

59.02: continued

foregoing, the total Future Open Space may not exceed 10% of what would otherwise be the Developable Land area if the Developable Land would be less than 50 acres; it may not exceed 20% of what would otherwise be the Developable Land area if the Developable Land area would be 50 acres or more; and it shall be consistent with the current Municipal Dedicated Open Space plan.

Future Zoned Units. For a given parcel or area of Developable Land within a District, the maximum number of housing units that could be developed As-of-right under the 40R Zoning through new development, the substantial rehabilitation of existing residential buildings, or the conversion to residential use of existing buildings, except that an Accessory Dwelling Unit shall not qualify as a Future Zoned Unit.

Highly Suitable Location. A location that, as determined by DHCD based on satisfactory documentation provided by the Municipality, is consistent with the statutory goals for Smart Growth, including the production of Starter Homes, set forth in M.G.L. c. 40R, § 1 and 760 CMR 59.00.

(a) To qualify as a Highly Suitable Location, an area must, at a minimum, be one of the following:

1. within a Substantial Transit Access Area;
2. within an Area of Concentrated Development;
3. for Starter Homes, an area zoned for residential use that is not otherwise eligible to be a Highly Suitable Location, only if all or a portion of the Starter Home Zoning District has Pedestrian Access within a distance of no more than $\frac{3}{4}$ mile to a Pedestrian Destination and the Starter Home Zoning incorporates Cluster Zoning so as to permit Cluster Development, and requires all development under the Starter Home Zoning to utilize Low Impact Development Techniques and to include features that encourage walking within Starter Home Projects; or
4. a location, not otherwise eligible to be a Highly Suitable Location, where residential or Mixed-use Development would nonetheless promote Smart Growth, as demonstrated by the Municipality through documentation satisfactory to DHCD, demonstrating the degree to which:
 - a. the location is near a rapid transit or commuter rail station or bus or ferry station terminal, though not within a Substantial Transit Access Area;
 - b. the location has Pedestrian Access within a distance of $\frac{3}{4}$ mile to a Pedestrian Destination;
 - c. proposed zoning in the location and existing zoning near the location will encourage compact, land-use-efficient design, and Mixed-use Development;
 - d. infill and redevelopment of previously-developed areas with Infrastructure are likely to occur that will help to preserve open space, farmland, natural beauty, and critical environmental areas elsewhere in the Municipality; and
 - e. prior identification as an appropriate locus for higher-density housing or higher-density Mixed-use Development in an adopted regional or state plan.

(b) Factors DHCD may consider in determining whether a location that does not qualify under 760 CMR 59.04(1)(a) as being either within a Substantial Transit Access Area or an Area of Concentrated Development is nonetheless a Highly Suitable Location for a District include, without limitation, the extent to which the area is characterized by:

1. Infrastructure, including access to public facilities for storm water and wastewater transport, treatment and disposal and public water supply;
2. Multi-modal Access;
3. Existing Underutilized Facilities; or
4. a location within or immediately adjacent to a Priority Development Area.

(c) An area will not qualify as a Highly Suitable Location if more than 50% of the proposed District contains Prime Farmland Soils on state-owned land. If more than 50% of a proposed District has Prime Farmland Soils that are not state-owned, DHCD may take into account the availability of other potential Highly Suitable Locations in the Municipality, and may request additional information from the Municipality, to determine whether the proposed District qualifies as a Highly Suitable Location.

(d) DHCD may from time to time issue guidance as to other factors that are relevant to the determination of whether a location is Highly Suitable.

EXAMPLES OF LOCATION CRITERIA:

(a)4a - Public transit access to both Fitchburg & Leominster MBTA stations via proposed MART bus service expansion. Additionally, a third MBTA station in Shirley is located within 5 miles of site. See MART transit letter in Attachment 5-1.

(a)4b - Walkable access to Cook Conservation Area through new trail connectivity. 800 acres of Town-owned public recreation land & trails. See Cook Conservation map in Attachment 5-1. Additional pedestrian destinations accessible within 40R's mixed-use space & across Route 70.

(a)4c - Proposed 40R includes density requirements and mixed-use development both As-of-Right. See Section D "Permitted Uses" and Section F "Dimensional and Density Requirements" of proposed 40R bylaw.

(a)4d - Adaptive re-use of 386-acre former sand & gravel operation with executed water agreements & on-site wastewater treatment. See Attachment 7-1.

(b)1 - Attachment 7-1.

(b)3 - 40B parcels are underutilized given lot dimensions and small size of current improvements.

(b)4 - Immediately adjacent to Chapter 43D Priority Development Area adopted March 11, 2009. Located within close proximity of 3 other Priority Development Areas. See Priority Development Area map in Attachment 1-5.

July 23, 2021

Phil Eugene, Chair
Lancaster Economic Development Committee
Prescott Building
701 Main Street Suite 2
Lancaster, MA 01523

Victoria Petracca, Chair
Lancaster Affordable Housing Trust
Prescott Building
701 Main Street Suite 2
Lancaster, MA 01523

VIA EMAIL

Dear Mr. Eugene and Ms. Petracca,

I am pleased to confirm the possibility of extending the MART's Bus Route #8 to include a proposed redevelopment site located at approximately 1410 - 1474 Lunenburg Road in Lancaster.

The proposed redevelopment of the former sand and gravel operation includes an Industrial Commercial Overlay District providing economic development to Lancaster and Central Massachusetts. A connected 40R District combines mixed-income, multi-family rental housing with retail and commercial activity, as well as nearby access to public open space.

The MART's Route #8 connects to the nearby MBTA Commuter Rail station in North Leominster via the Mall at Whitney Field, not far from this proposed development. The North Leominster Commuter Rail station (one stop away from Whitney field stop) provides daily commuter rail service to Boston, Cambridge and Fitchburg, as well as fourteen other MBTA stations on the Fitchburg line as illustrated on the Fitchburg Line CR schedule (see link below).

<https://www.mbta.com/schedules/CR-Fitchburg/timetable>

Route #8 (see link below) currently services Downtown Leominster, the Mall at Whitney Field (Market Basket/Food Court), D'Ambrosio Eye Center (Lancaster), Orchard Hill Park (Target/Kohl's/etc.), Crossroads Office Park and the Leominster Senior Center, as well as inter-connection to the entire MART fixed route system.

<http://www.mrta.us/routes-schedules/route-8-schedule>

To extend Route #8 to the affordable housing/economic development site in Lancaster will cost (as a preliminary estimate) approximately \$110,000/year. State and federal transit funds which are allocated to MART will cover approximately 70% of the cost of the additional services and the Town, through its local assessment from MART, is responsible for the remaining 30%, which is approximately \$33,000/year.

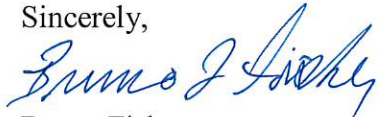
Relative to the shelter, the approximate cost of the Bus Shelter is between \$7,500 and \$15,000 depending on the design selected, and along with the installation, is the responsibility of the property owner. For a project of this size and to maintain manageable pedestrian walking distances, we would recommend two Bus Shelters, as noted below:

1. within the 40R District adjacent to the mixed-income, multi-family housing
2. within the Industrial Commercial Overlay District near the largest distribution center

We hope this preliminary information proves helpful to you. If further information is needed, please don't hesitate to contact us. I can be reach at 978.665.2263 or by email at bruno.fisher@mrta.us .

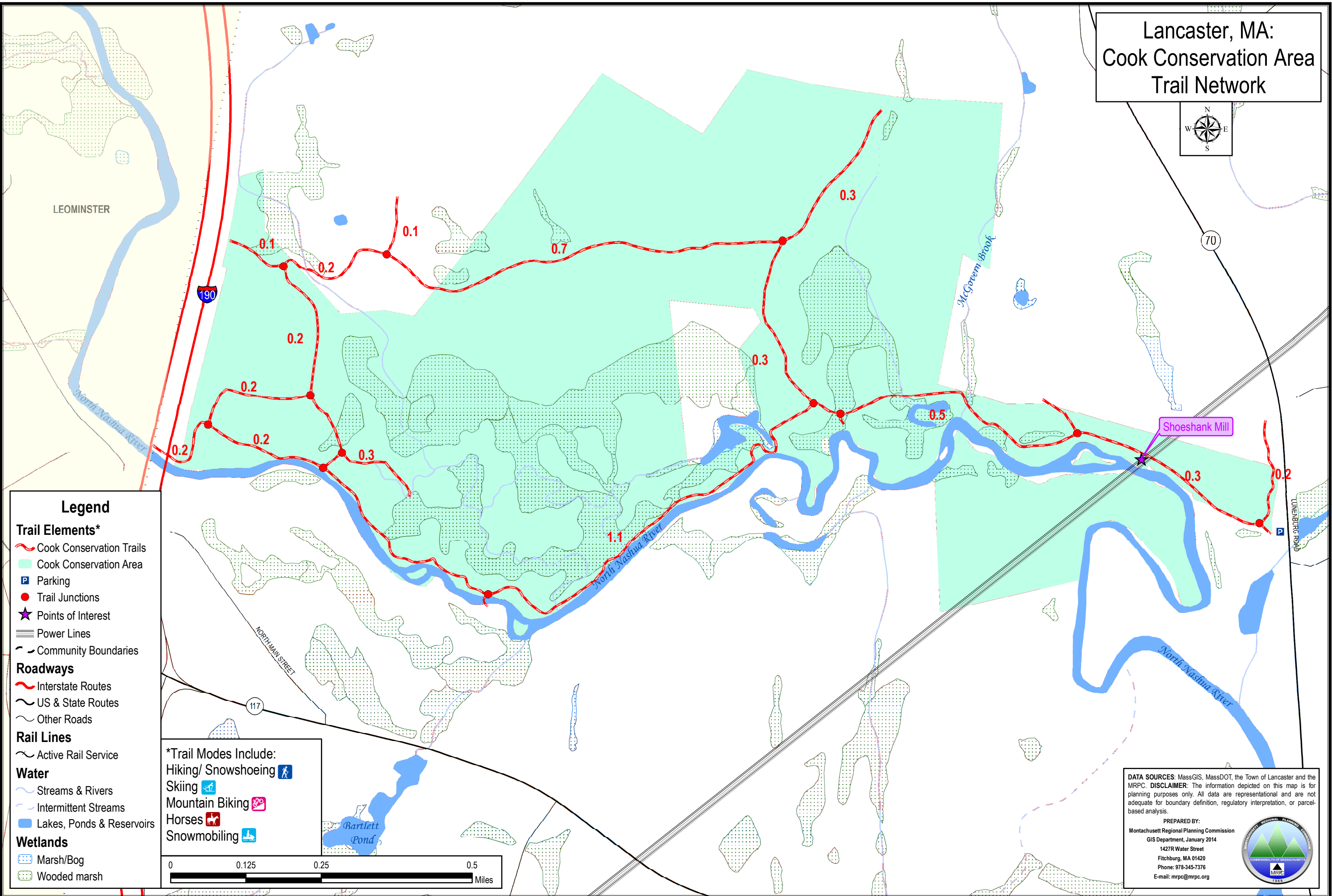
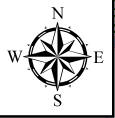
We look forward to providing convenient public transit service to this Lancaster destination.

Sincerely,



Bruno Fisher
Interim Administrator

Lancaster, MA: Cook Conservation Area Trail Network



Legend

Trail Elements*

- Cook Conservation Trails
- Cook Conservation Area
- Parking
- Trail Junctions
- Points of Interest
- Power Lines
- Community Boundaries

Roadways

- Interstate Routes
- US & State Routes
- Other Roads

Rail Lines

- Active Rail Service

Water

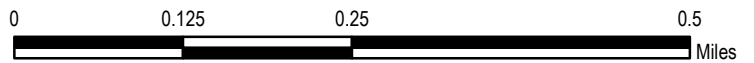
- Streams & Rivers
- Intermittent Streams
- Lakes, Ponds & Reservoirs

Wetlands

- Marsh/Bog
- Wooded marsh

*Trail Modes Include:

- Hiking/ Snowshoeing
- Skiing
- Mountain Biking
- Horses
- Snowmobiling

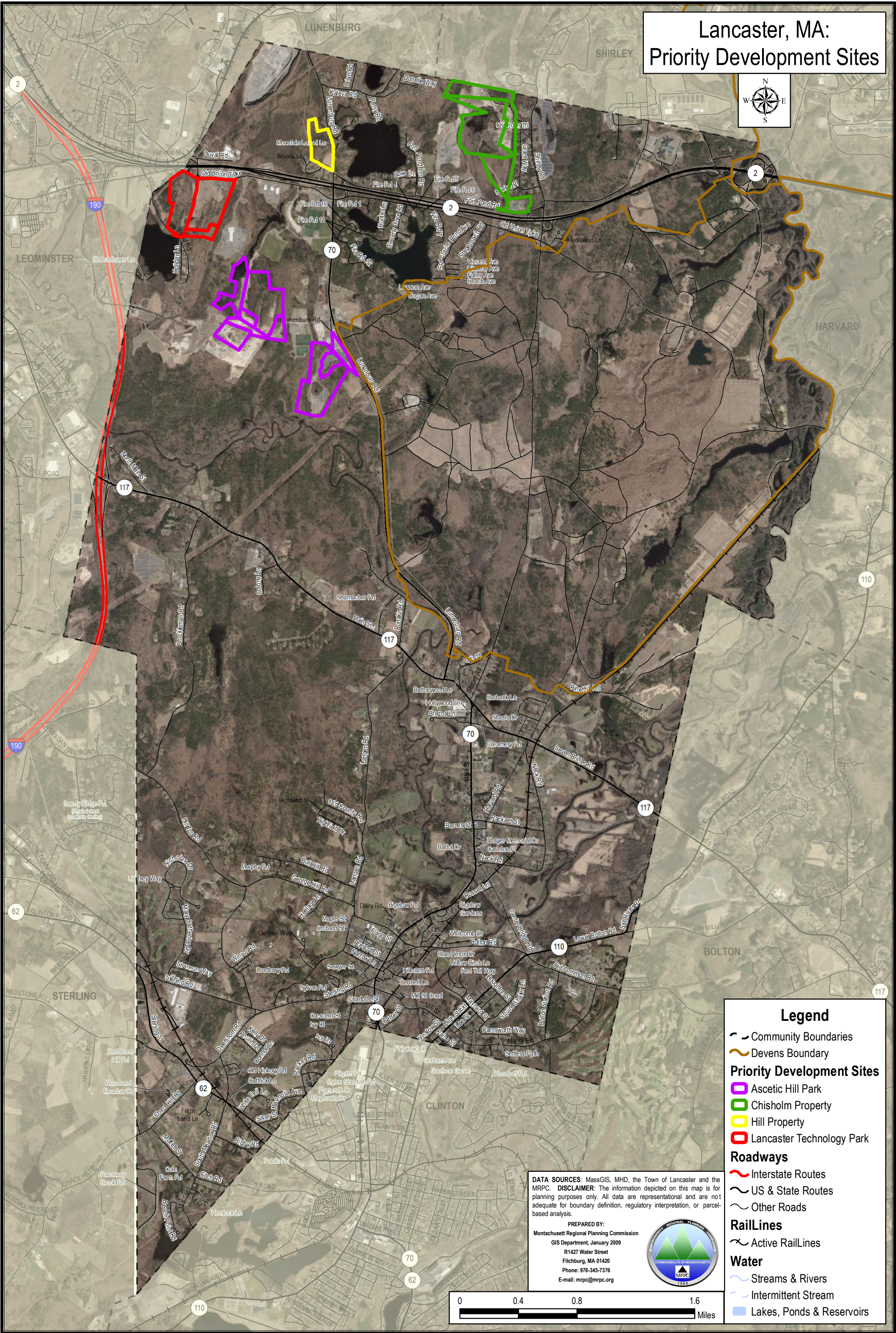


DATA SOURCES: MassGIS, MassDOT, the Town of Lancaster and the MRPC. **DISCLAIMER:** The information depicted on this map is for planning purposes only. All data are representational and are not adequate for boundary definition, regulatory interpretation, or parcel-based analysis.

PREPARED BY:
Montachusett Regional Planning Commission
GIS Department, January 2014
1427R Water Street
Fitchburg, MA 01420
Phone: 978-345-7376
E-mail: mrpc@mrpc.org



Lancaster, MA: Priority Development Sites



Legend

- Community Boundaries
- Devens Boundary
- Priority Development Sites**
 - Ascetic Hill Park
 - Chisholm Property
 - Hill Property
 - Lancaster Technology Park
- Roadways**
 - Interstate Routes
 - US & State Routes
 - Other Roads
- RailLines**
 - Active RailLines
- Water**
 - Streams & Rivers
 - Intermittent Stream
 - Lakes, Ponds & Reservoirs

DATA SOURCES: MassGIS, MHD, the Town of Lancaster and the MRPC. **DISCLAIMER:** The information depicted on this map is for planning purposes only. All data are representational and are not adequate for boundary definition, regulatory interpretation, or parcel-based analysis.

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GIS Department, January 2009
R1427 Water Street
Fitchburg, MA 01420
Phone: 978-345-7376
E-mail: mrpc@mrpc.org

