



## NATICK 2030+ and Other Recent Planning Initiatives

**NATICK 2030+** is an approximately 18 month public process and the resulting report that will define a community-wide shared vision for Natick's future development and a framework for how to get there.

The Process will answer:

- Where are we now?
- Where do we want to be?
- How do we get there?

**NATICK 2030+** is building on other planning projects recently undertaken by the Town, including:

**2016 Natick Center Plan (completed):** The Metropolitan Area Planning Council worked with the Town, Natick Center Associates, property owners, business owners, and citizens to craft a vision for the future of Natick Center that can support the needs of the residents and businesses today, as well as those who may be there in the future.

**2016 Master Plan for Parks and Recreation (completed):** A comprehensive inventory and analysis of all existing conditions and a series of recommendations for improving field and park facilities that the town owns, operates, and manages.

**2016 Economic Development Study and Action Plan (ongoing):** An economic development analysis and action plan, focused on better understanding the commercial and business attraction opportunities in Natick, so that the Town may better both anticipate these from a policy framework and develop appropriate means for marketing these opportunities. Ultimately see higher and better uses of existing commercial and industrial spaces, leading to both increased commercial revenue and an enhanced quality of life for residents.

**2016 Complete Streets Plan (soon to be completed):** The Commonwealth provides incentives to communities that adopt policies and develop plans that reflect Complete Streets principles - the integration of the needs of all users - drivers, pedestrians, cyclists, transit riders, people with disabilities, and abutting businesses and residents - with a priority on safety and usability. This multi-year Plan will identify the streets, infrastructure, cost estimate and timeline for the desired Complete Street improvements in Natick.

**2012 Housing Production Plan (revised 2013):** An Affordable Housing Needs Assessment and Affordable Housing Production Plan for submission to the Commonwealth that identifies the supply and demand for affordable housing in Natick and also provides a strategic plan to assist the Town in determining how it should best direct and leverage its resources to meet the affordable housing needs in Natick.

**2012 Open Space Plan (completed):** An inventory of existing protected open space and recreation facilities; an analysis of open space and recreation needs; a statement of goals and objectives; and a seven-year action plan.

**Natick 360 Strategic Plan 2008-2012 (completed):** A strategic planning process sponsored by five of the Town's boards and committees - Board of Selectmen, Conservation Commission, Finance Committee, Planning Board and School Committee – that set out goals and action items.

**2013 Downtown Parking Strategy for Natick Town Center (completed):** A study to provide the Town with updated information on key policy directions regarding the supply and management of parking that will support the overall economic and development goals for Downtown Natick. The findings address both short and long-term strategies that the Town could pursue to accomplish its goals.

**Exit 13/Golden Triangle Study (not yet started):** The area defined by Route 9, Route 30, and Speen Street is home to many leading retailers housed at Shoppers World, the Natick Mall, and other shopping plazas. In 2014, MassDOT began to take initial steps to address traffic congestion in the area. In order to better assess the feasibility of any option, MassDOT needs to understand potential future traffic demand in the area. To provide this demand estimate, the Towns of Framingham and Natick seek to examine and understand the area's future development potential. This project is intended to provide the Towns of Framingham and Natick with a clear and achievable future vision for the District, with specific focus on the Route 30 and Speen Street corridors, as well as access to and from Exit 13 of the Massachusetts Turnpike (I-90) and mobility options.