conducted by another Housing Authority.

Exclusions

1. Design fees and other soft costs
2. Interest expense
3. Owner's project administration
4. Printing and advertising
5. Specialties, loose furnishings, fixtures and equipment beyond what is noted
6. Site or existing condition surveys and investigations
7. Hazardous material or soils remediation, or other environmental remediation
8. Tenant fit out

Block 1 - Option A “Preserve Open Space”

Block 1, Option A conceptual design yields 75 apartments on levels 2-6 (15 units/floor), 3,085 sf Commercial Space along Merrimack Street at Ground level and 1,902 sf Business Tenant space on the ground floor on Salem Street. The first floor housing Storage Use (garage) and commercial uses will be non-combustible construction with fire-resistive construction separating it from the five residential floors of wood construction and is permitted by a special provisions section in the code, and is known as “podium construction.” A licensed daycare facility may be considered for the business tenant on Salem Street, taking advantage of proximity to low-rise family housing. The Commercial tenant on Merrimack Street could be a new eat-in restaurant with healthy options, such as Life Alive (the recently-completed Davis Square Life Alive required 3,000 sf). The tenant spaces could also be subdivided for appropriate neighborhood businesses, take-out restaurant or retail. Note, it is assumed that tenants will be provided with a “warm dark shell” and will fit out their leased space at their own expense. The residential unit breakdown is (37) 1-Bedroom apartments and (38) 2-Bedroom apartments, which include (2) mobility accessible 1-Bedroom units and (2) mobility accessible 2-Bedroom units. (2) deaf/hearing-impaired equipped units will also be required to comply with Massachusetts Accessibility code. These metrics are summarized in the charts labeled “Block 1 Areas - Opt. A - Preserve Open Space.”

The conceptual site design locates the mass of the building along one-way Decatur Street, with Leasable Tenant space on the ground floor at the commercial streets and parking on-grade between the ground floor indoor spaces. The parking (limited to 19 spaces below the residential floors) will be accessed from an existing curb cut on Decatur Street, which is currently a very wide curb cut and may be narrowed. The building is proposed set back from Decatur Street by 10 ft. to increase safety for pedestrians on Decatur Street, provide a gracious entry to the building, and improve the proportions and psychological comfort of that outdoor space beside a tall building - in other words improve the proportions of the street cross-section by making the scale of the

street match the scale of the buildings. The site concept allows for generous public open space between the new development and the community center, extends the Green Alley (Decatur Ave.) to a “Nature Node,” offers the possibility of retaining some mature shade trees, and maintains a mid-block pedestrian path between Merrimack and Salem Streets, all desirable attributes for a safe, healthy and walkable environment.

The gross building area is 86,904 sf, which results in a Floor Area Ratio (F.A.R.) of 2.51. A F.A.R. of 4 is allowed as-of-right for this use and this zoning so this proposed scheme does not maximize yield. There are approximately 21 street parking spaces adjacent to this block, making the parking count 40 or a ratio of 0.53 spaces per dwelling unit.

The site work in redeveloping this site will require the relocation of Site electrical equipment and telephone box which is currently located near the parking area on Block 1.

Alternate to Block 1 Option A: If the team prefers 60 units and a 5-story structure (matching the height of the Acre Crossing development across Cabot Street), the residential area may simply be reduced by one 15,309 sf floorplate.

Strengths of this Option:

- Aligns with City’s expressed development goals
- Achieves a high yield without maximum density
- Preserves open space and mature shade trees
- Does not require any new curb cuts
- Activates the commercial streetscape and provides interesting and pleasant pedestrian experience
- Provides minimal but useful on-site parking achieving between 0.25 and 0.5 spaces/dwelling unit

Drawbacks of this Option:

- May not provide adequate parking for residents
- Does not maximize yield (higher density is allowed as-of-right)

Block 1 OPT. A “Preserve Open Space” (i.e. no parking required)

Area Square Footage	Description	QTY	UNIT
	Combined Lot Area	34,610	SF
	Typical Floor Plate	15,309	SF
	Stories	6	Stories
	Proposed Floor Area	86,904	SF
	Floor - Area - Ratio	2.51	Floor Area/ Lot Area

Program Gross Square Footage (Does not include parking)

Residential - Total	81,916	SF
Unit	62,722	SF
Amenity	5,374	SF
Circulation	11,561	SF
Miscellaneous	2,259	SF
Commercial	3,085	SF
Business	1,902	SF

Unit Count	
Unit Count - Total	75 DU
1 BR	37 DU
2 BR	38 DU
Accessible Units	4 DU

Parking	
Parking Spaces	19 Spaces
Parking Ratio	0.25 DU

Block 1 - Option A “Preserve Open Space”

Area Schedule Block 1 - Option A

Area Category	Area	Count
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BLOCK 1 LEVEL 1

Business - Early Childhood	1,902 SF	1
Commercial	3,085 SF	1
Residential-Amenity	1,000 SF	2
Residential-Circulation	1,066 SF	4
Residential-Miscellaneous	737 SF	4
	7,790 SF	

BLOCK 1 LEVEL 2

Residential-Amenity	619 SF	1
Residential-Circulation	1,853 SF	4
Residential-Miscellaneous	291 SF	3
Residential-Unit	12,544 SF	15
	15,307 SF	

BLOCK 1 LEVEL 3

Residential-Amenity	619 SF	1
Residential-Circulation	1,853 SF	4
Residential-Miscellaneous	291 SF	3
Residential-Unit	12,545 SF	15
	15,307 SF	

BLOCK 1 LEVEL 4

Residential-Amenity	619 SF	1
Residential-Circulation	1,854 SF	4
Residential-Miscellaneous	291 SF	3
Residential-Unit	12,545 SF	15
	15,308 SF	

BLOCK 1 LEVEL 5

Residential-Amenity	619 SF	1
Residential-Circulation	1,853 SF	4
Residential-Miscellaneous	291 SF	3
Residential-Unit	12,545 SF	15
	15,308 SF	

BLOCK 1 LEVEL 6

Residential-Amenity	619 SF	1
Residential-Circulation	1,854 SF	4
Residential-Miscellaneous	291 SF	3
Residential-Unit	12,545 SF	15
	15,308 SF	

BLOCK 1 ROOF

Residential-Amenity	1,277 SF	3
Residential-Circulation	1,229 SF	4
Residential-Miscellaneous	69 SF	1
	2,575 SF	

Unit Matrix Block 1 - Option A

Name	Area	Count
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1 BR

1 BR	26,700 SF	37
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2 BR

2 BR	36,022 SF	38
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TOTAL	62,722 SF	75
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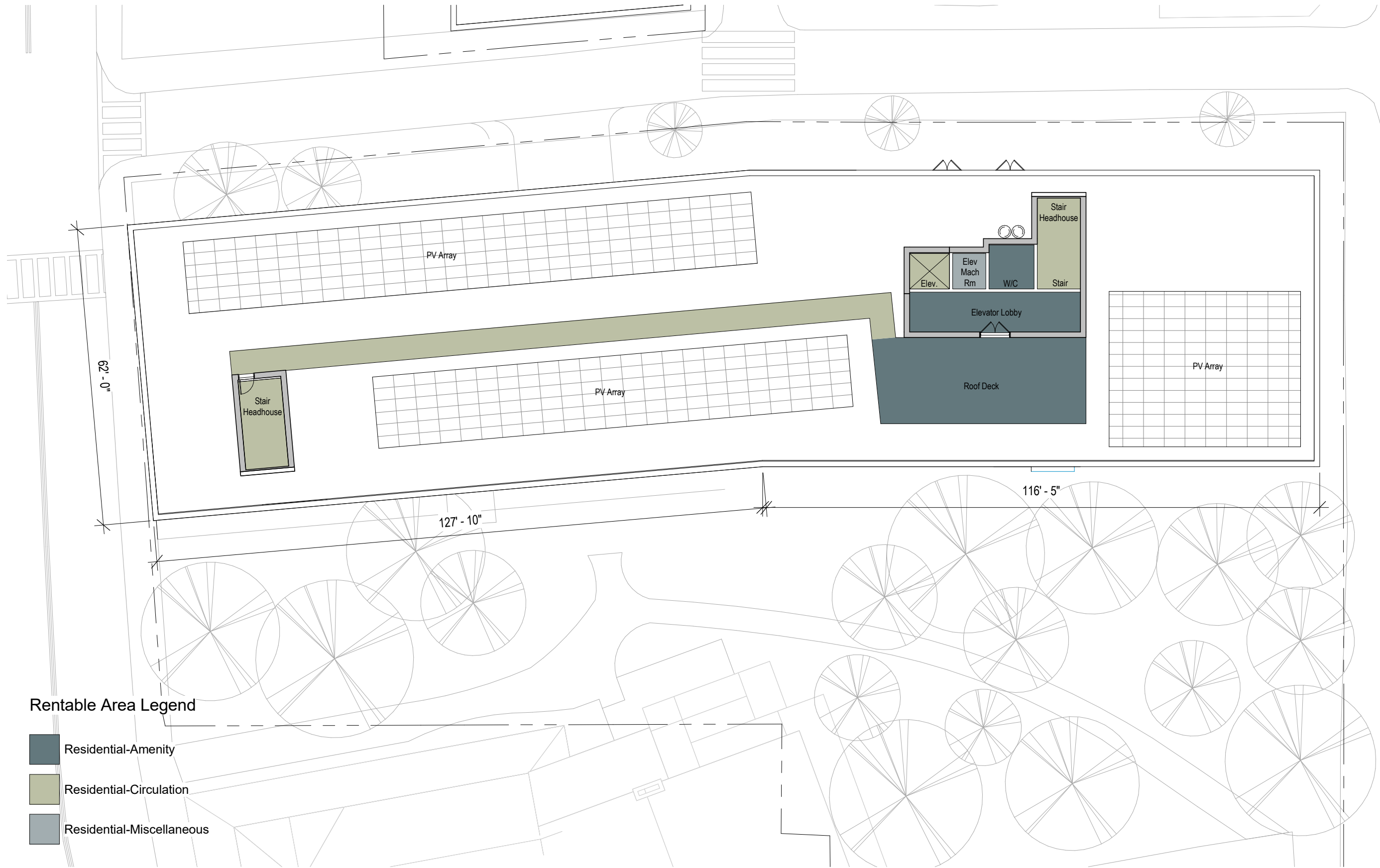


BLOCK 1 OPT. A - LEVEL 1



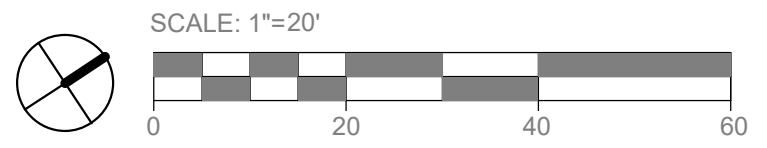
Rentable Area Legend

- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous
- Residential-Unit



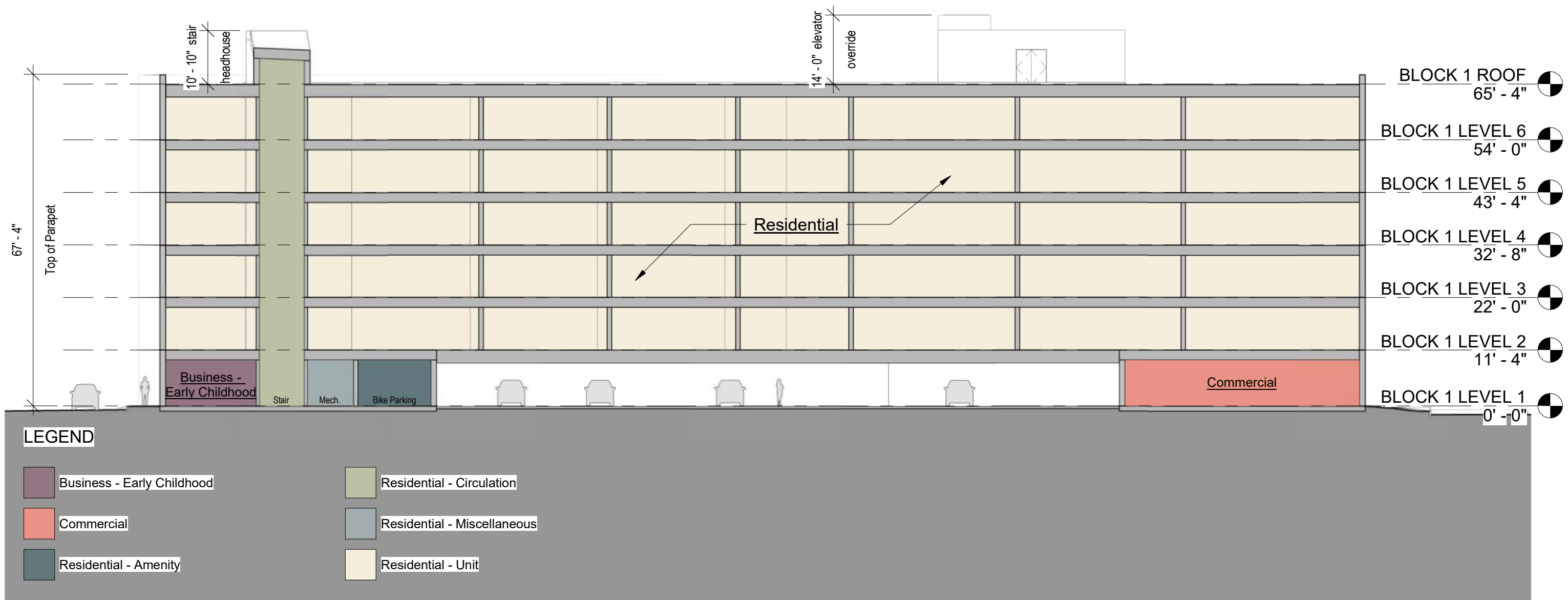
Rentable Area Legend

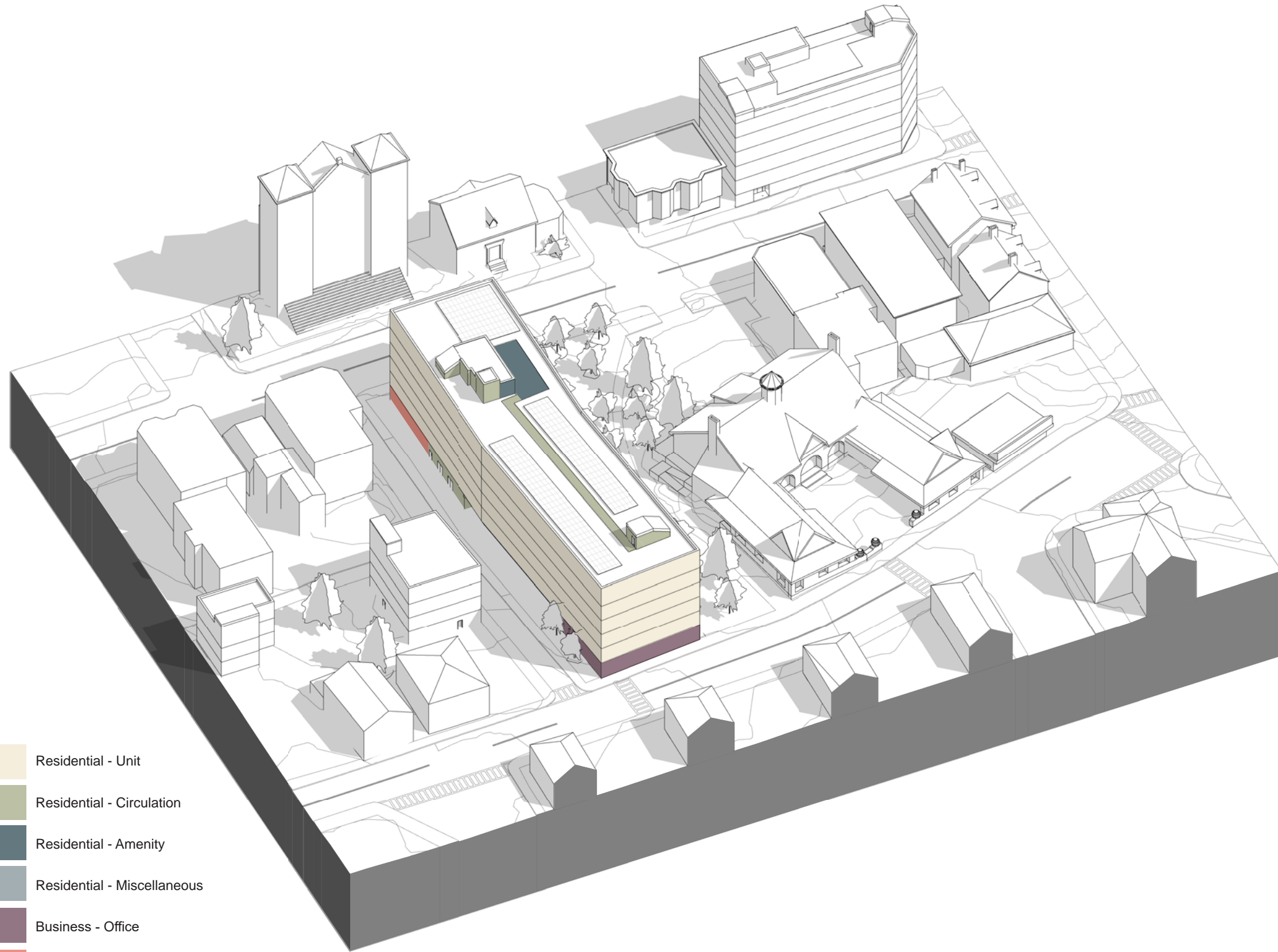
- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous



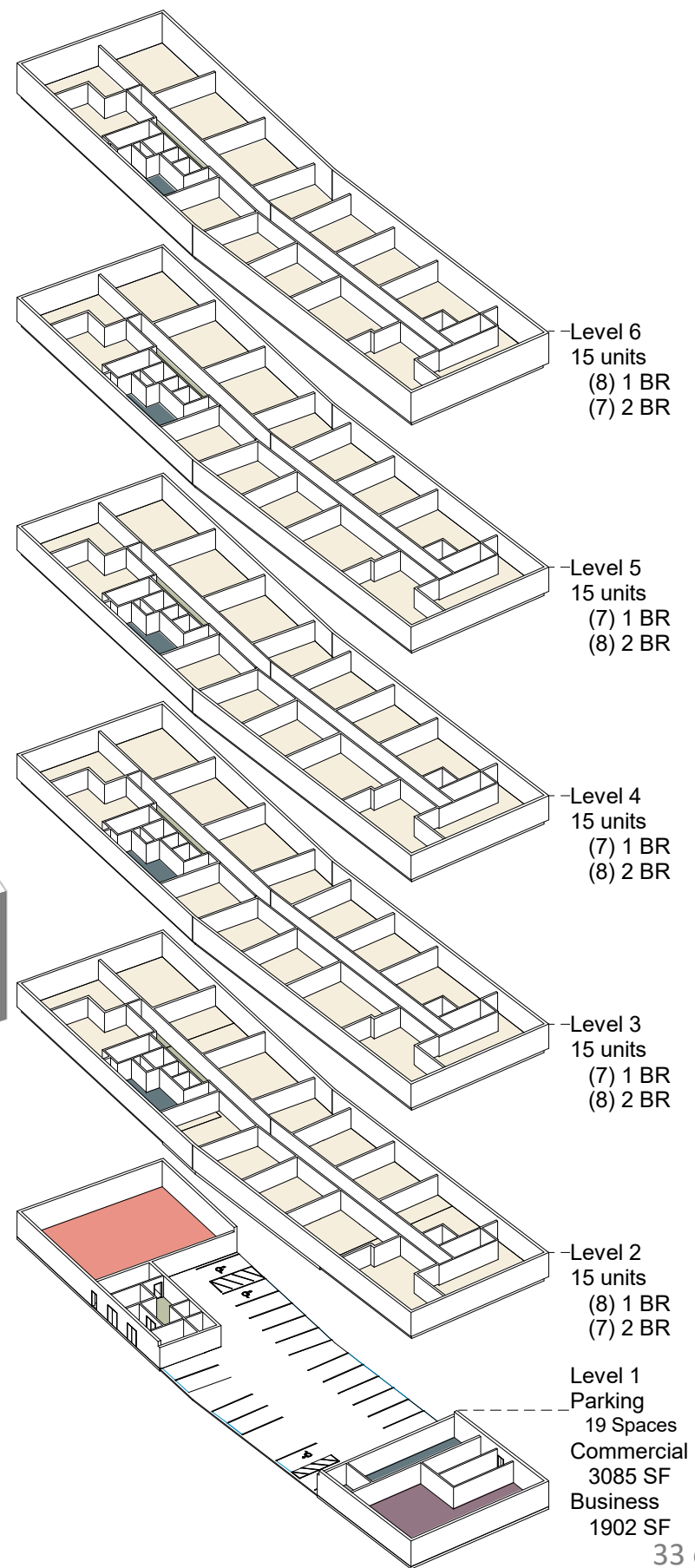
BLOCK 1 OPT. A - ROOF







- Residential - Unit
- Residential - Circulation
- Residential - Amenity
- Residential - Miscellaneous
- Business - Office
- Commercial



Preliminary Construction Cost Estimate

Block 1 OPT. A "Preserve Open Space" (no parking required)

Square Foot Cost	Description of Space	UNIT	QTY	UNIT COST	SUBTOTAL	SOURCE NOTES
	Commercial	sf	3,085	\$495.40	\$1,528,296.53	2021 Q1 Cumming Report: Construction Market Analysis
	Business - Licensed Childcare Facility	sf	1,902	\$593.87	\$1,129,539.15	2021 Q1 Cumming Report: Construction Market Analysis
	Residential	sf	74,39	\$548.42	\$40,800,447.6	project-specific data point; another project-specific data point and 2021 Q1 Cumming Report: Construction Market Analysis consulted but not used
	Parking	each space	19	\$43,988.94	\$835,789.86	WGI Parking Structure Cost outlook for 2023 for Boston location; addition reference from The Beck Group, Cost Report, Summer 2022 consulted but not used
TOTAL					\$44,294,073.21	using per square foot method

Per Unit Cost	Description of Space	UNIT	QTY	COST	SUBTOTAL	SOURCE NOTES
	Cost per Residential Dwelling Unit	each	75	\$601,545.46	\$45,115,909.62	Average of cost per unit from two projects - one of similar scale and the other slightly larger
BLOCK 1 OPT. A TOTAL					\$45,115,909.62	alternate calculation using cost per unit

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Block 1 - Option B1 “One Parking Space per Dwelling Unit”

Block 1, Option B1 conceptual design yields 60 apartments on levels 3-6 (15 units/floor), with car parking on grade accessed via the existing Decatur St. curb cut and a second level of parking accessed via a new curb cut and ramp on Salem Street. There is also a simple residential entry on Merrimack Street at Ground level with no commercial space proposed. The floors housing vehicular storage are required to be non-combustible construction with fire-resistive construction separating it from the four floors of wood construction above. The residential unit breakdown is (28) 1-Bedroom apartments and (28) 2-Bedroom apartments, and (4) 3-Bedroom apartments which will include (3) mobility accessible units. (2) deaf/hearing-impaired equipped units will also be required to comply with Massachusetts Accessibility code. These metrics are summarized in the charts labeled “Block 1 Areas - Opt. B - (1) Parking Space Per DU.”

The conceptual site design locates the mass of the building in the same location as Block 1 Option A, and the site layout is similar allowing for generous public open space between the new development and the community center, offers the possibility of retaining some mature shade trees, and maintains a mid-block pedestrian path between Merrimack and Salem Streets. However, the pedestrian extension of the Green Alley has been eliminated to maximize parking.

The gross building area is 67,829 sf, which results in a Floor Area Ratio (F.A.R.) of 1.96. A F.A.R. of 4 is allowed as-of-right for this use and this zoning so this proposed scheme does not maximize yield and is quite low density. There are approximately 21 street parking spaces adjacent to this block, making the parking count 81 or a ratio of 1.35 spaces per dwelling unit. The site work in redeveloping this site will require the relocation of Site electrical equipment and telephone box which is currently located near the parking area on Block 1.

If the team deems the 2-level parking structure too costly to develop, the development team might consider Alternate Option B2, which assumes 1 level of parking on grade with 45 parking spaces and (3) levels of apartments above for a total of four floors and 45 apartments. In Option B2, 4 spaces are tandem parking spaces.

Strengths of this Option:

- Provides 1 parking space for each apartment
- Achieves a high yield without maximum density
- Preserves open space and mature shade trees

Drawbacks of this Option:

- ZED has concerns about whether the City would approve this development proposal
- Does not align with City’s expressed development goals
- Does not create commercial space for revenue, for local investiture/ entrepreneurship, or to activate the streetscape
- Whether or not screening elements are incorporated, a multi-level parking structure would read as a “parking garage” from the street which detracts from the beauty and psychological safety of the streetscape
- Introduces a curb cut to Salem Street which is undesirable and may not be permissible

Block 1 OPT. B1 “One Parking Space per Dwelling Unit”

Area Square Footage	Description	QTY	UNIT
	Combined Lot Area	34,610	SF
	Typical Floor Plate	15,310	SF
	Stories	6	Stories
	Proposed Floor Area	67,829	SF
	Floor - Area - Ratio	1.96	Floor Area/ Lot Area

Program Gross Square Footage (Does not include parking)

	Residential - Total	QTY	UNIT
Unit		49,987	SF
Amenity		3,627	SF
Circulation		11,750	SF
Miscellaneous		2,464	SF

Unit Count

Unit Count - Total	60	DU
1 BR	28	DU
2 BR	28	DU
3 BR	4	DU
Accessible Units	3	DU

Parking

Parking Spaces	60	Spaces
Parking Ratio	1	Parking Spaces/ DU

Block 1 - Option B1 "One Parking Space per Dwelling Unit"

Area Schedule Block 1 - Option B		
Area Category	Area	Count
BLOCK 1 LEVEL 1		
Residential-Amenity	191 SF	1
Residential-Circulation	884 SF	4
Residential-Miscellaneous	388 SF	2
	1,463 SF	
BLOCK 1 LEVEL 2		
Residential-Circulation	1,077 SF	4
Residential-Miscellaneous	387 SF	2
	1,463 SF	
BLOCK 1 LEVEL 3		
Residential-Amenity	354 SF	1
Residential-Circulation	2,077 SF	4
Residential-Miscellaneous	382 SF	3
Residential-Unit	12,496 SF	15
	15,310 SF	
BLOCK 1 LEVEL 4		
Residential-Amenity	354 SF	1
Residential-Circulation	2,077 SF	4
Residential-Miscellaneous	382 SF	3
Residential-Unit	12,497 SF	15
	15,310 SF	
BLOCK 1 LEVEL 5		
Residential-Amenity	354 SF	1
Residential-Circulation	2,077 SF	4
Residential-Miscellaneous	382 SF	3
Residential-Unit	12,497 SF	15
	15,310 SF	
BLOCK 1 LEVEL 6		
Residential-Amenity	354 SF	1
Residential-Circulation	2,077 SF	4
Residential-Miscellaneous	382 SF	3
Residential-Unit	12,497 SF	15
	15,310 SF	
BLOCK 1 ROOF		
Residential-Amenity	2,021 SF	3
Residential-Circulation	1,482 SF	5
Residential-Miscellaneous	160 SF	1
	3,663 SF	
GROSS AREA	67,829 SF	

Unit Matrix Block 1 - Option B		
Name	Area	Count
1 BR		
1 BR	18,783 SF	28
2 BR		
2 BR	25,918 SF	28
3 BR		
3 BR	5,286 SF	4
TOTAL	49,987 SF	60

Block 1 OPT. B2 "One Parking Space per Dwelling Unit"

Area Square Footage	Description	QTY	UNIT
	Combined Lot Area	34,610	SF
	Typical Floor Plate	15,310	SF
	Stories	4	Stories
	Proposed Floor Area	51,055	SF
	Floor - Area - Ratio	1.48	Floor Area/ Lot Area

Program Gross Square Footage (Does not include parking)

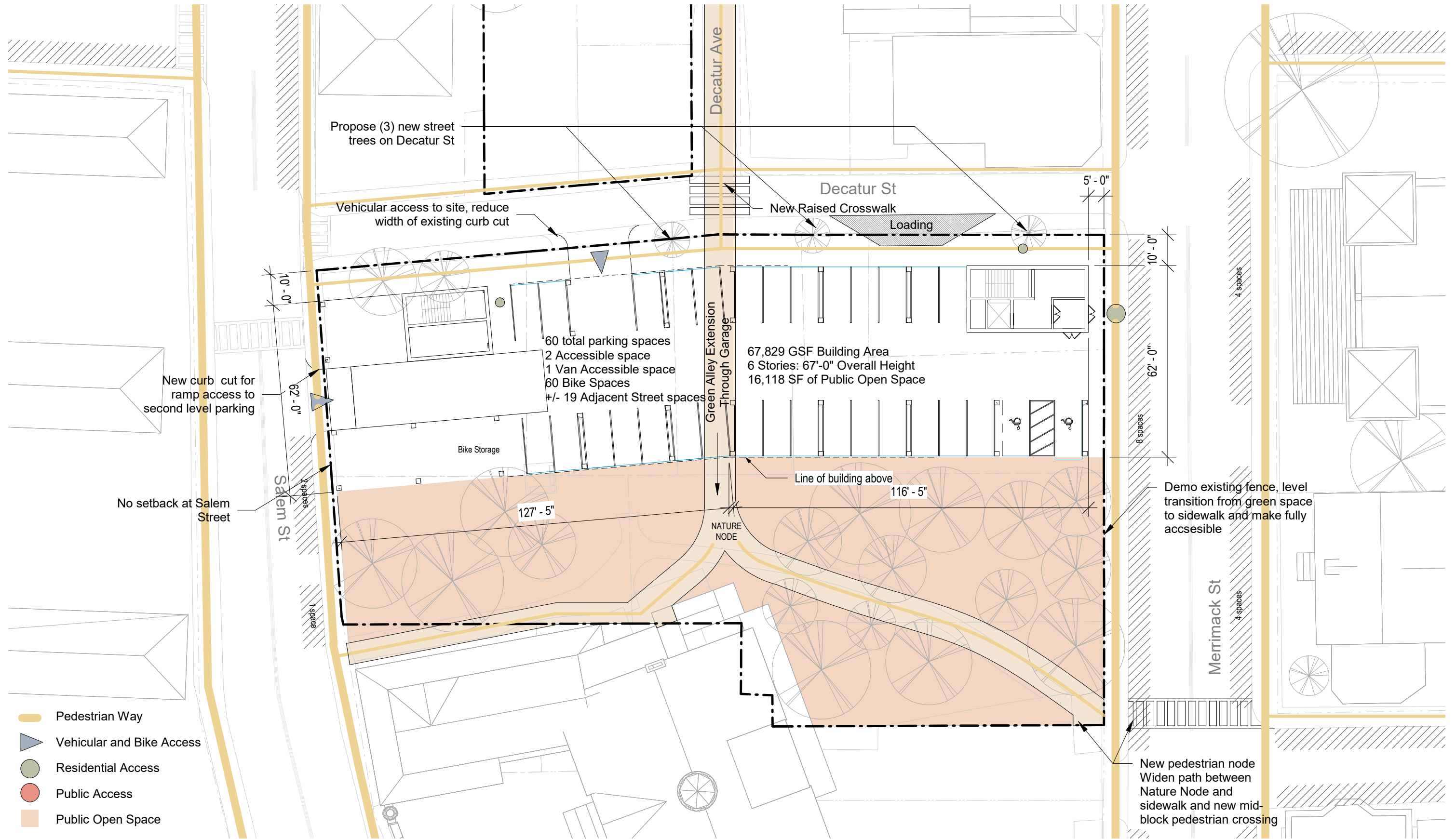
Residential - Total	51,055	SF
Unit	37,491	SF
Amenity	3,273	SF
Circulation	8,596	SF
Miscellaneous	1,695	SF

Unit Count

Unit Count - Total	45	DU
1 BR	21	DU
2 BR	21	DU
3 BR	3	DU
Accessible Units	3	DU

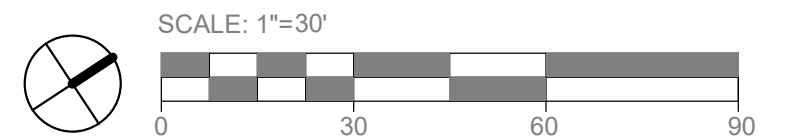
Parking

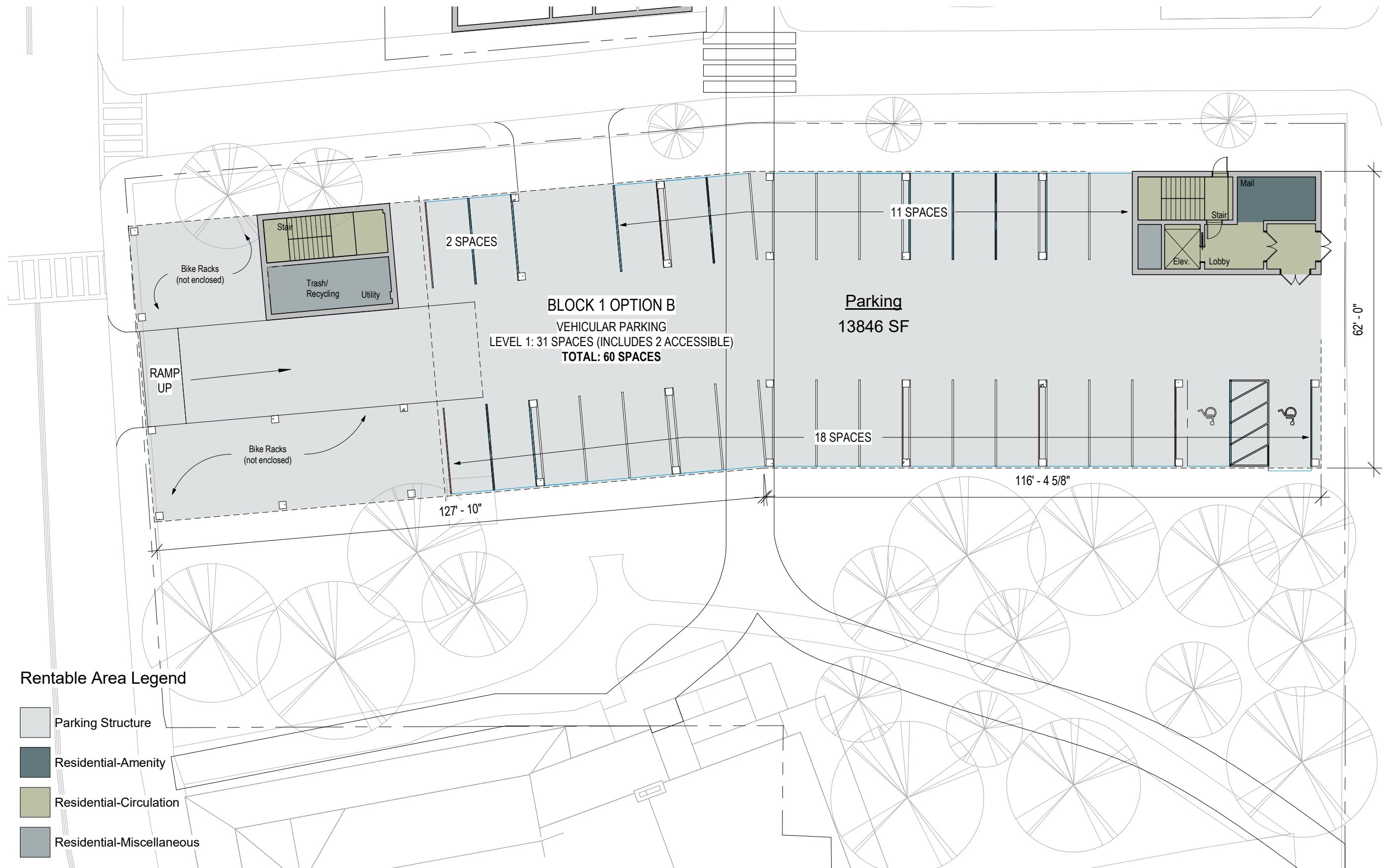
Parking Spaces	45	Spaces
Parking Ratio	1	Parking Spaces/ 1 DU



- Pedestrian Way
- Vehicular and Bike Access
- Residential Access
- Public Access
- Public Open Space

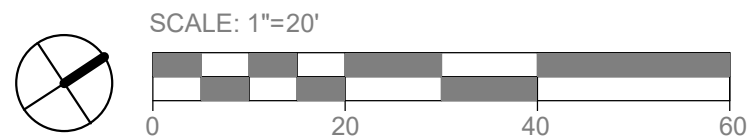
BLOCK 1 OPT. B - SITE PLAN



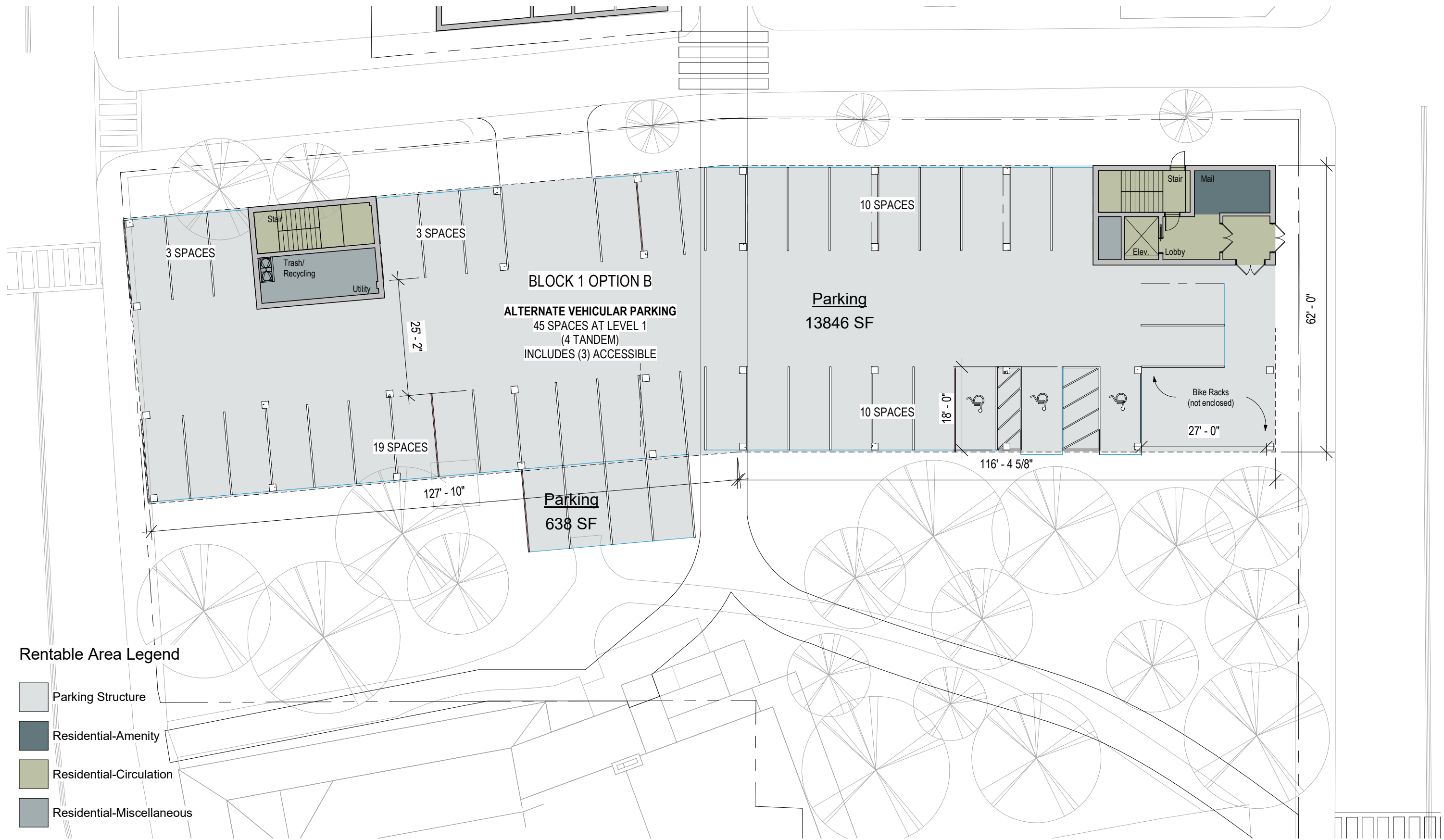


Rentable Area Legend

- Parking Structure
- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous

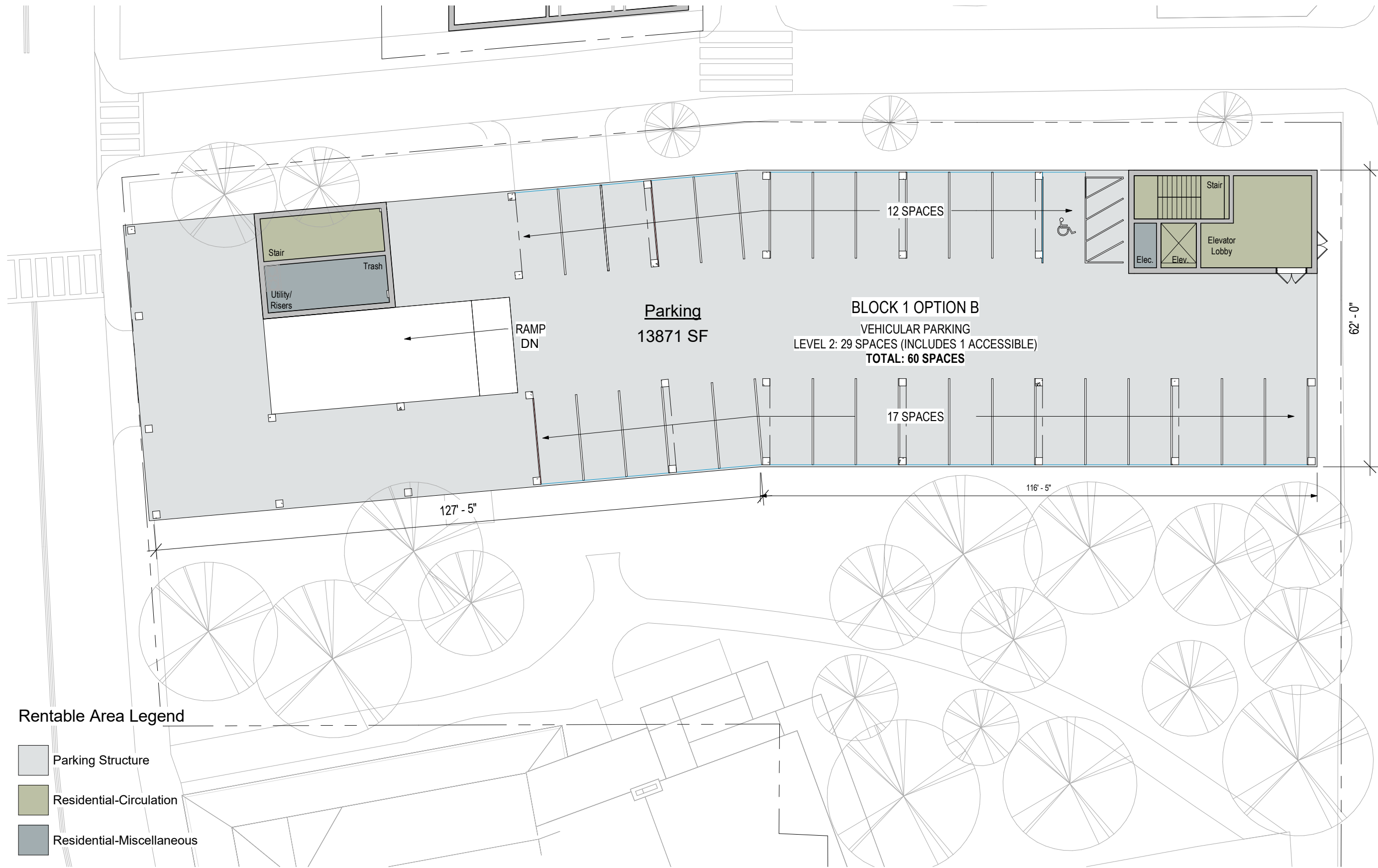


BLOCK 1 OPT. B1 - LEVEL 1



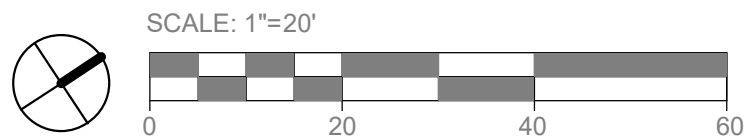
Rentable Area Legend

- Parking Structure
- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous



Rentable Area Legend

- Parking Structure
- Residential-Circulation
- Residential-Miscellaneous



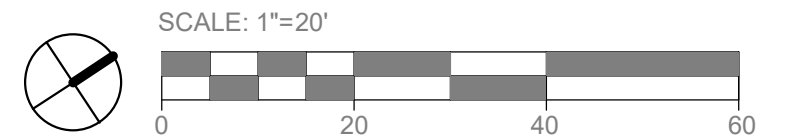
BLOCK 1 OPT. B1- LEVEL 2

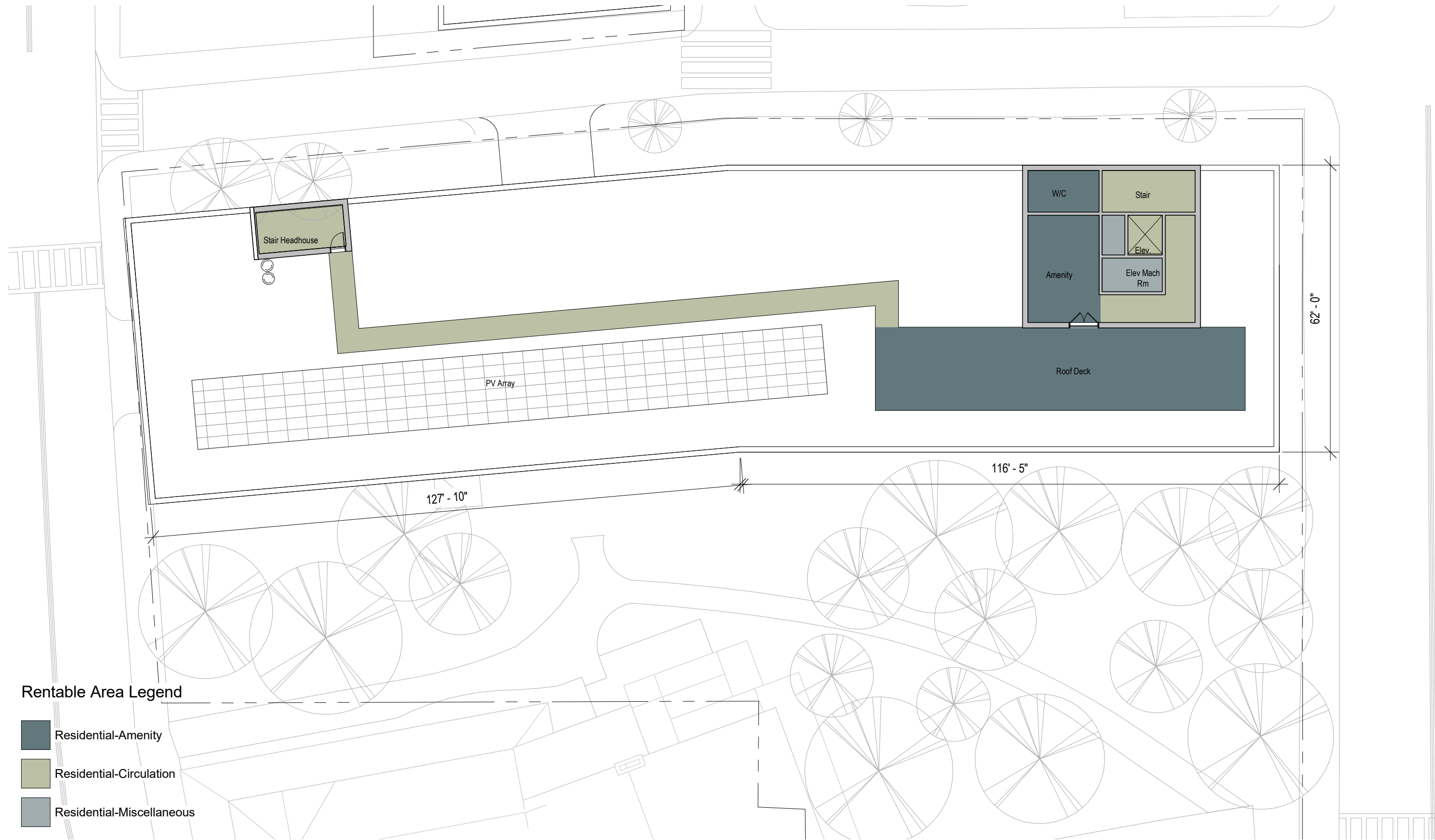


Rentable Area Legend

- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous
- Residential-Unit

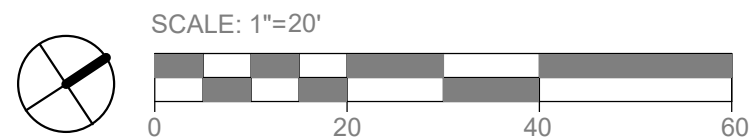
BLOCK 1 OPT. B - TYPICAL FLOOR



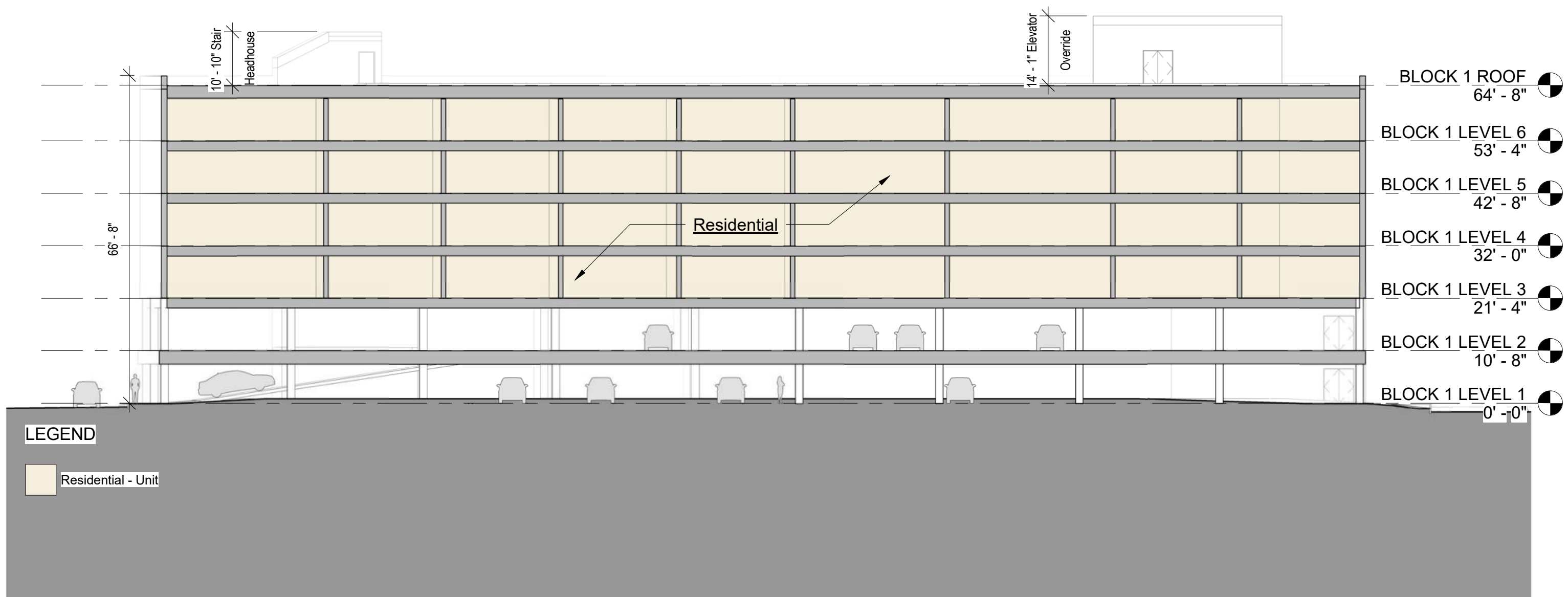


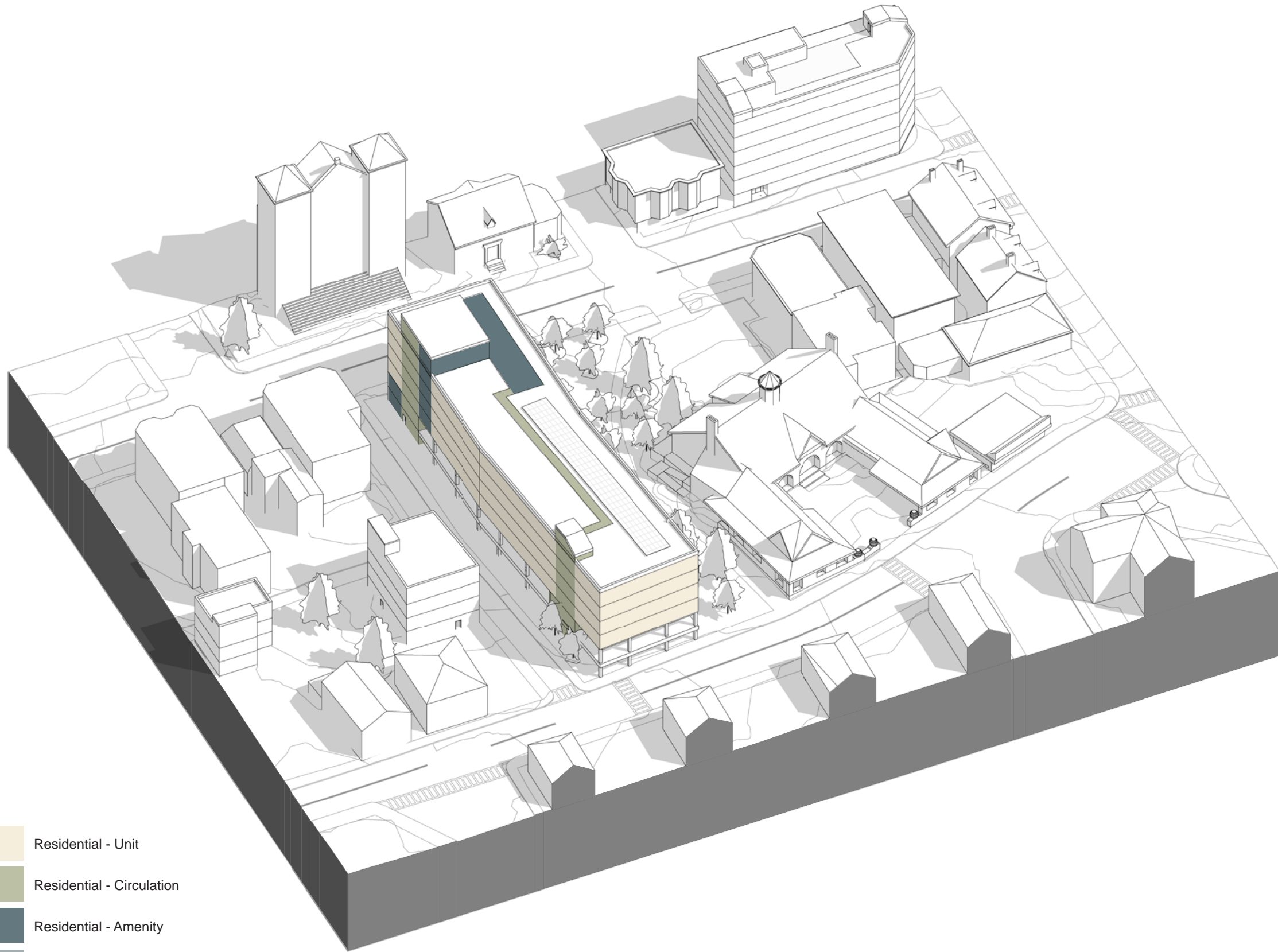
Rentable Area Legend

- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous

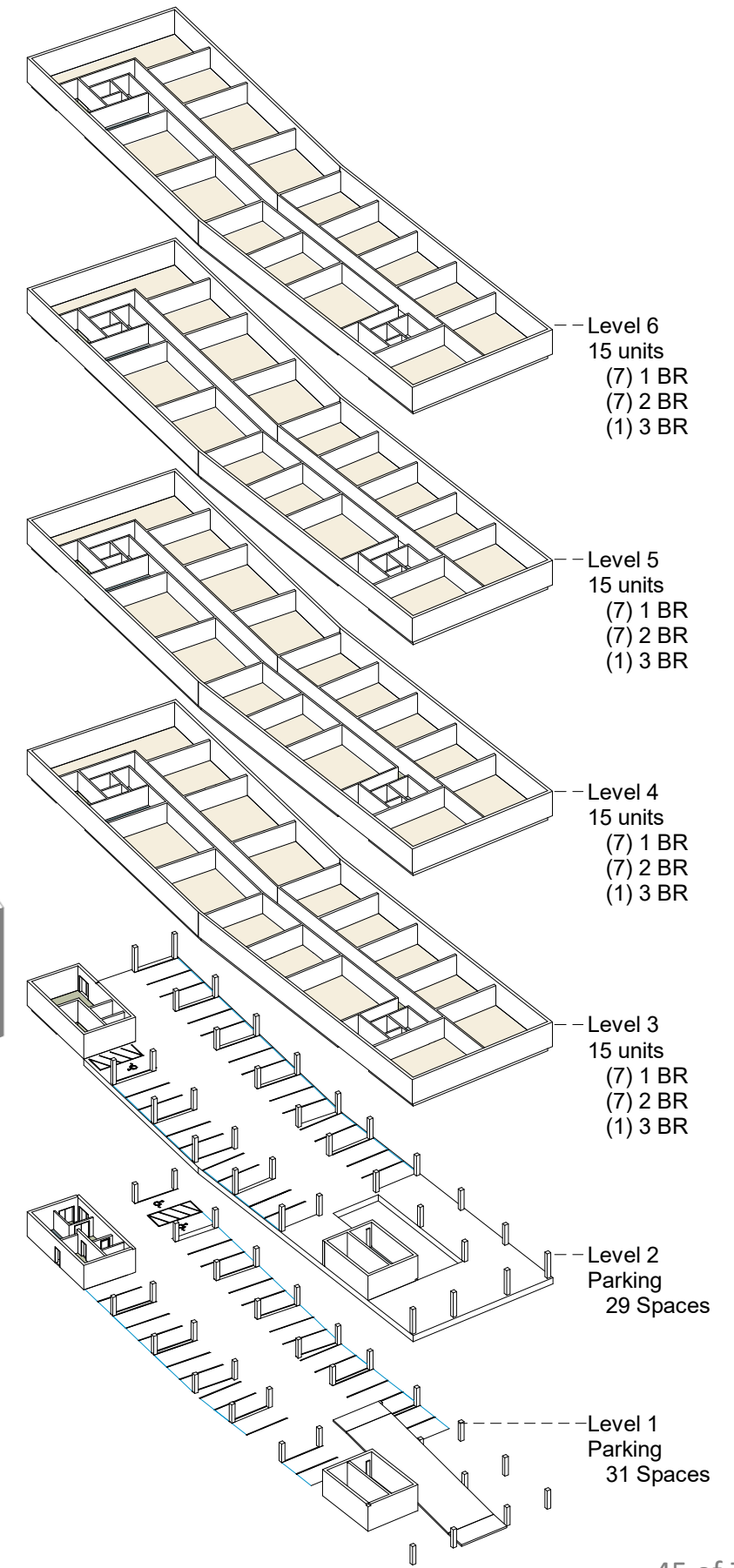


BLOCK 1 OPT. B - ROOF





- Residential - Unit
- Residential - Circulation
- Residential - Amenity
- Residential - Miscellaneous



Preliminary Construction Cost Estimate

Block 1 OPT. B1 "One Parking Space per Dwelling Unit"

2 levels parking, 4 levels residential

<i>Square Foot Cost</i>	Description of Space	UNIT	QTY	COST	SUBTOTAL	
	Residential	sf	66,979	\$548.42	\$36,732,303.51	project-specific data point; another project-specific data point and 2021 Q1 Cumming Report: Construction Market Analysis consulted but not used
	Parking	each space	60	\$43,988.94	\$2,639,336.40	WGI Parking Structure Cost outlook for 2023 for Boston location; addition reference from The Beck Group, Cost Report, Summer 2022 consulted but not used
BLOCK 1 OPT B1 TOTAL					\$39,371,639.91	using per square foot method

<i>Per Unit Cost</i>	Description of Space	UNIT	QTY	COST	SUBTOTAL	
	Cost per Residential Dwelling Unit	each	60	\$601,545.46	\$36,092,727.70	Average of cost per unit from two projects - one of similar scale and the other slightly larger
TOTAL					\$36,092,727.70	alternate calculation using cost per unit

Block 1 OPT. B2 "One Parking Space per Dwelling Unit"

1 level parking, 3 levels residential

<i>Square Foot Cost</i>	Description of Space	UNIT	QTY	COST	SUBTOTAL	
	Residential	sf	49,537	\$587.59	\$29,107,334.05	project-specific data point; another project-specific date point and 2021 Q1 Cumming Report: Construction Market Analysis consulted but not used
	Parking	each space	45	\$43,988.94	\$1,979,502.30	WGI Parking Structure Cost outlook for 2023 for Boston location; addition reference from The Beck Group, Cost Report, Summer 2022 consulted but not used
BLOCK 1 OPT B2 TOTAL					\$31,086,836.35	using per square foot method
<i>Per Unit Cost</i>	Description of Space	UNIT	QTY	COST	SUBTOTAL	
	Cost per Residential Dwelling Unit	each	45	\$650,732.94	\$29,282,982.30	Cost per unit from larger project additional project-specific data point consulted but not used
TOTAL					\$29,282,982.30	alternate calculation using cost per unit

Block 2 - "Maximum Development Yield"

Block 2 conceptual design yields 28 apartments on levels 3-6 (7 units/floor), 2,976 sf Commercial Space along Merrimack Street at Ground level and 6,265 sf Business Use/Office space at the second floor. The first floor houses commercial uses and will be non-combustible construction with fire-resistive construction separating it from the five floors of wood construction, is permitted by a special provisions section in the code, and is known as "podium construction." The Ground floor space could be one tenant or subdivided into 2 or 3 spaces for appropriate neighborhood businesses, take-out restaurant or retail. The office space at the second floor is adequately sized for the LHA leasing offices as provided in stated program. The residential unit breakdown is (12) 1-Bedroom apartments and (12) 2-Bedroom apartments, and (4) Studio apartments which will include (1) mobility accessible 1-Bedroom unit and (1) mobility accessible 1-Bedroom units. (1) deaf/hearing-impaired equipped unit will also be required to comply with Massachusetts Accessibility code. These metrics are summarized in the charts labeled "Block 2 Areas - Max. Yield."

The conceptual site design locates the mass of the building along Merrimack Street with no setback as is appropriate for the commercial district. Ground floor entry doors should be recessed so they do not cross the property line. Using part of the HUD-owned 80 Cabot St lot, 20 on-grade parking spaces are provided behind the building, one row of parking being underneath the upper floors which will have a larger footprint than the ground floor. Parking is accessed from an existing curb cut on Cabot Street, allowing a curb cut on Merrimack Street to be eliminated. Residential secure and covered bike parking is proposed in a separate 1-story structure in the rear of the building, also accessed via the vehicular curb cut on Cabot Street. The site design locates commercial space at the most prominent area of the building: the corner/intersection of Cabot and Merrimack Streets and locates the office and residential entry at the west end of the building allowing for increased privacy. The site concept does not retain any on-grade open space but allows for a resident roof deck.

The gross building area is 44,278 sf, which results in a F.A.R. of 3.96 which.. A F.A.R. of 4 is allowed as-of-right for this use and this zoning. There are approximately 24 street parking spaces adjacent to this block, making the parking count 44 or a ratio of 1.57 spaces per dwelling unit.

If the team deems the office space too costly to develop, the development team might consider the core and shell for the office space and commercial space could be proposed with the main development, with funding for the leasing office fit-out to be procured in the future or from another source.

Strengths of this Option:

- Aligns with City's expressed development goals
- Achieves maximum density as of right (F.A.R. of 4)
- Eliminates the curb cut from the commercial street
- Does not require any new curb cuts
- Activates the commercial streetscape and provides interesting and pleasant pedestrian experience
- When considered with adjacent street parking, arguably provides adequate parking for both the Office and Residential uses

Drawbacks of this Option:

- Does not provide open space on grade or access to green space for residents

Block 2 "Maximum Development Yield" (no parking required)

Area Square Footage	Description	QTY	UNIT
	Combined Lot Area	11,172	SF
	Typical Floor Plate	7,160	SF
	Stories	6	Stories
	Proposed Floor Area	44,278	SF
	Floor - Area - Ratio	3.96	Floor Area/ Lot Area

Program Gross Square Footage (Does not include parking)

Residential - Total	35,037	SF
Unit	22,077	SF
Amenity	3,368	SF
Circulation	7,060	SF
Miscellaneous	2,532	SF
Commercial	2,976	SF
Business	6,265	SF

Unit Count

Unit Count - Total	28	DU
STUDIO	4	DU
1 BR	12	DU
2 BR	12	DU
Accessible Units	2	DU

Parking

Parking Spaces	20	Spaces
Parking Ratio	0.71	Parking Spaces/ DU

Block 2 - "Maximum Development Yield"

Area Schedule Block 2		
Area Category	Area	Count

BLOCK 2 LEVEL 1

Commercial	2,976 SF	1
Residential-Amenity	664 SF	2
Residential-Circulation	860 SF	4
Residential-Miscellaneous	411 SF	2
	4,911 SF	

BLOCK 2 LEVEL 2

Business - Office	6,265 SF	1
Residential-Circulation	693 SF	4
Residential-Miscellaneous	202 SF	2
	7,160 SF	

BLOCK 2 LEVEL 3

Residential-Amenity	135 SF	1
Residential-Circulation	1,207 SF	4
Residential-Miscellaneous	299 SF	2
Residential-Unit	5,519 SF	7
	7,160 SF	

BLOCK 2 LEVEL 4

Residential-Amenity	135 SF	1
Residential-Circulation	1,207 SF	4
Residential-Miscellaneous	299 SF	3
Residential-Unit	5,519 SF	7
	7,160 SF	

BLOCK 2 LEVEL 5

Residential-Amenity	135 SF	1
Residential-Circulation	1,207 SF	4
Residential-Miscellaneous	299 SF	3
Residential-Unit	5,519 SF	7
	7,160 SF	

BLOCK 2 LEVEL 6

Residential-Amenity	135 SF	1
Residential-Circulation	1,207 SF	4
Residential-Miscellaneous	299 SF	3
Residential-Unit	5,519 SF	7
	7,160 SF	

BLOCK 2 ROOF

Residential-Amenity	2,164 SF	3
Residential-Circulation	681 SF	3
Residential-Miscellaneous	723 SF	4
	3,568 SF	
GROSS AREA	44,278 SF	

Unit Matrix Block 2		
Name	Area	Count

1 BR

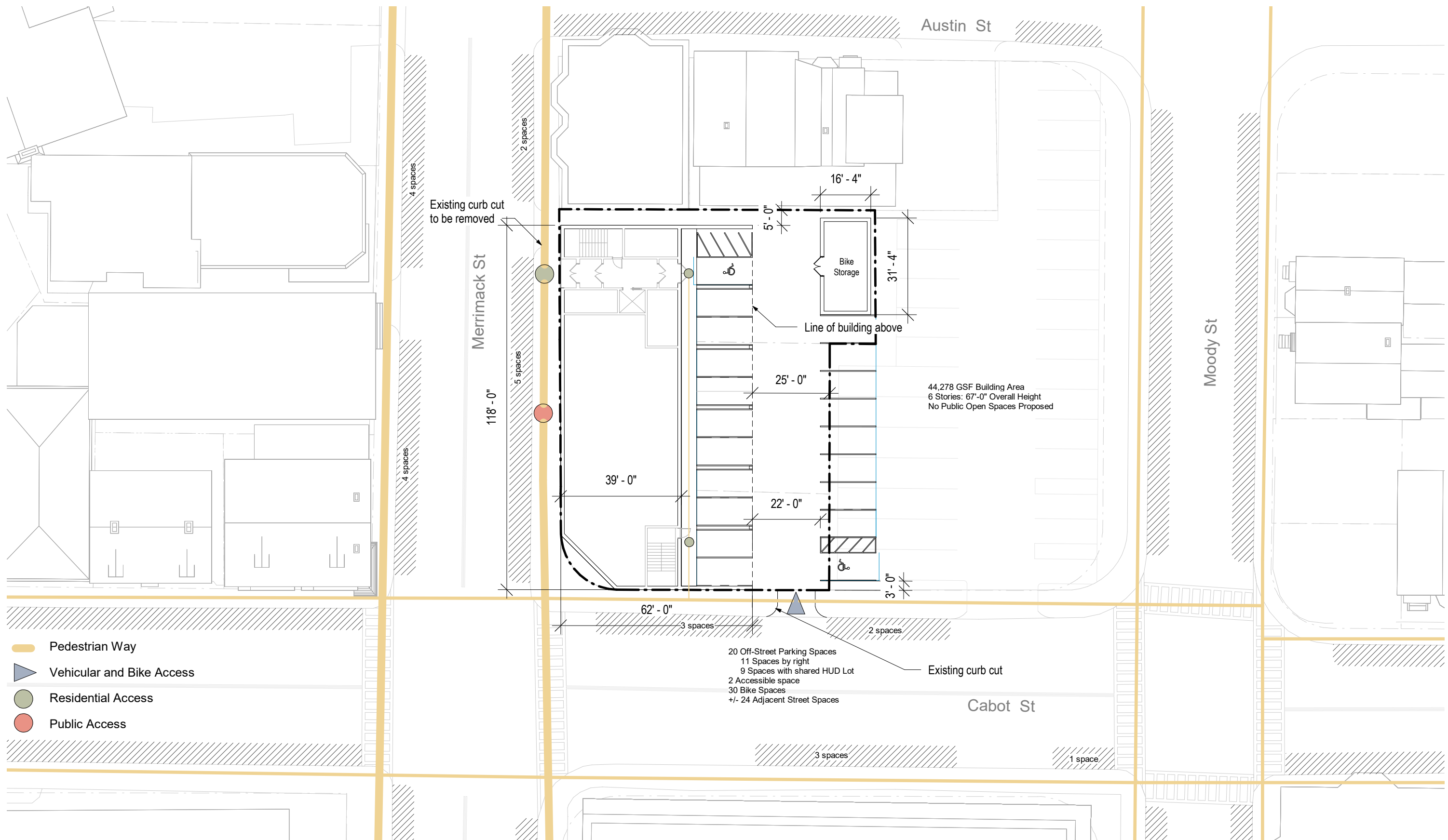
1 BR	8,208 SF	12
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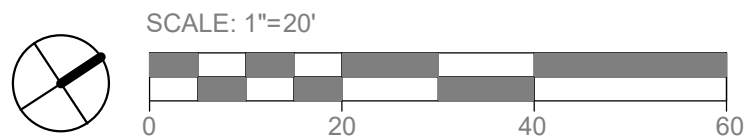
2 BR

2 BR	11,136 SF	12
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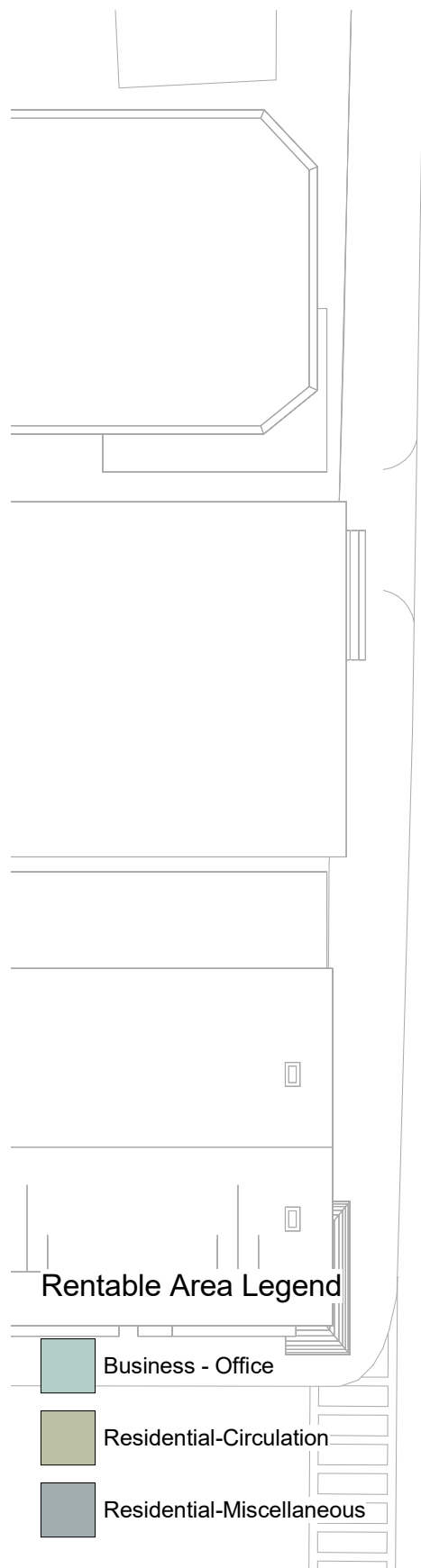
STUDIO

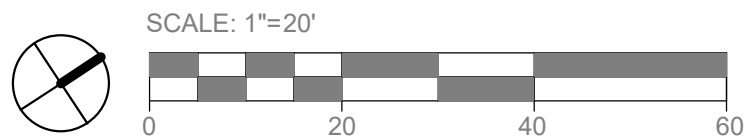
STUDIO	2,733 SF	4
TOTAL	22,077 SF	28



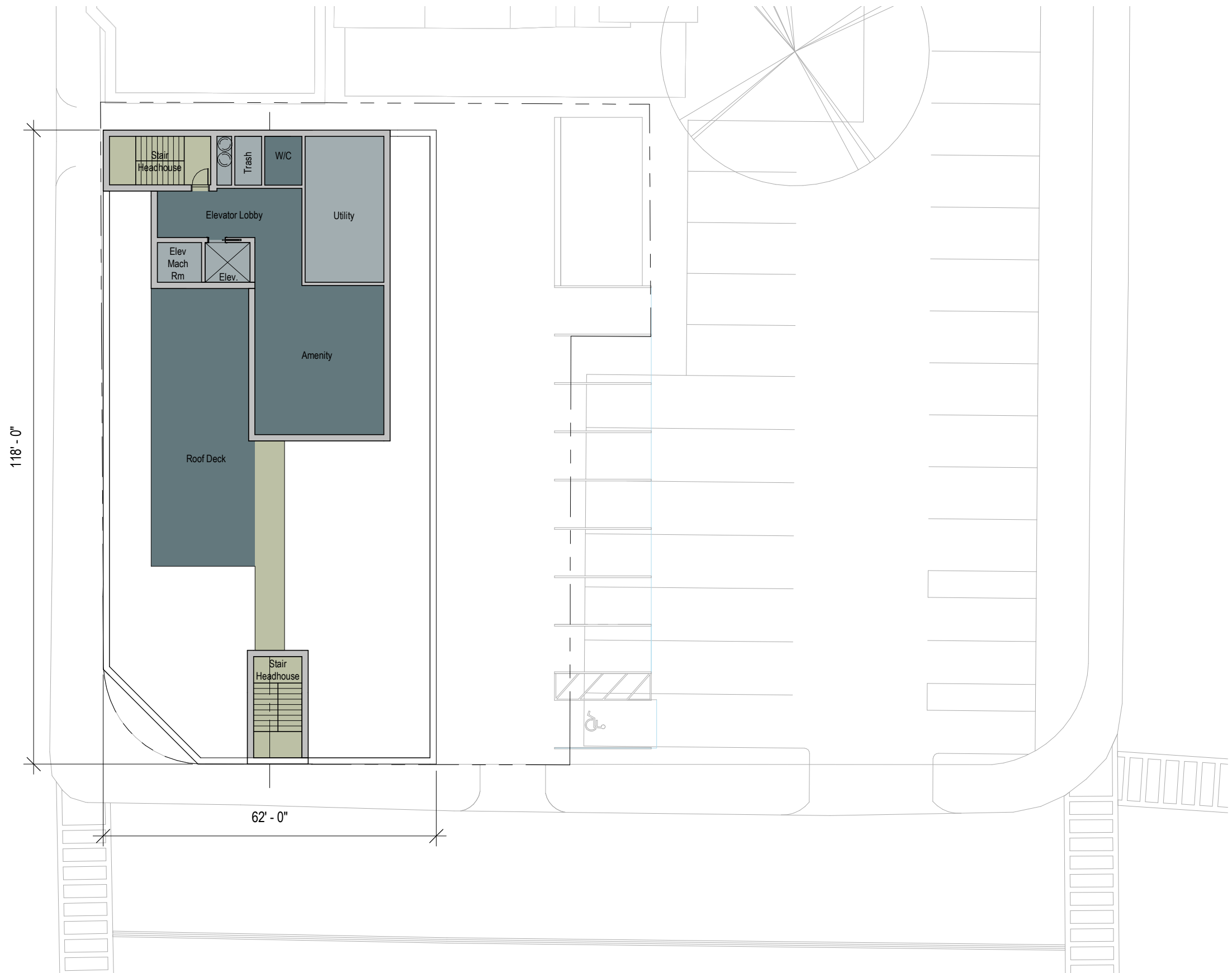
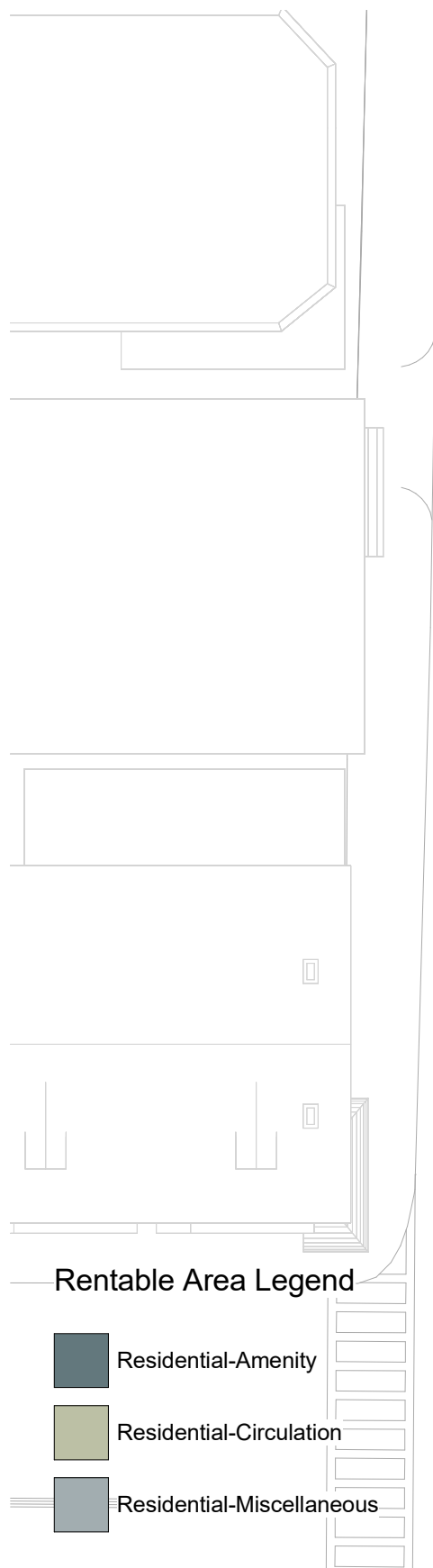


BLOCK 2 - LEVEL 1





BLOCK 2 - TYPICAL FLOOR



Rentable Area Legend

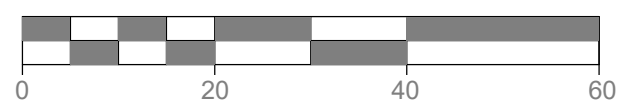
- Residential-Amenity
- Residential-Circulation
- Residential-Miscellaneous

BLOCK 2 - ROOF

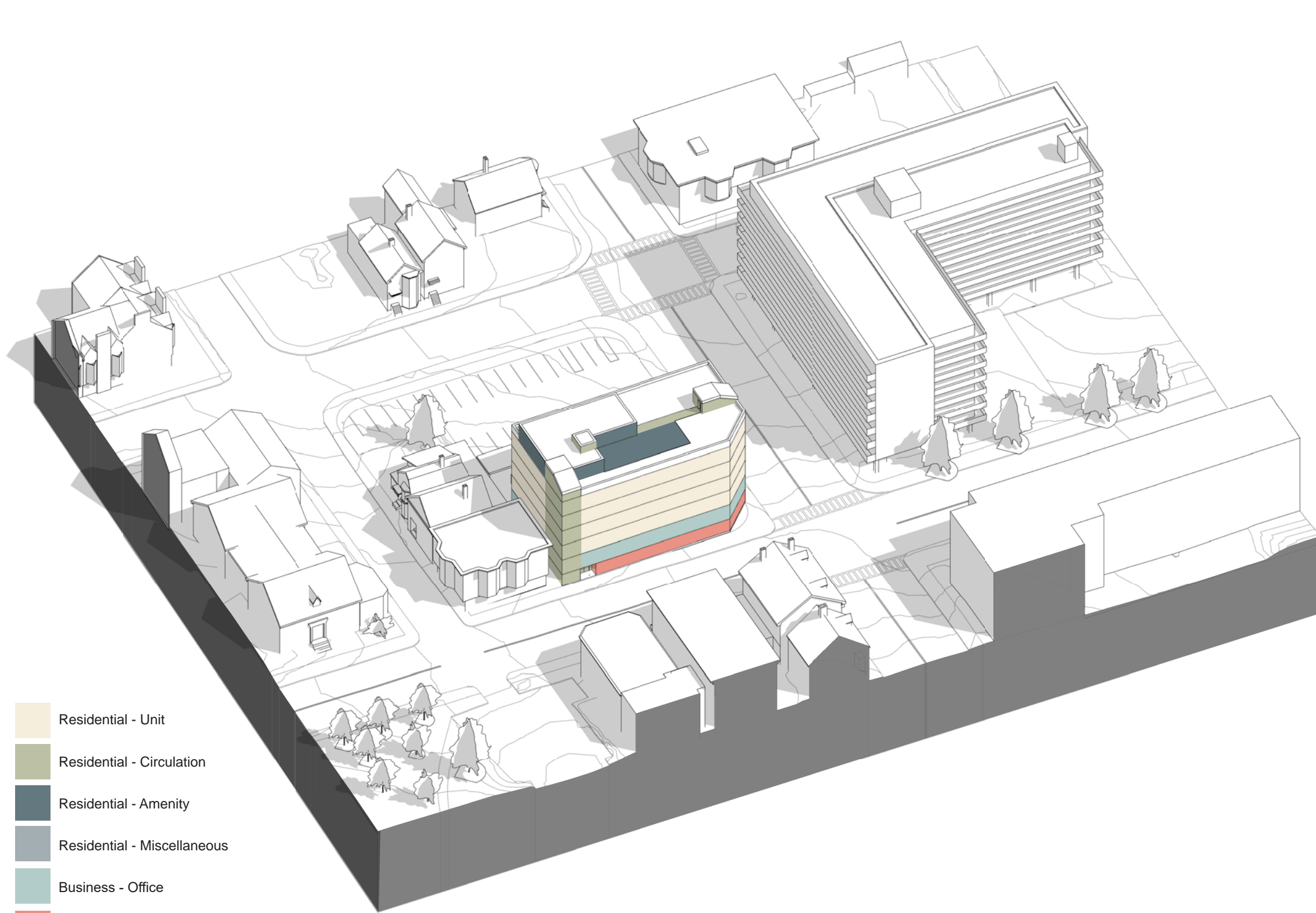
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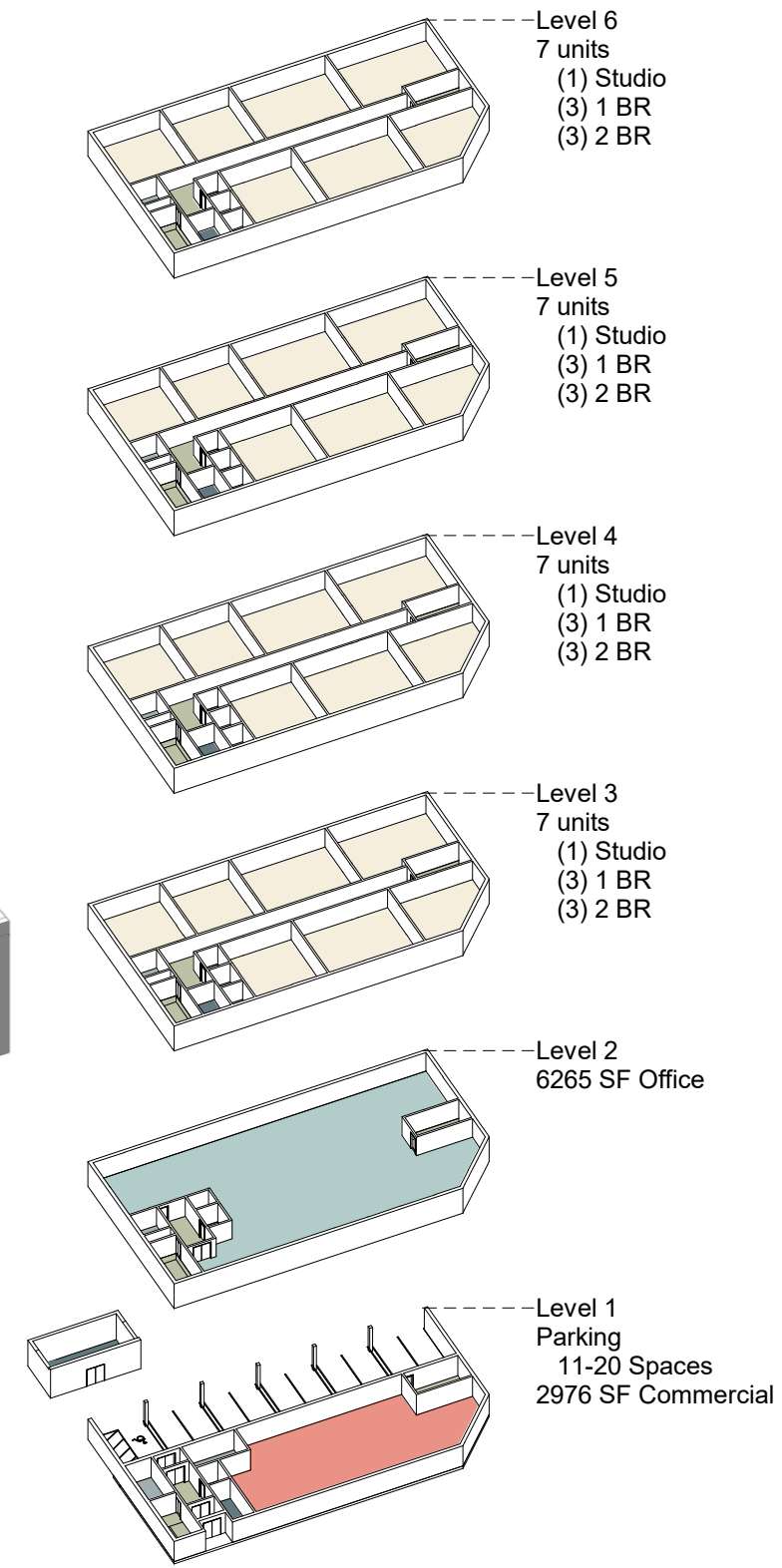
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BLOCK 2 - SITE SECTION



- Residential - Unit
- Residential - Circulation
- Residential - Amenity
- Residential - Miscellaneous
- Business - Office
- Commercial



Preliminary Construction Cost Estimate

Block 2 "Maximum Development Yield" (no parking required)

Description of Space	UNIT	QTY	COST	SUBTOTAL	SOURCE NOTES
Demolition of Structure	CF	20,683	\$0.77	\$15,832.11	RS Means
Commercial	sf	2,976	\$495.40	\$1,474,298.37	2021 Q1 Cumming Report: Construction Market Analysis
Office	sf	6,265	\$960.49	\$6,017,485.33	2021 Q1 Cumming Report: Construction Market Analysis
Residential	sf	35,037	\$593.87	\$20,807,393.83	2021 Q1 Cumming Report: Construction Market Analysis; project-specific data points consulted but not used because projects were 3-4x unit count
Parking	each space	20	\$9,549.58	\$190,991.56	2022 Summer The Beck Group Cost Report - surface parking
BLOCK 2 TOTAL				\$28,506,001.21	using per square foot method

Per Unit Cost

Description of Space	UNIT	QTY	COST	SUBTOTAL	SOURCE NOTES
Cost per Residential Dwelling Unit	each	28	\$650,732.94	\$18,220,522.32	Based on per unit cost of per unit of 80 unit project in neighboring city
TOTAL				\$18,220,522.32	alternate calculation using cost per unit

BLOCK 3 - “Economic Residential Development Potential for Small Parcels”

Block 3 conceptual design yields 6 apartments on two smaller sites. The combined 29-35 Decatur Street with 6 Decatur Ave. lot is 4,679 sf and 12 Decatur Ave. lot is 2,461 sf. Based on the size of these lots and the other structures on this block, ZED suggests that the appropriate type of development for this size property is low rise residential.

The development potential for this Block is limited by zoning for residential requiring 1,000 sf lot area per unit. This maxes out the combined lot as having four units and 12 Decatur Av as having two units. In general, we propose one unit per floor on each lot except one unit at 12 Decatur Ave may be a 2-story family unit, resulting in a three-story structure.

The conceptual site design maximizes the building footprint on the lot according to required setbacks and being consistent with existing setbacks on the block where required. The design offers the opportunity for one curb cut to accommodate (2) tandem parking spaces per lot and a shared private open space in the backyard of each lot. Other than the outdoor space, the only Amenity proposed for these developments is a shared laundry room.

The gross building area for 29-25 Decatur St. is 8,288 resulting in a F.A.R. of 1.77. The gross building area for 12 Decatur Ave. is 3,198 sf, resulting in a F.A.R. of 1.3. There is no maximum F.A.R. or height for this use and zoning.

We understand that in all likelihood, the cost of construction for the anticipated yield as outlined here is too high.

Here are some additional thoughts and ideas we have about developing these lots:

1. These low-density affordable apartments might be highly desirable as affordable homeownership opportunities.
2. The development team might consider making use of their community network to explore other development possibilities, i.e. what are UMass development plans? What are community group visions (such as Coalition for a Better Acre) for this block? What do local private developers plan and are there any synergies with LHA goals?
3. Creating a community garden or pocket park in either lot would be a small financial investment and create a valuable community asset, and with stewardship from neighbors would open up new relationships.
4. Block 3 is exceedingly long in the east-to-west direction and lacks adequate through-streets in the north-south direction for pedestrians to navigate this area with any level of convenience. Consider presenting this as a goal in future community networking conversations.
5. Note, while the current zoning ordinance only allow for parking lots in this zone other than those provided as an accessory to the principal use by Special Permit (ZO Table of Uses 12.6 (g)), it does allow for a “private area used for parking passenger cars of residents of other lots located within 400 feet or their guests owned and operated by a registered not-for-profit or public entity and not operated as a gainful business” (ZO Table of Uses 12.6 (i)). This might be useful as LHA & RENU move ahead with the development of Block 1. Assuming curb cuts can be provided as needed we would anticipate the combined Block 3 lot could accommodate 12 self-parked vehicles and 12 Decatur Ave could accommodate 10 vehicles parked tandem.
6. The current zoning ordinance allows for “One or two dwelling units in a building with a legal non-residential use on the ground floor” (ZO Table of Uses 12.1 (i)), which might be useful as an affordable homeownership option for a local business entrepreneur or live/work opportunity for artist, artisan, or craftsperson.

Strengths of this Option:

- Provides open space on grade and access to green space for residents
- Ground floor presents option for mobility accessible units
- Offers unique design for affordable housing with enhanced privacy and “neighborhood” feel

Drawbacks of this Option:

- Does not achieve the density the zoning suggests is preferred for this zone
- Does not achieve a high yield
- Is proportionally more expensive construction/sf than larger development as it doesn’t achieve economies of scale
- Does not significantly change the use of properties that the LHA/RENU acquired through eminent domain

BLOCK 3 - "Economic Residential Development Potential for Small Parcels"

Block 3: 29-35 Decatur St. "Economic Residential Development Potential for small parcels" (i.e. no parking required)

Area Square Footage	Description	QTY	UNIT
	Combined Lot Area	4,679	SF
	Typical Floor Plate	2,080	SF
	Stories	4	Stories
	Proposed Floor Area	8,288	SF
			Floor Area/ Lot
	Floor - Area - Ratio	1.77	Area

Program Gross Square Footage (Does not include parking)

Residential - Total	8,288	SF
Unit	6,630	SF
Amenity	115	SF
Circulation	1,469	SF
Miscellaneous	74	SF

Unit Count

Unit Count - Total	4	DU
3 BR	1	DU
4 BR	3	DU
Accessible Units	1	DU

Block 3: 12 Decatur Ave. "Economic Residential Development Potential for small parcels" (i.e. no parking required)

Area Square Footage	Description	QTY	UNIT
	Lot Area	2,461	SF
	Typical Floor Plate	1,007	SF
	Stories	3	Stories
	Proposed Floor Area	3,198	SF
			Floor Area/ Lot
	Floor - Area - Ratio	1.3	Area

Program Gross Square Footage (Does not include parking)

Residential - Total	3,198	SF
Unit	2,908	SF
Amenity	69	SF
Circulation	221	SF

Unit Count

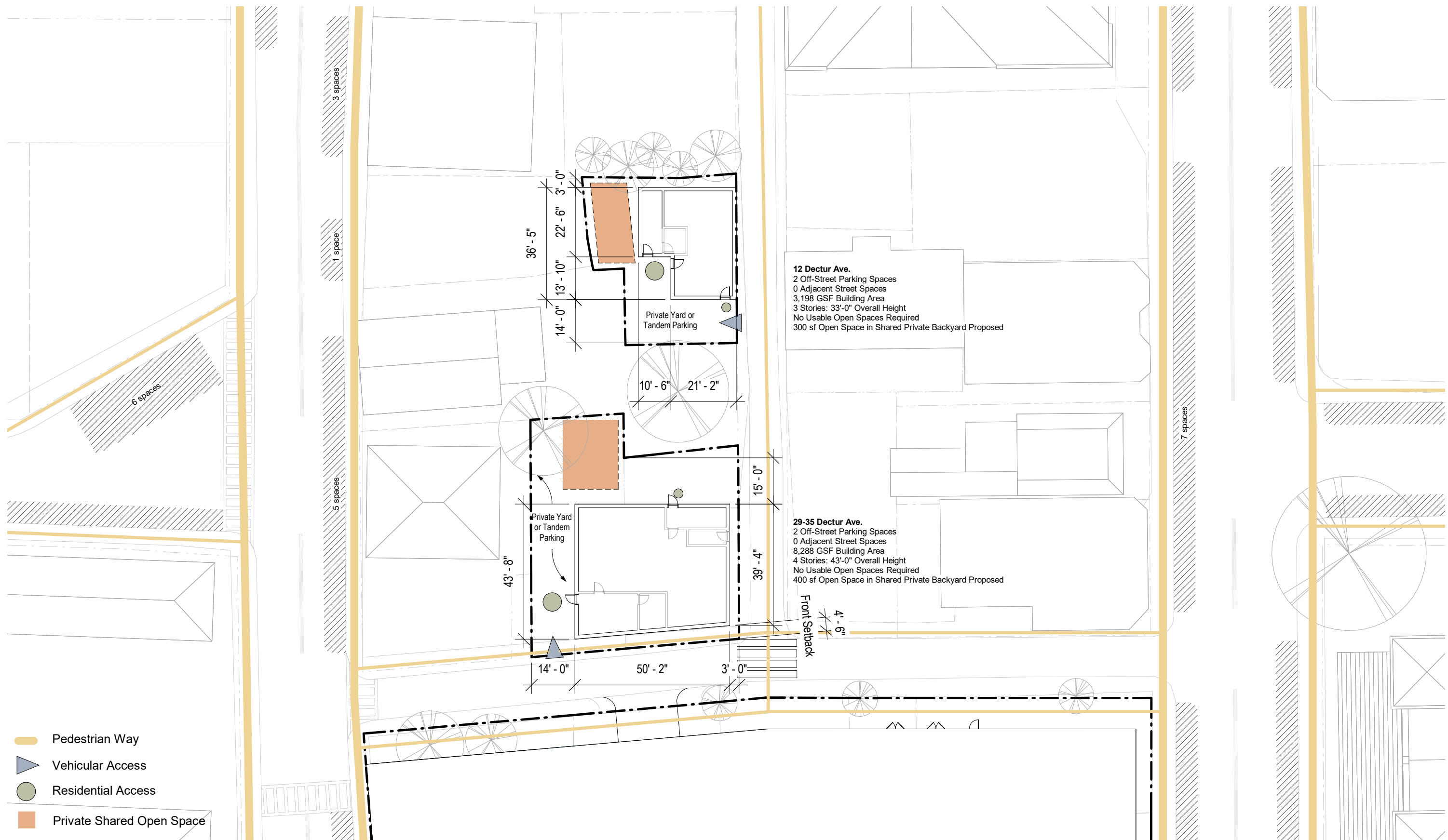
Unit Count - Total	2	DU
1 BR	1	DU
4 BR	1	DU
Accessible Units	1	DU

Area Schedule Block 3

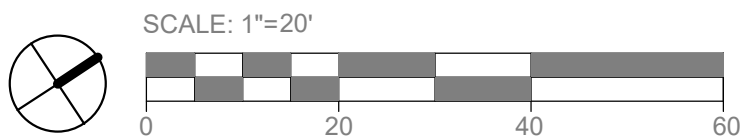
Area Category	Area	Count
BLOCK 3 FLOOR 1		
Residential-Amenity	184 SF	2
Residential-Circulation	638 SF	3
Residential-Miscellaneous	74 SF	1
Residential-Unit	2,192 SF	2
BLOCK 3 FLOOR 2		
Residential-Circulation	412 SF	3
Residential-Unit	2,675 SF	2
BLOCK 3 FLOOR 3		
Residential-Circulation	349 SF	2
Residential-Unit	2,739 SF	1
BLOCK 3 FLOOR 4		
Residential-Circulation	349 SF	2
Residential-Unit	1,931 SF	1
BLOCK 3 ROOF		
Residential-Circulation	193 SF	1
GROSS AREA	11,735 SF	

Unit Matrix Block 3

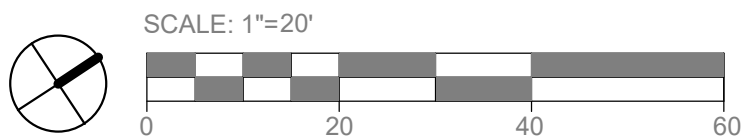
Name	Area	Count
1 BR		
1 BR	758 SF	1
3 BR		
3 BR	1,434 SF	1
4 BR		
4 BR	3,818 SF	4
TOTAL	9,473 SF	6



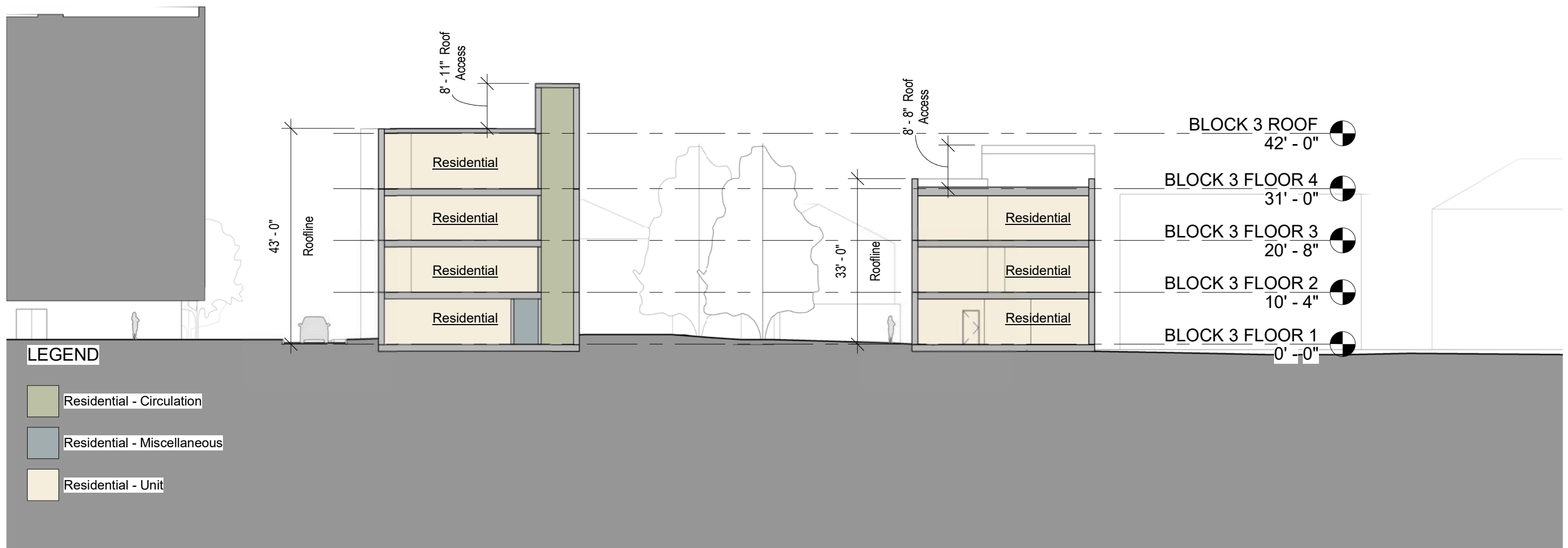




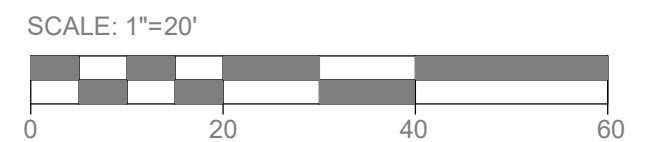


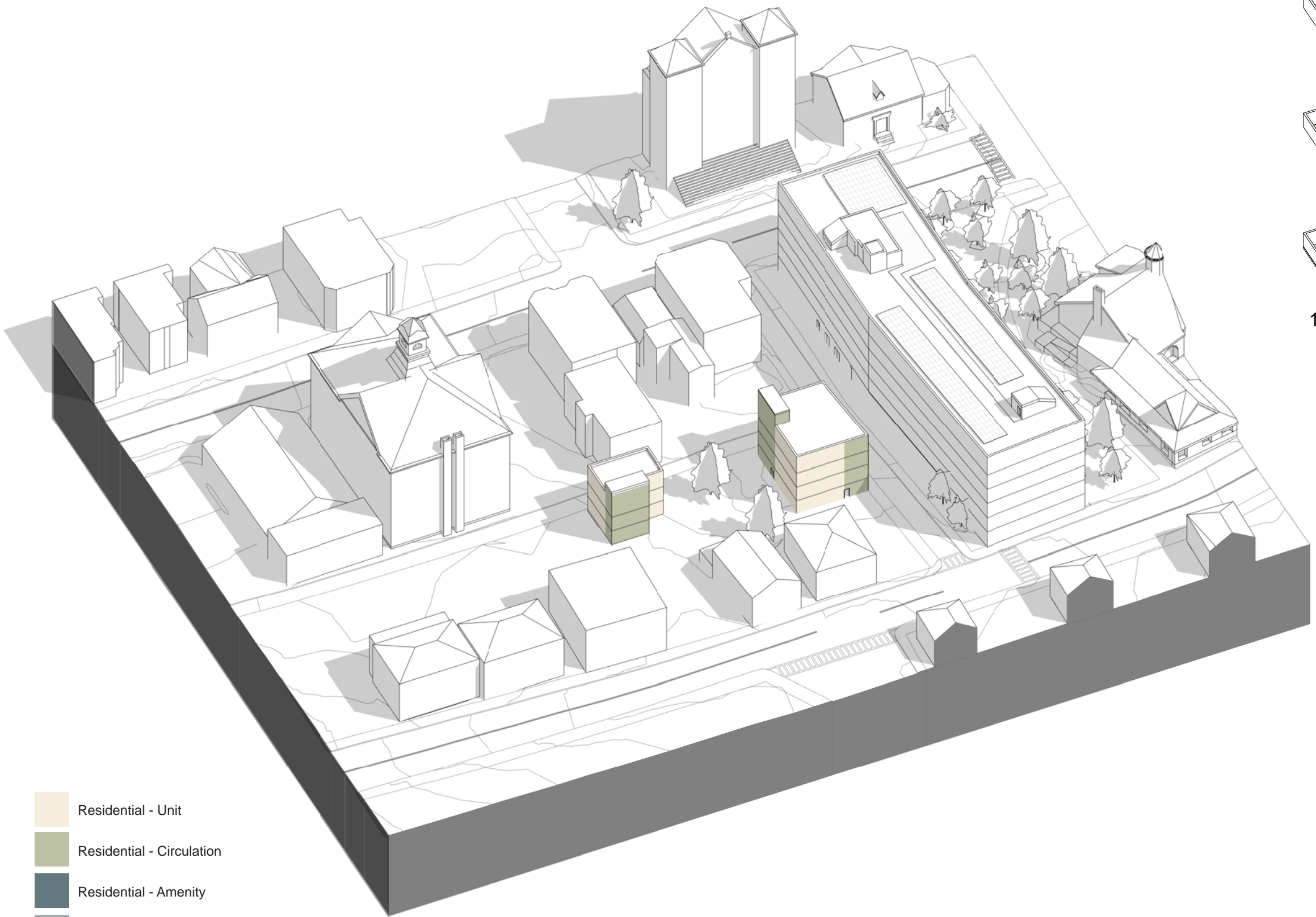


BLOCK 3 - ROOF

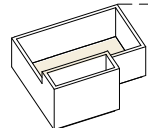
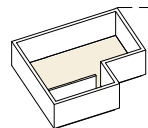
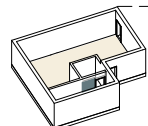


BLOCK 3 - SITE SECTION

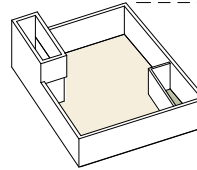
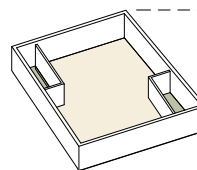
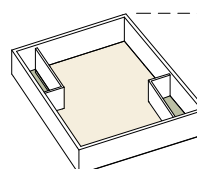
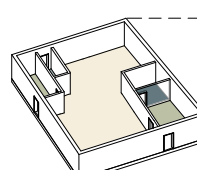




- Residential - Unit
- Residential - Circulation
- Residential - Amenity
- Residential - Miscellaneous

-  Level 3
4 BR - Second Floor
-  Level 2
4 BR - First Floor
-  Level 1
(1) 1 BR Acc.

12 Decatur Ave.

-  Level 4
(1) 4 BR
-  Level 3
(1) 4 BR
-  Level 2
(1) 4 BR
-  Level 1
(1) 3 BR Acc.

29-35 Decatur St.

BLOCK 3 - AXON

Preliminary Construction Cost Estimate

Block 3 Combined Lot "Economic Residential Development Potential for small parcels" (i.e. no parking required)

29-35 Decatur St *Option for (2) Tandem Spaces, parking ratio of 0.5/DU*

Description of Space	UNIT	QTY	COST	SUBTOTAL	SOURCE NOTES
Residential	sf	8,515	\$500.23	\$4,259,430.52	Based on 2022 per square foot estimate by another Housing Authority in applying for funding for a 2-unit, 2-story group home in Greater Boston Area; bottom up estimate by independent cost estimator consulted but not used
Parking	each space	2	\$9,549.58	\$19,099.16	2022 Summer The Beck Group Cost Report - surface parking
TOTAL				\$4,259,430.52	using per square foot method

Per Unit Cost

Description of Space	UNIT	QTY	COST	SUBTOTAL	SOURCE NOTES
Cost per Residential Dwelling Unit	each	4	\$896,906.51	\$3,587,626.04	Based on per unit cost for above referenced project; bottom up estimate by independent cost estimator for same project consulted but not used.
TOTAL				\$3,587,626.04	alternate calculation using cost per unit

Block 3 "Economic Residential Development Potential for small parcels" (i.e. no parking required)

12 Decatur Ave *Option for (2 Tandem Spaces, parking ratio of 1/DU)*

Description of Space	UNIT	QTY	COST	SUBTOTAL	
Residential	sf	3,220	\$500.23	\$1,610,730.04	Based on 2022 per square foot estimate by another Housing Authority in applying for funding for a 2-unit, 2-story group home in Greater Boston Area; bottom up estimate by independent cost estimator consulted but not used 2022 Summer The Beck Group Cost Report - surface parking
Parking	each space	2	\$9,549.58	\$19,099.16	

SF cost **TOTAL** **\$1,610,730.04** using per square foot method

Per Unit Cost

Description of Space	UNIT	QTY	COST	SUBTOTAL	
Cost per Residential Dwelling Unit	each	2	\$896,906.51	\$1,793,813.02	Based on per unit cost for above referenced project; bottom up estimate by independent cost estimator for same project consulted but not used.

TOTAL **\$1,793,813.02** alternate calculation using cost per unit

BLOCK 3 TOTAL **\$5,870,160.56** using per square foot method

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END OF PRIMARY DOCUMENT

Appendices



CITY OF
LOWELL
MASSACHUSETTS
ZONING MAP
DIVISION OF PLANNING
AND DEVELOPMENT
ACCEPTED BY THE CITY COUNCIL
DECEMBER 2004

The City of
LOWELL
Alive. Unique. Inspiring.
<http://www.lowellma.gov>



Zoning Districts

- Artist Overlay District
- Downtown Overlay District
- Priority Development Sites
- Smart Growth District
- Parcels
- USF
- HCD-A to HCD-G (see Detail A)
- INST
- NB
- RR
- LI
- GI
- OP
- HRC
- SMU
- UMU
- PDMI
- PDMU
- SSF
- TSF
- SMF
- TTF
- TMF
- UMF
- DMU
- TMU

SECTION 3.3 - ZONE BOUNDARIES

THE BOUNDARIES BETWEEN DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED. THE BOUNDARIES OF THE DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED. THE BOUNDARIES OF THE DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED.

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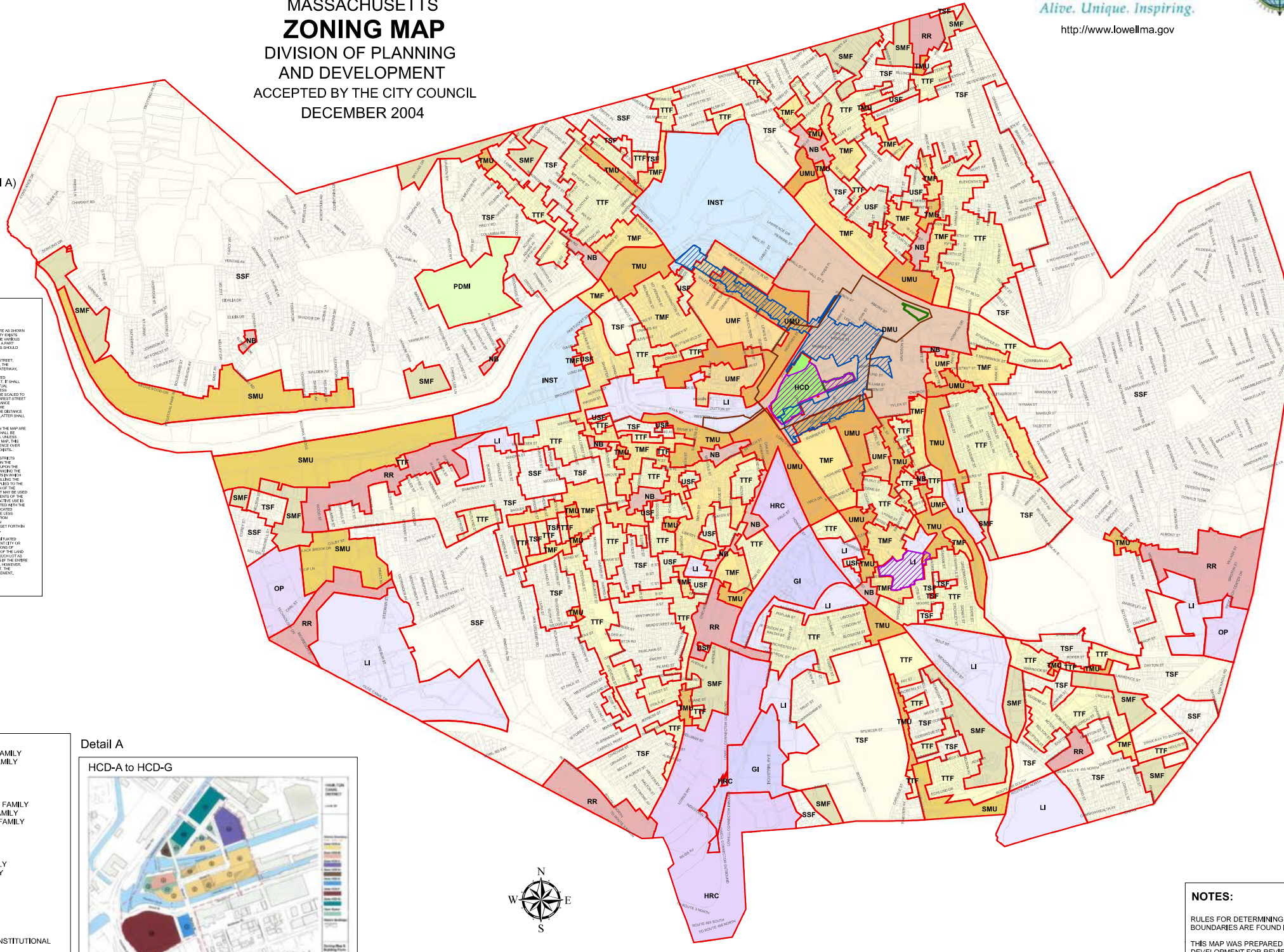
7. UNLESS OTHERWISE SPECIFICALLY NOTED, THE BOUNDARIES OF THE DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED.

8. UNLESS OTHERWISE SPECIFICALLY NOTED, THE BOUNDARIES OF THE DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED.

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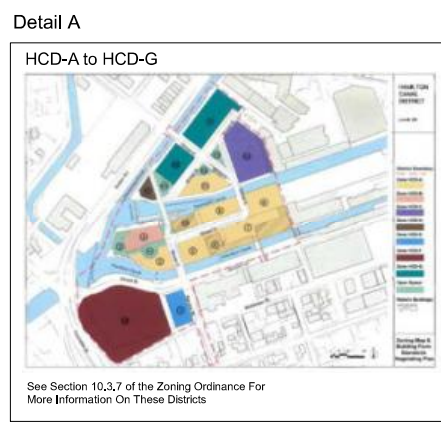
10. UNLESS OTHERWISE SPECIFICALLY NOTED, THE BOUNDARIES OF THE DISTRICTS ARE AS SHOWN ON THE ZONING MAP, UNLESS OTHERWISE SPECIFICALLY NOTED.

(REV. 12/04)



- APPROVED AMENDMENTS**
- CONTACT THE LOWELL CITY CLERK FOR COPIES OF APPROVED ZONING AMENDMENTS FROM 12/07/2004 TO:
- Jackson Street
LI to DMU, 7/27/2005
 - Industrial Avenue
HRC to GI, 7/27/2005
 - Wiggin Street
LI to UMF, 8/23/2005
 - Marginal Street
LI to INST, 9/13/2005
 - 268 + 276 Westford Street
TMF to NB, 10/25/2005
 - Western Avenue
Extend Artist Overlay District, 5/6/2007
 - JAM Area
Create Hamilton Canal Priority Development Site, 8/28/2007
 - 1141 Bridge Street
TSF to TMU, 7/22/2008
 - Jackson Street
LI to DMU, 8/25/2008
 - Jackson Street
Create Smart Growth Overlay District
Extend Hamilton Canal Priority Development Site, 8/26/2008
 - 2 Prince Avenue
Added as Priority Development Site, 8/27/2008
 - Hamilton Canal District
DMU + LI to HCD-A through HCD-G, 2/24/2009
 - 19 Columbia Street
TSF to RR, 3/10/2009
 - 26 and 28 Lawrence Street
TMF to DMU, 3/10/2009
 - 18-20 Webber Street
TSF to RR, 6/9/2009
 - 600 Rogers Street
SSF to RR, 12/2/2010
 - 301 Chelmsford Street
USF to NB, 1/18/2011
 - 550 Bridge Street
NB to TMU, 6/14/2011
 - Livingston Avenue Area
TSF to SSF, 9/13/2011
 - 169.1 and 169.2 Bridge Street
Added to Smart Growth Overlay District, 2/7/2012
 - 390 Pawtucket Street
TSF to TMU, 9/25/2012
 - Mt. Vernon, Rock, and School Streets
UMF to UMU, 9/25/2012
 - Biglow Street and 160.1 and 160.2 Swan St
to SSF, 2/5/2013
 - 14 + 16 Third Street
TMF to NB, 3/5/2013
 - 12 + 14 Weed Street
TSF to TMU, 4/9/2013
 - 122 + 130 Andrews St and 180 Moore Street
TSF to TTF, 12/3/2013
 - 1291 Middlesex Street
TTF to INST, 4/15/2014
 - 1422.1 + 1434.1 Gotham Street
TTF to SMU, 5/6/2014
 - 100 Industrial Avenue
HRC to GI, 10/13/2016
 - 25 Olney Street
TMU to LI, 7/25/2017
 - 232, 234 Mt. Vernon St
UMF to UMU, 6/26/2018
 - 268 Mt. Vernon St, 294 School St, 5 Framham St,
UMF to LI, 8/26/2018
 - 264, 266 Plain St and 55 Montreal St
TTF to LI, 6/25/2019
 - Rivers Edge Rd Area Rezone
TTF to SMF, 1/29/2020
 - 4 Wiggin Street and 153 Wile Street
LI to UMF, 3/9/2021

- SUBURBAN DISTRICTS**
SSF: SUBURBAN NEIGHBORHOOD SINGLE FAMILY
SMF: SUBURBAN NEIGHBORHOOD MULTI FAMILY
SMU: SUBURBAN MIXED-USE DISTRICT
RR: REGIONAL RETAIL DISTRICT
- TRADITIONAL NEIGHBORHOOD DISTRICTS**
TSF: TRADITIONAL NEIGHBORHOOD SINGLE FAMILY
TTF: TRADITIONAL NEIGHBORHOOD TWO FAMILY
TMF: TRADITIONAL NEIGHBORHOOD MULTI FAMILY
TMU: TRADITIONAL MULTI-USE DISTRICT
NB: NEIGHBORHOOD BUSINESS DISTRICT
- URBAN DISTRICTS**
USF: URBAN NEIGHBORHOOD SINGLE FAMILY
UMF: URBAN NEIGHBORHOOD MULTI-FAMILY
UMU: URBAN MIXED-USE DISTRICT
DMU: DOWNTOWN MIXED-USE DISTRICT
- SPECIAL PURPOSE DISTRICTS**
HRC: HIGH-RISE COMMERCIAL DISTRICT
INST: INSTITUTIONAL MIXED-USE DISTRICT
OP: OFFICE RESEARCH PARK
PDM: PLANNED DEVELOPMENT MEDICAL/INSTITUTIONAL
HCD: HAMILTON CANAL DISTRICT
- INDUSTRIAL DISTRICTS**
LI: LIGHT INDUSTRY, MANUFACTURING, & STORAGE
GI: GENERAL INDUSTRY



Map Updated March 10, 2021

1 inch = 1,200 feet

NOTES:

RULES FOR DETERMINING LOCATIONS OF ZONING BOUNDARIES ARE FOUND IN SECTION 3.3 OF THE LOWELL ZONING ORDINANCE.

THIS MAP WAS PREPARED BY THE DIVISION OF PLANNING AND DEVELOPMENT FOR REVIEW AND DISCUSSION PURPOSES. IT IS NOT AN OFFICIAL ZONING MAP AND IT DOES NOT REFLECT APPROVED ZONING DISTRICTS OR BOUNDARIES IN THE CITY OF LOWELL.

THE OFFICIAL ZONING MAP IS ON FILE IN THE OFFICE OF THE LOWELL CITY CLERK.

ARTICLE XII: TABLE OF USES

District Type: Districts:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.1. RESIDENTIAL USES [Ord. 11-13-07]																		
a. One detached dwelling unit on a lot occupied by not more than one family	Y	SP	SP	N	Y	Y	Y	SP	N	Y	Y	SP	N	N	N	N	N	N
b. Two detached or attached dwelling units on a lot occupied by not more than one family each	N	SP	SP	N	N	Y ⁺	Y	SP	N	N*	Y	SP	N	N	N	N	N	N
c. Three (3) dwelling units on one lot (in any combination of single-family detached dwelling units, attached or semi-detached dwelling units, multi-family structures, or as a part of a mixed-use project with other uses allowed in the district, including townhouse developments)	N	SP	SP	N	N	N	PB	PB	PB**	N	Y	PB	Y**	N	PB**	N	N	N
d. Four to six (4-6) dwelling units on one lot (in any combination of single-family detached dwelling units, attached or semi-detached dwelling units, multi-family structures, townhouses, or as a part of a mixed-use project with other uses allowed in the district, including townhouse developments)	N	Y	PB	N	N	N	PB	PB	PB**	N	Y	PB	Y**	N	PB**	N	N	N
e. Seven to ten (7-10) units on one lot (in any combination of single-family detached dwelling units, attached or semi-detached dwelling units, multi-family structures, or as a part of a mixed-use project with other uses allowed in the district, including townhouse developments)	N	Y [^]	PB [^]	N	N	N	N	PB [^]	PB** [^]	N	Y [^]	PB [^]	Y** [^]	SP** [^]	PB** [^]	N	N	N
f. Eleven (11) or more dwelling units on one lot (in any combination of single-family detached dwelling units, attached or semi-detached dwelling units, multi-family structures, or as a part of a mixed use project with other uses allowed in the district, including townhouse developments) [Ord. 2/14/2023]	N	Y [^]	PB [^]	N	N	N	N	PB [^]	PB** [^]	N	Y [^]	PB [^]	SP** [^]	SP** [^]	PB** [^]	N	N	N
g. Reserved																		
h. Reserved																		
i. One or two dwelling units in a building with a legal non-residential use on the ground floor.	N	Y	Y	SP	N	Y	Y	Y	Y	SP	Y	Y	SP	SP	SP	SP	SP	N
j. Senior Congregate Housing, including, but not limited to, assisted living facilities.	N	Y	Y [^]	SP [^]	N	SP [^]	Y [^]	Y [^]	SP [^]	SP [^]	Y [^]	Y [^]	SP [^]	SP [^]	SP [^]	N	N	N
k. Trailer.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
l. Non-family accommodations:																		
1. Tourist home, Bed & Breakfast Inn	N	SP	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP	N	Y	N	N	N
2. Boarding or Lodging house, fraternity	N	N	SP	N	N	N	N	SP	SP	N	SP	SP	SP	N	SP	N	N	N
3. Dormitory	N	N	N ⁺⁺	N	N	N	N	N ⁺⁺	N ⁺⁺	N	N	SP [^]	SP [^]	N	Y [^]	N	N	N
4. Hotel	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	SP	N
5. Motel	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	SP	N	SP	SP	N
m. Manufactured (Mobile) Home [Ord 8/24/16]	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

* Except permitted accessory unit by special permit (see "Accessory Uses" section).
 ** Townhouse developments are not allowed in the NB, DMU, HRC or INST districts.
 + See also Section 5.2.2. ++ [Ord. 11-24-09]
 ^See Section 11.3.10 [Ord. 12-12-17]

12.2. CONVERSION OF DWELLING STRUCTURE																		
a. Existing single family detached dwelling converted for not more than two families, where all dimensional and other requirements are met, including all applicable provisions of Section 8.1.	N	Y	SP	N	N	Y	Y	SP	SP	SP	Y	SP	SP	N	SP	N	N	N
b. Other dwellings converted for more than two families; where all dimensional and other requirements are met, including all applicable provisions of Section 8.1.	N	SP	SP	N	N	N	SP	SP	SP	N	SP	SP	SP	N	SP	N	N	N

c. Buildings located in historic mill complexes or religious or educational buildings converted for more than two families; where all dimensional and other requirements are met, including all applicable provisions of Section 8.1.	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	N	PB	N	N	N
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District Type:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
Districts:	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.3. INSTITUTIONAL, RECREATIONAL & EDUCATIONAL USES																		
a. Use of land or structures for exempt religious purpose.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
b. Use of land or structures for exempt educational purposes on land owned or leased by the Commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination or by a nonprofit educational corporation.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
c. Nonexempt educational use of land or structures, including, but not limited to, trade, professional or other schools conducted as a gainful business. *This use is allowed in an HRC, OP, LI or GI district by special permit only if the use is affiliated with an office or commercial activity.	N	N	SP	Y	N	N	N	SP	SP	N	N	SP	Y	SP*	Y	SP*	SP*	SP*
d. Licensed child care facility.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
e. Library or museum open to the public or connected with a permitted educational use and not conducted as a gainful business. *This use is allowed in an OP or HRC by special permit only if the use is affiliated with an office or commercial activity.	SP	Y	Y	Y	SP	SP	Y	Y	Y	SP	Y	Y	Y	SP*	Y	SP*	N	N
f. Commercial recreational facility, outdoor	SP	SP	Y	Y	SP	SP	SP	Y	Y	SP	SP	Y	Y	SP	Y	SP	SP	SP
g. Commercial recreational facility, indoor. If food or beverages are to be served or consumed, the establishment must also conform to the applicable district and use requirements listed herein.	N	N	SP	Y	N	N	N	SP	SP	N	N	SP	Y	Y	Y	Y	Y	SP
h. Community center, settlement house, humane society, or other similar facility operated by an educational, non-profit, public, or religious institution or organization not conducted as a gainful business.	SP	SP	Y	Y	SP	SP	SP	Y	Y	SP	SP	Y	Y	N	Y	N	N	N
i. Club or lodge, private.	N	SP	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP	SP	Y	SP	N	N
j. Licensed hospital or other licensed establishment for the care of sick, aged, disabled or convalescent persons.	N	SP	SP	Y	N	SP	SP	SP	SP	N	SP	SP	Y	SP	Y	SP	SP	N
k. Other health care facility.	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	SP	SP	SP	SP	N	N
l. Cemetery.	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP	N	N	N	N	N	N	N
m. Institutional use not listed in any other use category.	N	SP	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP	SP	SP	SP	N	N
n. reserved																		
o. Narcotic Detoxification and/or Maintenance Facilities [Ord. 3/12/13]	N	N	N	SP	N	N	N	N	N	N	N	N	N	SP	N	SP	SP	N
p. Adult Day Care Facility	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	N	PN	N	N	N

District Type:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
Districts:	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.4. RETAIL, RESTAURANT, AND CONSUMER SERVICE USES																		
a. Retail operation with 5,000 square feet or less of gross floor area per establishment	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	SP	SP
b. Retail operation with greater than 5,000 square feet of gross floor area per establishment	N	N	Y	Y	N	N	N	SP	SP	N	N	SP	Y	SP	Y	SP	SP	SP
c. Service Business	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	SP	SP
d. Restaurant, 5000 square feet of less gross floor area per establishment.	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	SP	SP
d1. Take-out restaurant [Ord. 4-3-07]	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	SP	SP
e. Restaurant, exceeding 5,000 square feet of gross floor area.	N	N	Y	Y	N	N	N	SP	SP	N	N	SP	Y	Y	Y	Y	SP	SP
f. Bar, saloon, or other establishment where alcoholic beverages are sold and consumed, but which is not licensed to prepare or serve food, with or without an entertainment license.	N	N	Y	Y	N	N	N	Y	SP	N	N	Y	Y	SP	SP	SP	SP	SP
g(1). Drive-in or drive-through establishment, where motorist does not have to leave his/her car, serving a restaurant, take-out restaurant, food retailer, beverage service establishment, or any other use not listed in 12.4(g)(2) below. [Ord. 11-16-10]	N	N	PB [#]	PB [#]	N	N	N	N	N	N	N	N	N	PB [#]	N	PB [#]	PB [#]	PB [#]
g(2). Drive-in establishment or drive-through establishment, where motorist does not have to leave his/her car serving a pharmacy, bank, or financial services business. [Ord. 11-16-10]	N	N	PB [#]	PB [#]	N	N	N	PB [#]	N	N	N	PB [#]	N	PB [#]	PB [#]	PB [#]	PB [#]	PB [#]
h. Veterinary establishment, kennel or pet shops or similar establishments	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP
i. Funeral or undertaking establishment.	N	SP	SP	SP	N	N	SP	SP	SP	N	N	SP	SP	Y	N	Y	Y	Y
j. Adult entertainment establishments: [Ord. 2-14-12]	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	N	N
k. Massage Therapy establishments:	N	N	N	SP	N	N	N	N	SP	N	N	N	SP	SP	N	SP	SP	N
l. Body Art Establishments (as defined by Board of Health Regulation):	N	N	SP	SP	N	N	N	SP	N	N	N	SP	SP	N	N	N	SP	N
m. Crafts Business	N	N	SP	Y	N	N	N	Y	Y	N	N	Y	Y	SP	SP	SP	Y	Y
n. Med Treatment Center	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	PB	PB	N	N
o. Rec Dispensary	N	N	N	PB	N	N	N	N	N	N	N	N	N	N	N	PB	N	N
p. Reserved																		
q. Movie or Live Performance Theatre	N	N	SP	Y	N	N	N	SP	Y	N	N	Y	Y	SP	SP	SP	SP	SP

District Type:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
Districts:	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.5. OPEN AIR OR DRIVE-IN RETAIL AND SERVICE																		
a. Sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors, commercial green house or nursery not exempt pursuant to G.L. c. 40A, s. 3	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	SP	Y	Y	Y
b. Place for exhibition, lettering or sale of gravestones.	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP
c. Open air or drive-in theater or other open air place of entertainment or athletics conducted for profit.	N	N	SP	SP	N	N	N	N	N	N	N	N	SP	SP	SP	SP	SP	SP
d. Open lot storage of new building materials, machinery and new metals but not including junk, scrap metal, rags, waste paper and similar materials provided the area so used is enclosed by a 6 foot high wall or tight fence.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP
e. Open lot storage of used lumber or other building materials, provided that the area so used is surrounded by a 6 foot high wall or tight fence.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP
f. Open lot storage of coal, coke, sand or other similar materials, or such storage in silos or hoppers, provided the area so used is surrounded by a 6 foot high wall or tight fence.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP

* [Ord. 3-22-2017]

District Type:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
Districts:	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.6. AUTOMOTIVE AND RELATED USES																		
a. Automotive Sales, indoor	N	N	SP	Y	N	N	N	SP	N	N	N	SP	N	N	SP	N	Y	Y
b. Automotive Sales, outdoor	N	N	N	SP	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
c. Automotive service station	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	N	SP	N	SP	Y	Y
d. Automotive repair garage	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	N	SP	N	SP	Y	Y
e. Autobody or paint shops	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
f. Car washing establishment	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	SP	SP	N	SP	Y	Y
g. Parking lots and structures other than those provided as an accessory use to the principal use being conducted on the lot, in conformance with this zoning code.	N	N	SP	SP	N	N	N	SP	SP	N	N	SP	SP	SP	SP	SP	SP	SP
h. A private parking structure or parking area, used solely for the parking of passenger cars of residents of other lots located within 400 feet or their guests, owned or operated by private individual(s), trust(s), association(s), or corporation(s).	N	SP	SP	SP	N	N	SP	SP	SP	N	SP	SP	SP	N	SP	N	N	N
i. A private parking structure or parking area, used solely for the parking of passenger cars of residents of other lots located within 400 feet or their guests, owned and operated by a registered not-for-profit or public entity and not operated as a gainful business.	N	SP	SP	SP	N	SP	SP	SP	SP	SP	SP	SP	SP	N	SP	N	N	N
i. Lot for stowing towed vehicles	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP
12.7. UTILITIES, TELECOMMUNICATIONS, AND PUBLIC SERVICE USES																		
a. Public utility or service facilities	SP	SP	Y	Y	SP	SP	SP	SP	SP	SP	SP	SP	Y	Y	SP	Y	Y	Y
b. Municipal facility, other than those set forth in subsection c, below	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
c. Municipal service facilities operated by the City of Lowell Department of Public Works, Lowell Water Utility, or Lowell Wastewater Utility.	SP	SP	Y	Y	SP	SP	SP	SP	SP	SP	SP	SP	Y	Y	SP	Y	Y	Y
d. Radio or television studio.	N	N	Y	Y	N	N	N	SP	SP	N	N	SP	Y	Y	Y	Y	Y	Y
e. Radio or television transmission stations (including towers related to said use).	N	N	SP	SP	N	N	N	N	N	N	N	N	SP	Y	Y	Y	Y	Y
f. Telecommunications facilities	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*
g. Large Wind Energy Facility [Ord. 5-25-10]	N	N	N	PB	N	N	N	N	N	N	N	N	N	Y	PB	PB	Y	Y
*(Ord. 3-22-17)																		
12.8. OFFICE AND LABORATORY USES																		
a. Business or professional office, with a gross floor area of 5000 square feet or less.	N	N	Y	Y	N	N	N	Y	Y	N	N	Y*	Y*	Y	Y	Y	Y	Y
b. Business or professional office, with a gross floor area greater than 5000 square feet.	N	N	Y	Y	N	N	N	Y	SP	N	N	Y*	Y*	Y	Y	Y	Y	Y
c. Medical or dental center or clinic, including laboratories incidental thereto.	N	N	Y	Y	N	N	N	Y	Y	N	N	Y*	Y*	SP	Y	SP	SP	SP
d. Telephone Answering Service/Call Center.	N	N	Y	Y	N	N	N	Y	SP	N	N	Y	Y	Y	Y	Y	Y	Y
e. Laboratories or research facilities, provided any manufacturing is incidental to the operation of the facility, does not exceed fifty percent of the gross floor area of the building and is not injurious to the surrounding area by nature of dust, noise, smoke and odors.	N	N	Y	Y	N	N	N	SP	N	N	N	SP	Y	Y	Y	Y	Y	Y
f. Testing	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	PB	PB	Y	Y

* Indicates that a SP with the Planning Board is required if a new office, center or clinic is looking to locate within the ground floor of a structure – See Sec. 9.3 for information regarding the Downtown Overlay District [Ord. 12-12-17]

District Type: Districts:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
12.9. INDUSTRIAL USES																		
a. Distribution center, parcel delivery center, delivery warehouse	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP	SP	Y	Y
b. Self-storage facility.	N	N	N	N	N	N	N	N	N	N	N	N	SP	N	SP	N	Y	Y
c. Steam laundry or dry cleaning plant.	N	N	N	SP	N	N	N	N	N	N	N	N	SP	SP	SP	SP	Y	Y
d. Food and beverage manufacturing, bottling or processing and commissary.	N	N	N	SP	N	N	N	N	N	N	N	SP*	SP	SP	SP	SP	Y	Y
e. Commercial storage warehouse, cold storage plant, or storage building	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	N	Y	Y
f. Wholesale business, including storage associated with said business	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	N	Y	Y
g. Manufacturing, assembly, reconditioning and processing plant	N	N	N	SP	N	N	N	N	N	N	N	N	SP	SP	SP	SP	Y	Y
h. RR freight terminals, shops and yards.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP
i. Rendering or preparation of grease tallow, fats and oils, manufacture of shortening, table and other food oils but not including garbage, dead animals, offal or refuse reductions.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP
j. Stone cutting, shaping and finishing in completely enclosed buildings.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP
k. Recycling facility	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	Y
l. Dismantling or wrecking of used motor vehicles and storage and sale of the parts provided that open lot storage shall not exceed 12 feet in height and that the area so used shall be enclosed by a tight wall or fence of at least the same height as the material so stored.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP
m. Truck or bus terminal, yard or building for storage or servicing of trailers, trucks, shipping containers, or buses and parking lot for trucks.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
n. Processing of sand and gravel and the manufacture of bituminous concrete.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y
o. Open lot storage of junk, scrap, rags, paper, junked vehicles and other similar salvage articles provided that open lot storage shall not exceed 12 feet in height and that the area so used shall be enclosed by a tight wall or fence of at least the same height of the material so stored.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP
p. Manufacture, processing, assembly or other industrial operations subject to Building and Health Department Regulations without limit as to category or product except as otherwise listed in this Table, or as hereinafter prohibited, provided that (a) all dust, fumes, odors, smoke or vapor are effectively confined to the premises or so disposed of as to avoid air pollution, and (b) any noise, vibration or flashing are not normally perceptible without instruments at a distance of 500 feet from the premises, but the following are expressly prohibited: (a) Stockyard or abattoir (b) Petroleum refining (c) Smelting of zinc, copper or iron ores (d) Incineration or reduction of garbage, offal or dead animals except as conducted by the City of Lowell (e) Cement, lime or gypsum manufacture (f) Explosives or fireworks manufacture	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP
q. Gravel or material removed	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP

*[Ord. 12-12-17]

District Type:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
Districts:	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
r. Contractor Garage	N	N	SP	SP	N	N	N	SP	N	N	N	SP	N	N	N	N	Y	Y
s. Portable Storage Unit or Shipping Container larger than 120 sf (as a primary or accessory use)	N	N	N	SP	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
t. Cultivation	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	N	PB	Y	Y
u. Marijuana Delivery Operator	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	N	PB	Y	Y
v. Marijuana Courier	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	N	PB	Y	Y
12.10. SPECIAL USES																		
a. Planned Unit Development.	N	N	PB*	PB*	N	N	N	PB*	N	N	PB*	PB*	PB*	PB*	PB*	PB*	PB*	PB*
b. Planned Residential Development.	CC	CC	CC	N	CC	CC	CC	CC	N	CC	CC	CC	N	N	N	N	N	N
12.11. USES PROHIBITED OR NOT COVERED BY TABLE																		
a. A specific principal use or activity prohibited by the "N" designation or not covered in the preceding Table cannot be varied or authorized by the Board of Appeals in any district in which the land or structure is located. An applicant desiring to conduct such a use of activity not authorized will need to apply for amendment to the zoning code in the manner provided for by Chapter 40A, the State Zoning Act.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
12.12. SCIENTIFIC ACCESSORY USES																		
a. Scientific Uses which are necessary in connection with scientific research, scientific development or related production activities which are permitted in the above tables.	N	N	N	N	N	N	N	N	N	N	N	N	N	SP	SP	SP	SP	SP
12.13. ARTIST USES [Ord. 11-16-10]																		
a. Artist Live/Work Space. *may be permitted by special permit only within the boundaries of the Artist Overlay District created by Section 9.2.	N	N	N	N	N	N	N	N	N	N	SP*	SP*	SP*	N	N	N	SP*	N
b. Art/Craft Studio	N	N	SP	SP	N	N	N	SP	SP	N	N	Y	Y	SP	Y	SP	SP	SP

* [Ord. 3-22-2017]

ARTICLE XIII: TABLE OF ACCESSORY USES

District Type: Districts:	Suburban				Traditional Neighborhood					Urban				Special Purpose			Industrial	
	SSF	SMF	SMU	RR	TSF	TTF	TMF	TMU	NB	USF	UMF	UMU	DMU	HRC	INST	OP	LI	GI
ACCESSORY USES																		
a. The renting of rooms or the furnishing of table board by a resident owner to not more than two (2) nontransient roomers or boarders	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
b. The renting of rooms or the furnishing of table board to more than two (2) nontransient roomers or boarders as an accessory use	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
c. Provision of a garage or parking space for occupants, employees, customers, or visitors	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
d. In multifamily dwellings, hospitals or hotels with more than thirty (30) sleeping rooms, a newsstand, barbershop, dining room or similar service for occupants thereof	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
e. A parking area, as an accessory use, located within 1000 feet of the primary use and for the parking of passenger cars of employees, customers or guests of commercial or institutional establishments,	N	N	Y	Y	N	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	Y
f. Parking or allowing to stand any motor vehicle and/or motor vehicle attachment (excluding recreational vehicles) having a gross vehicle weight of twelve thousand (12,000) pounds or more, or exceeding 24 feet in length, or having three (3) or more axles, for more than one-half (1/2) hour, on any day, at any time	N	N	N	SP	N	N	N	N	N	N	N	N	SP	SP	SP	SP	SP	SP
g. Temporary building or use incidental to a building development	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
h. Home occupation per section 4.3.3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
i. Home occupation per section 4.3.4	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP
j. Family day care, small	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	SP	N	N	N
k. Family day care, large	SP	SP	SP	N	SP	SP	SP	SP	N	SP	SP	SP	N	N	SP	N	N	N
l. Adult day care, small	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	SP	N	N	N
m. Adult day care, large	SP	SP	SP	N	SP	SP	SP	SP	N	SP	SP	SP	N	N	SP	N	N	N
n. Accessory Dwelling Unit, added to a single family home, subject to minimum lot area per dwelling unit requirements	N	N	N	N	N	N	N	N	N	SP	N	N	N	N	N	N	N	N
o. Common accessory facilities to exclusively serve the residents of an on-site multi-family residential building or complex of buildings, including but not limited to: a management/maintenance office, exercise facility, common meeting area or computer room. [Ord. 11-29-05]	N	N	Y	Y	N	N	N	Y	Y	N	Y	Y	Y	Y	Y	N	N	N
p. Small Wind Energy Facility [Ord. 5-25-10, 11-16-10]	PB	PB	PB	PB	N	N	N	N	N	N	N	N	N	Y	PB	Y	Y	Y
q. Building-Mounted Wind Energy Facility [Ord. 5-25-10, 11-16-10]	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	Y	Y
r. Marijuana Delivery Operator, as an accessory use to a Marijuana Cultivation Facility	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	N	PB	Y	Y
s. Marijuana Courier	N	N	N	PB	N	N	N	N	N	N	N	N	N	PB	N	PB	Y	Y

ARTICLE V. DIMENSIONAL REQUIREMENTS

SECTION 5.1 TABLE OF DIMENSIONAL REGULATIONS. No building or structure shall be built nor shall any existing building or structure be enlarged which does not conform to the regulations as to maximum ratio of floor area to lot area, minimum lot sizes, minimum lot area for each dwelling unit or equivalent, minimum lot frontage, minimum setback dimensions of front, side and rear yards, minimum open space, and maximum height of structures, and all other dimensional requirements in the several districts as set forth in the Table of Dimensional Regulations, except as hereinafter provided. [Ord. 11-29-05, 4-18-06, 4-3-07, 9-27-11]

	District	Type of Use	Dimensions (in feet or square feet unless otherwise noted)													
			Max. FAR	Min. Lot Size	Min. LA/DU	Min. Frontage	Front Yard Setbacks					Minimum Side Yard	Min. Rear Yard	Minimum UOS /DU	Max. Height	Max. Stories
							Min.	Max.	Projections	Porches	Garages					
SUBURBAN DISTRICTS	SSF	All permitted uses	0.35	10000	10000	90**	25	----	22	17	30	10 SUM 25	25	750	35	2.5
	SMF	1, 2, and 3 Family Dwellings	0.75	20000	10000	90**	25	----	----	----	30	20	25	750	40	3
		All other uses	0.75	20000	3000	40**	25	----	----	----	30	20	25	750	40	3
	SMU	1, 2, and 3 Family Dwellings	2	20000	10000	90**	25	----	----	----	30	20	25	750	40	3
		Other Residential Dwellings	2	20000	3000	40**	25	----	----	----	30	20	0†	300	----	----
All other uses		2	----	----	25	----	----	----	----	----	0†	0†	----	----	----	
RR	All permitted uses	2	----	----	25	----	----	----	----	----	0†	40	----	----	----	
TRADITIONAL NGHBRHD. DISTRICTS	TSF	All permitted uses	0.35	7000	7000	70**	15	20	12	9	24	10 SUM 25	20	300	32	2.5
	TTF	1 family dwelling	----	6000	6000	70**	15	20	12	9	24	10	20	500	32	2.5
		All other uses	----	6000	4000	80**	15	20	12	9	24	10 SUM 25	20	500	35	2.5
	TMF	1 family dwelling	----	4500	4000	70**	15	20	12	9	24	5 SUM 20	20	500	32	2.5
		All other uses	----	6000	4000	80**	15	20	12	9	24	10 SUM 25	20	500	35	3
	TMU	1 family dwelling	----	4500	2500	70**	*	*	*	*	21	5 SUM 20	20	250	32	2.5
		Other Residential Dwellings	----	6000	2500	80**	*	*	*	*	21	10 SUM 25	20	250	45	4
		All other uses	1	----	----	25	----	8	----	----	21	0†	0†	----	45	4
	NB	Residential Dwellings	1	6000	2500	40	*	*	*	*	21	0†	20	250	35	3
		All other uses	1	----	----	25	----	8	----	----	21	0†	0†	----	40	3
URBAN DISTRICTS	USF	1 family dwelling	0.75	3000	2500	50**	10	15	7	4	21	3 SUM 17	15	225	32	2.5
		All other uses	----	5000	2500	50**	10	15	7	4	21	3 SUM 17	15	225	32	2.5
	UMF	All permitted uses	----	3400	1000	55**	*	*	*	*	*	3 SUM 17	15	----	65	6
	UMU	Residential Dwellings	----	3400	1000	55**	*	*	*	*	*	3 SUM 17	15	----	----	----
		All other uses	4	----	----	25	----	----	----	----	----	----	----	----	----	----
DMU	All permitted uses	4	----	----	25	----	----	----	----	----	----	----	----	----	----	
SPECIAL PURPOSE DISTRICTS	HRC	Residential Dwellings	3	43560	----	25	25	--	----	----	30	20	25	100	200	15
		All other uses	5	----	----	25	----	----	----	----	----	----	----	----	200	15
	INST	All permitted uses	2	----	----	25	----	8	----	----	----	0†	0†	----	100	8
	OP	All permitted uses	2	----	----	25	40	----	----	----	----	20	40	----	50	4
INDUSTRIAL DISTRICTS	LI	All permitted uses	2	----	----	25	----	----	----	----	----	----	----	----	----	----
	GI	All permitted uses	2	----	----	25	----	----	----	----	----	----	----	----	----	----

----Denotes no dimensional requirement.

* Front setbacks in these districts shall be consistent with existing setbacks on the block.

† Side and rear yard setbacks in these districts must be at least 15 feet when abutting a residentially-zoned lot.

** Minimum residential frontage in these districts may be reduced by special permit under the provisions of Section 5.1.1 (7).

Massachusetts Cultural Resource Information System Scanned Record Cover Page

Inventory No:	LOW.322
Historic Name:	Wheeler, Albert - Converse, Joshua House
Common Name:	
Address:	722-724 Merrimack St
City/Town:	Lowell
Village/Neighborhood:	Acre;
Local No:	RN195;
Year Constructed:	R 1845
Architectural Style(s):	Greek Revival;
Use(s):	Multiple Family Dwelling House;
Significance:	Architecture;
Area(s):	
Designation(s):	
Building Materials:	Roof: Asphalt Shingle; Wall: Brick; Wood;
Demolished	No



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, August 23, 2023 at 3:43 PM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
294 Washington Street, Boston, MA 02108

Acre <u>LOW. 329</u>	
Area	Form no.
	<u>1958</u>

43-12



Lowell

722-24 Merrimack Street

Historic Name Wheeler-Converse House

Original _____

Present Residential

Ownership: Private individual

Private organization

Public

Original owner _____

APPOINTION:

Date c. 1845-1850

Source visual analysis

Style Greek Revival

Architect _____

Exterior wall fabric red brick

Outbuildings _____

Major alterations (with dates) addition

of metal entrance canopy _____

Moved _____ Date _____

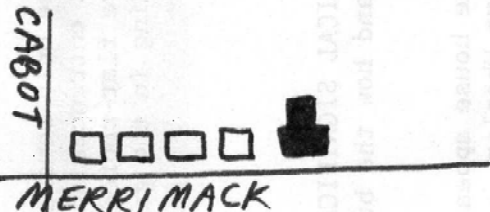
Approx. acreage less than one acre

Setting mixed: commercial/residential

Recorded by Harriet White

Organization D.P.D. Architectural Survey

Date 11/25/80



(Staple additional sheets here)

LOW.322

ARCHITECTURAL SIGNIFICANCE (describe important architectural features and evaluate in terms of other buildings within community)

The only remaining Greek Revival double house on upper Merrimack Street. Paved sidelit entrances anchor the 6-bay facade. There are four interior end chimneys and a square flat-roofed cupola on the ridge. Other details include a corbelled cornice, corbelling in the gables, and some surviving 6/6 windows with shaped lintels.

HISTORICAL SIGNIFICANCE (explain the role owners played in local or state history and how the building relates to the development of the community)

The house appears on the 1841 map, with no owner listed. On the 1850 map it is owned by Albert Wheeler, a West India goods merchant, and Joshua Converse, an overseer at the Suffolk Corporation.

BIBLIOGRAPHY and/or REFERENCES

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	LOW.324	
Historic Name:	Roy, J. H. House	
Common Name:		
Address:	730-732 Merrimack St	
City/Town:	Lowell	
Village/Neighborhood:	Acre:	
Local No:	RN197;	
Year Constructed:	C 1890	
Architectural Style(s):	Queen Anne; Triple-decker;	
Use(s):	Multiple Family Dwelling House;	
Significance:	Architecture:	
Area(s):		
Designation(s):		
Building Materials:	Wall: Wood; Wood Clapboard; Wood Shingle;	
Demolished	No	



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/nhc

This file was accessed on: Wednesday, August 23, 2023 at 3:43 PM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
294 Washington Street, Boston, MA 02108

Pl. Area Acre LOW. 384

Area	Form no.
	<u>197R</u>

54:17

Town Lowell

Address 730-32 Merrimack Street

Historic Name _____

Use: Original apartments

Present apartments

Ownership: Private individual
 Private organization
 Public

Original owner J.H. Roy

DESCRIPTION:

Date c. 1885-1890

Source map research

Style Queen Anne

Architect _____

Exterior wall fabric clapboard

Outbuildings _____

Major alterations (with dates) possibly
the addition of bays

Moved _____ Date _____

Approx. acreage less than one acre

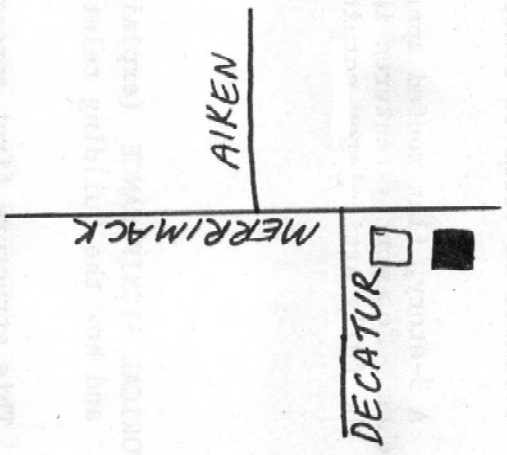
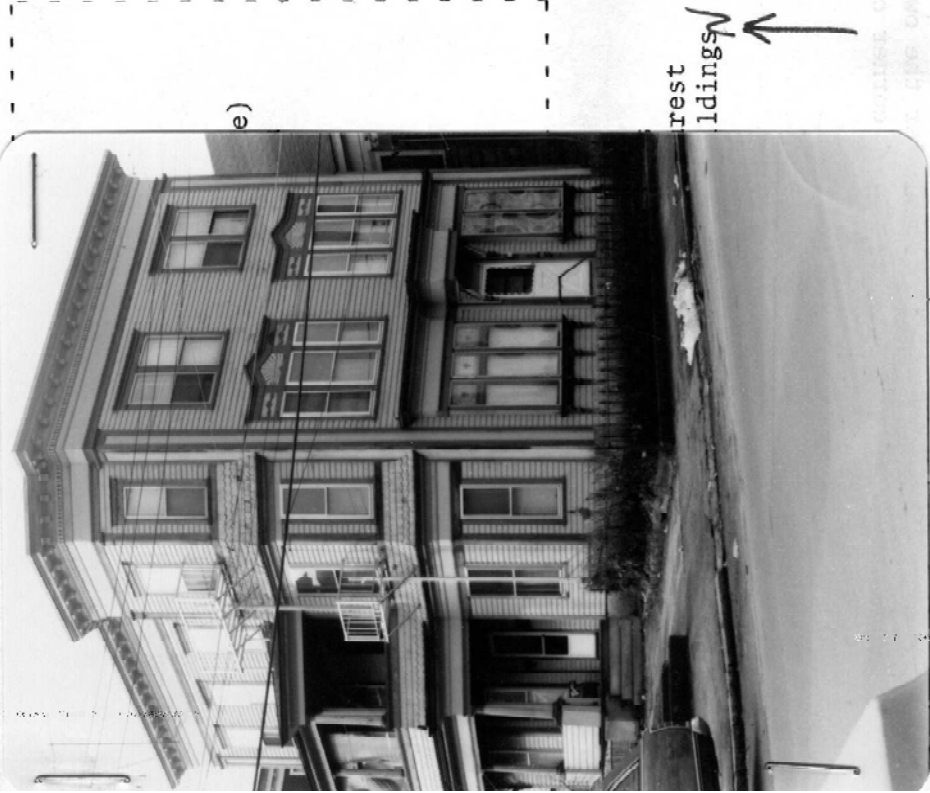
Setting Commercial

Recorded by Harriet White

Organization D.P.D. Architectural Survey

Date 11/25/80

(Staple additional sheets here)



rest
ldings
↑

LOW. 324

ARCHITECTURAL SIGNIFICANCE (describe important architectural features and evaluate in terms of other buildings within community)

A 3-story, flat roofed apartment building with polygonal side bays and side porches. Noteworthy features include the peaked wooden lintels with sunburst motif, and the fully articulated cornice with its dentil bands.

HISTORICAL SIGNIFICANCE (explain the role owners played in local or state history and how the building relates to the development of the community)

This structure first appears in the 1879 Atlas, although no owner is listed. By the 1896 Atlas the building is under the ownership of J.H. Roy, a physician who owned a total of three properties at the corner of Decatur and Merrimack Streets. Roy retained ownership until at least 1906.

BIBLIOGRAPHY and/or REFERENCES

201 Merrimack Street, Decatur, GA 30030
MERRIMACK HISTORICAL COMMISSION
FORM B - BUILDING
20M-2/80

Massachusetts Cultural Resource Information System Scanned Record Cover Page

Inventory No:	LOW.325
Historic Name:	Bascom, Timothy House
Common Name:	
Address:	734-736 Merrimack St
City/Town:	Lowell
Village/Neighborhood:	Acre;
Local No:	RN198;
Year Constructed:	C 1845
Architectural Style(s):	Greek Revival;
Use(s):	General Retail Store; Single Family Dwelling House;
Significance:	Architecture; Commerce;
Area(s):	
Designation(s):	
Building Materials:	Roof: Asphalt Shingle; Wall: Wood; Wood Clapboard; Wood Shingle;
Demolished	No



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
294 Washington Street, Boston, MA 02108

P. New

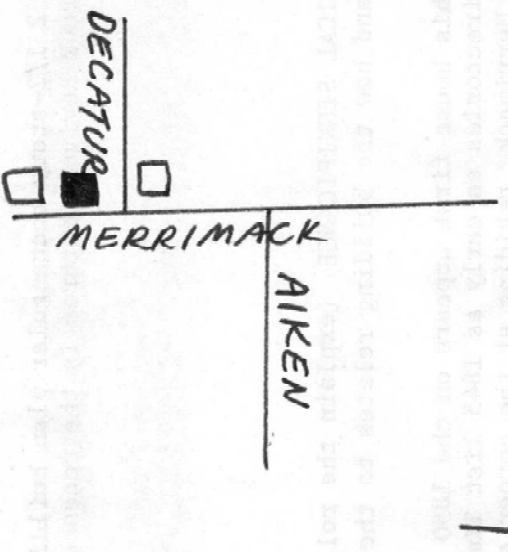
Acre	LOW. 395
Area	Form no.
	198 RW

43-11



Lowell
 ss 734-36 Merrimack Street
 ric Name Timothy Bascom House
 Original Residential
 Present Barber Shop
 ship: Private individual
 Private organization
 Public
 Original owner

DRAW MAP SHOWING PROPERTY
 location in relation to nearest
 cross streets and other buildings
 or geographical features.
 Indicate north.



DESCRIPTION:

Date c. 1845

Source map research & visual analysis

Style Greek Revival

Architect

Exterior wall fabric clapboard, wood shingle

Outbuildings

Major alterations (with dates) siding and
addition of storefront

Moved _____ Date _____

Approx. acreage less than one acre

Setting commercial

Recorded by Harriet White
 Organization D.P.D. Architectural Survey
 Date 11/25/80

(Staple additional sheets here)

LOW. 325

ARCHITECTURAL SIGNIFICANCE (describe important architectural features and evaluate in terms of other buildings within community)

A 2 1/2-story rectangular plan building with its gable end to the street. Among its Greek Revival features is the recessed sidelit entrance with engaged pilasters.

HISTORICAL SIGNIFICANCE (explain the role owners played in local or state history and how the building relates to the development of the community)

This house first appears on the 1850 map of Lowell under the ownership of "Bascom." City Directories as early as 1845 list Timothy Bascom as a merchant of West India goods at 178 Merrimack, residing at the corner of Merrimack and Decatur Streets. During the 1840's, 1850's, and 1860's there are several members of the Bascom family with residences and places of business at various locations along Merrimack Street. In 1859 Timothy Bascom is listed in the City Director as a grocer, and William Bascom is listed as a merchant of shoes, boots and furs, boarding at the home of Timothy Bascom at the corner of Merrimack and Decatur Streets.

BIBLIOGRAPHY and/or REFERENCES

20M-2/80