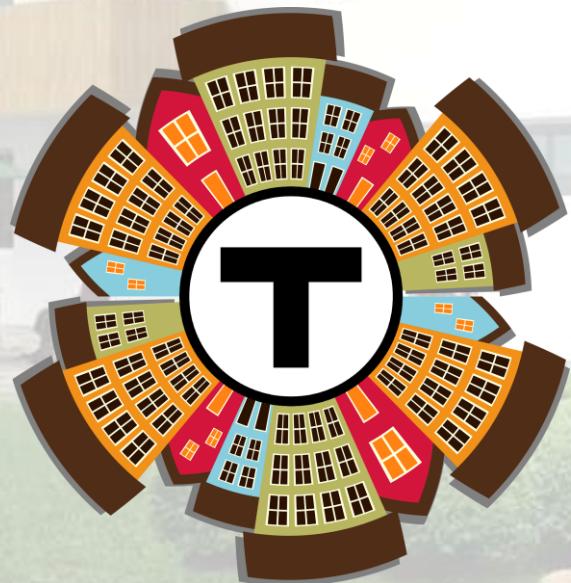


MBTA Communities



Agenda

- Why does this law exist?
 - Do we really need more housing?
- What do we need to do to be in compliance?
- What will be the impact on the town?
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Why does this law exist?

There are many single-family homes ...

- Large or small lots
- Cost: 



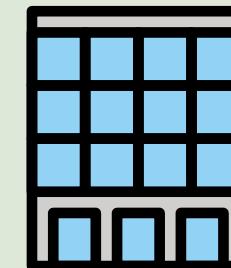
... very little in the middle ...

- Small lots, multi-families, and condos
- Cost: 



... and lots of dense housing

- Apartment buildings
- Cost: 

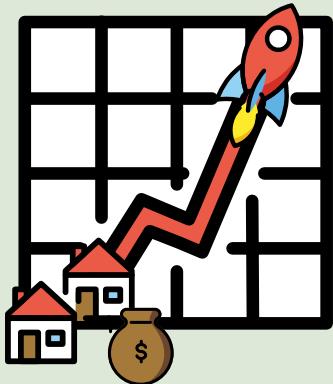


They call this the missing middle



... but the middle for Massachusetts is not the middle for Lunenburg

Do we really need more housing? Probably.



In the region, demand for housing far outstrips supply

We see this in Lunenburg. Housing prices – both buying and renting – have skyrocketed

This supply and demand issue extends across central and eastern Massachusetts



In Lunenburg, an average:

- Home costs ~\$550,000
- Rental costs ~\$3,550/month
- Household income is ~\$112,422

This means:

- A home costs 5x annual household income (recommended 2.8x)
- A rental costs 38% monthly household income (recommended 30% max)

Housing will be developed one way or another, since residential development is generally by-right

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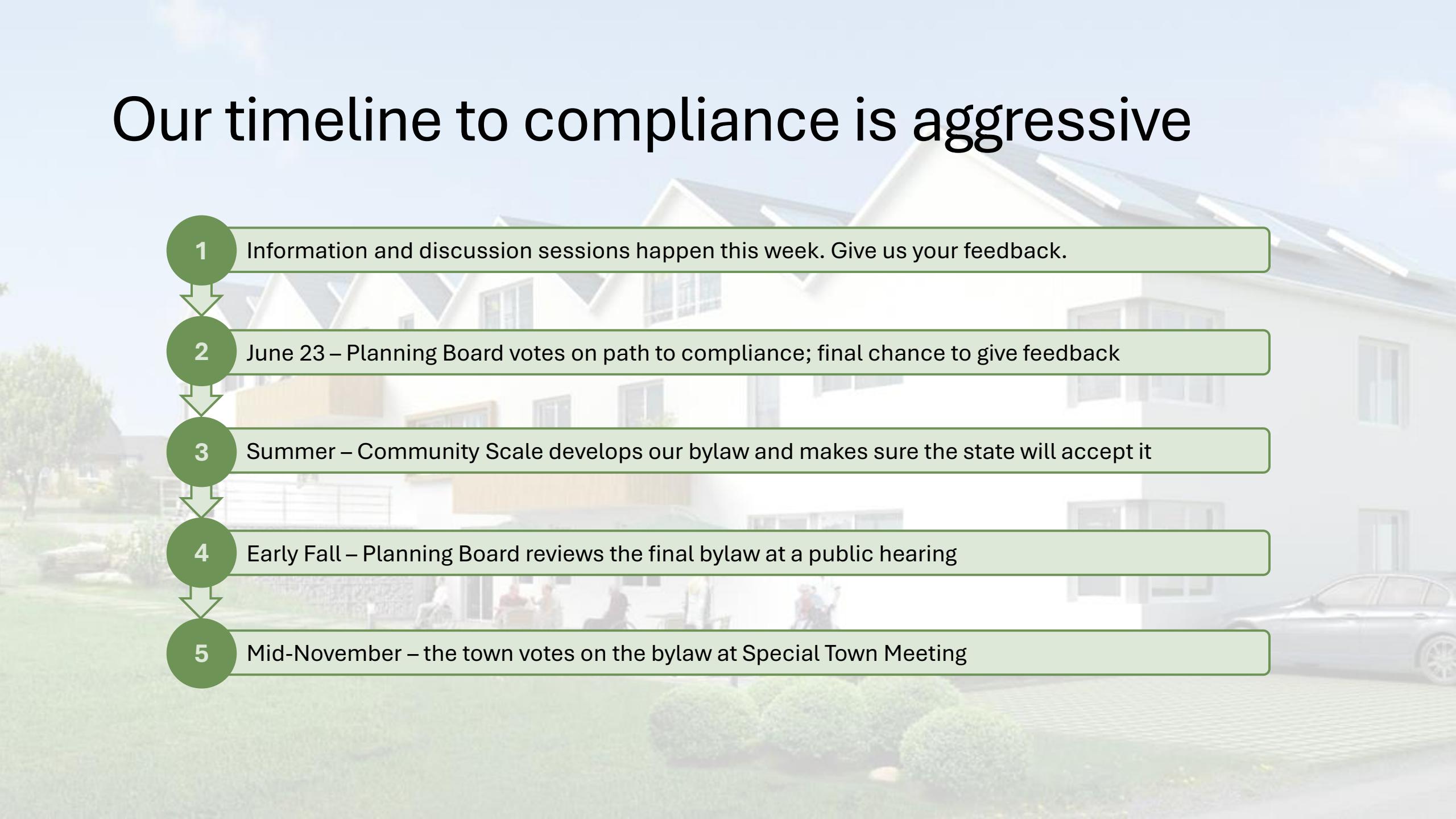
What are our obligations under this law?

Since we are a rural town next to a town with an MBTA station, we must



- Water and sewer are not required at the location
- Cannot ignore things that make lots unbuildable, such as wetlands

Our timeline to compliance is aggressive

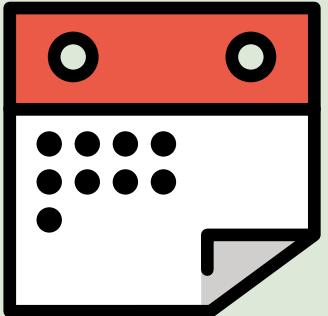


- 1 Information and discussion sessions happen this week. Give us your feedback.
- 2 June 23 – Planning Board votes on path to compliance; final chance to give feedback
- 3 Summer – Community Scale develops our bylaw and makes sure the state will accept it
- 4 Early Fall – Planning Board reviews the final bylaw at a public hearing
- 5 Mid-November – the town votes on the bylaw at Special Town Meeting

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What will the impact be on the town?

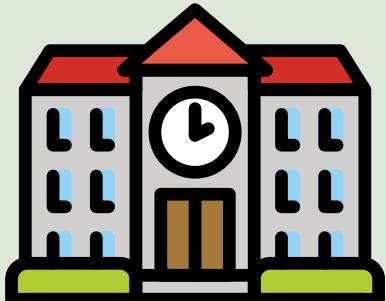


Eventually, we could see more of this housing built

We have one option that limits this



More mid-density housing could limit the demand on future development in other areas



Schools are not likely to see a big change

Mid-density housing is family-friendly in Metro West, but not in towns like Lunenburg



Overall, the changes should be small and gradual

Zoning is not the same as building

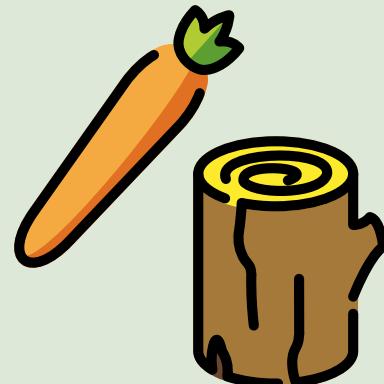
Can we just say no? Not really.



Milton chose to fight this law in court and only won one part of their case based on process. The state can just redo the one process error.

The state functionally won a full victory in the Milton case.

Odds of victory in court are low



If we do not comply, the state will deny us grants and possibly sue us to force compliance



Choosing to not comply would make a statement, but it would also open us up to future issues

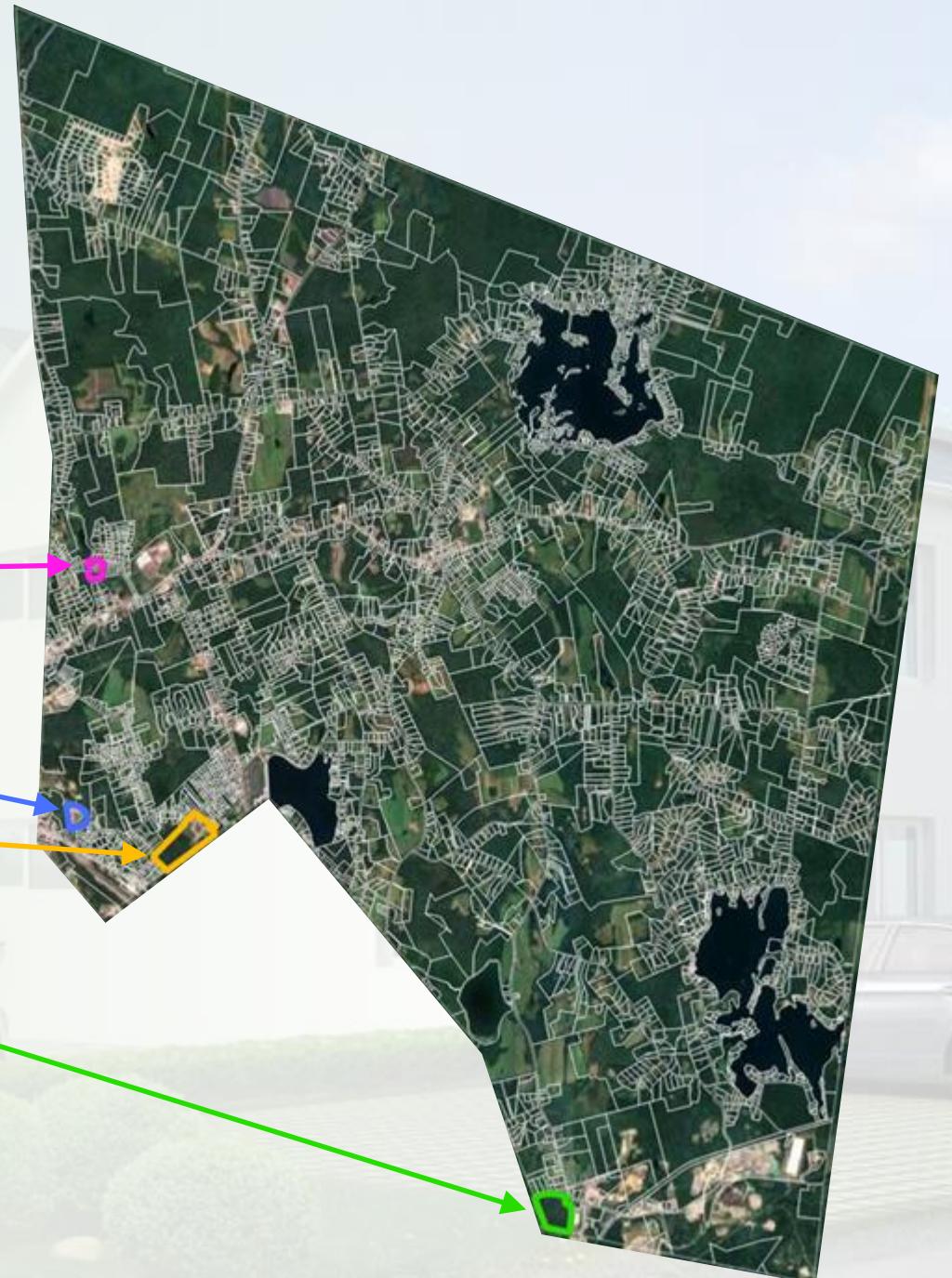
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Where are we looking in town?

Four locations were reviewed by Community Scale:

- 131 White Street
- 37 Youngs Road (Tri-Town)
- 1-9 Rogers Way
- 40 Leominster-Shirley Road



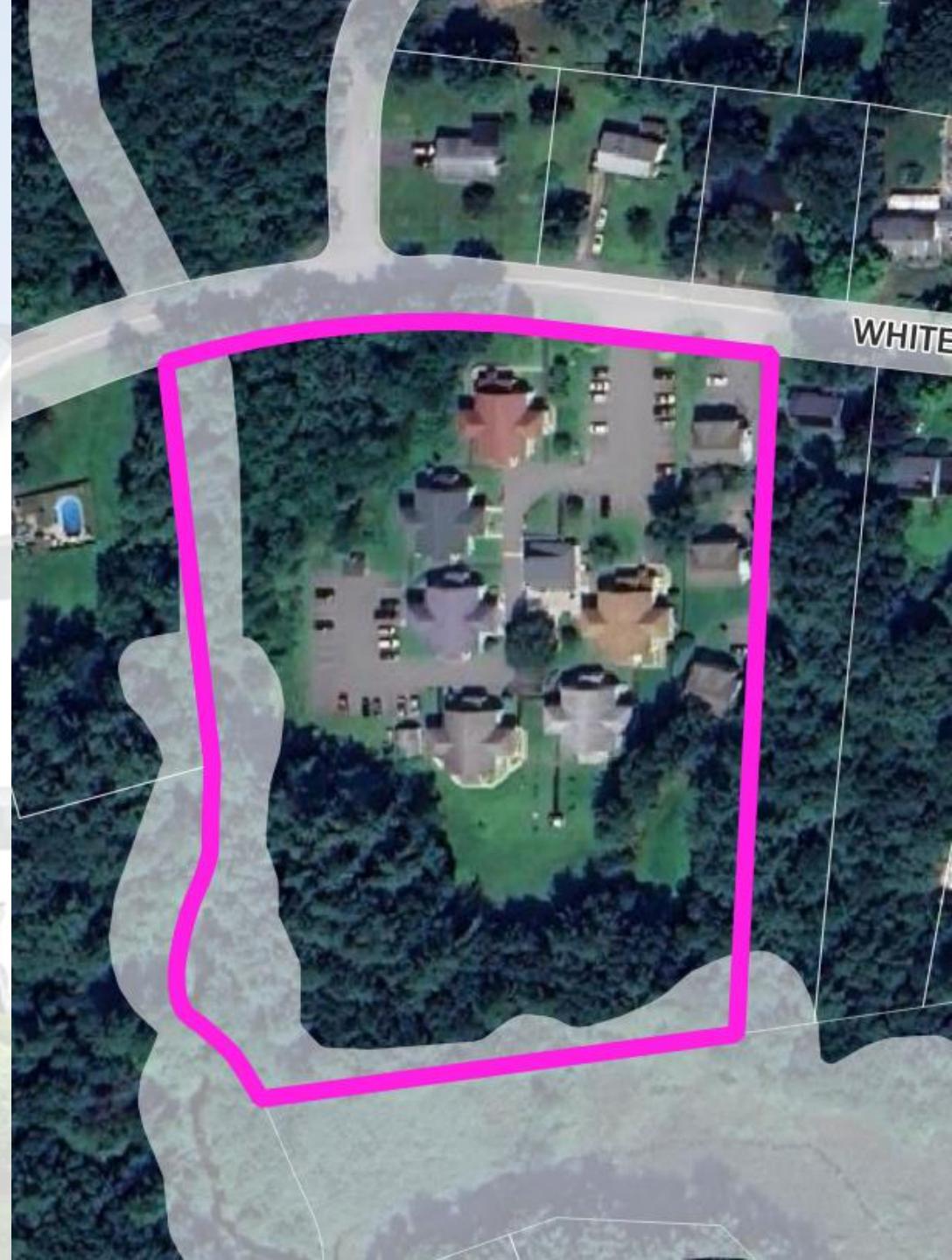
131 White Street: Not easily useable

Useable land	4.92 acres
Capacity at 15 units/acre	73 units
Capacity at 20 units/acre	98 units
Existing units	54 existing

This land is currently restricted to senior housing and controlled by the Housing Authority.

The odds of this land being able to meet MBTA Communities requirements are low.

This land will not be considered in our final options.



37 Youngs Road (Tri-Town): Credit for hard work

Useable land	9.21 acres
Capacity at 22 units/acre	202 units
Capacity at 26 units/acre	240 units
Existing units	131 existing

Established in 2010, the Tri-Town Smart Growth District is already medium-density.

Currently zoned at 22 units/acre, it was only built out to 14 units/acre.

Using this district lets us get credit for work we have already done. Increasing zoning to 26 units/acre meets our full needs.



1-9 Rogers Way: An acceptable choice

Useable land	37.13 acres
Capacity at 15 units/acre	556 units
Capacity at 20 units/acre	742 units
Existing units	120 existing

This area already contains some medium-density housing – Whalom Luxury Apartments. More mid-density housing would fit the character already established.

Whalom Road already sees significant traffic.



40 Leominster-Shirley Rd: Away from the usual

Useable land	25.12 acres
Capacity at 15 units/acre	376 units
Capacity at 20 units/acre	502 units
Existing units	0 existing

This land is currently zoned Industrial, but the topology makes it largely unsuitable for that use.

This location would likely create less traffic in town than the others.

Alternatively, this land could be leveraged in the future for mixed use or other options.



Agenda

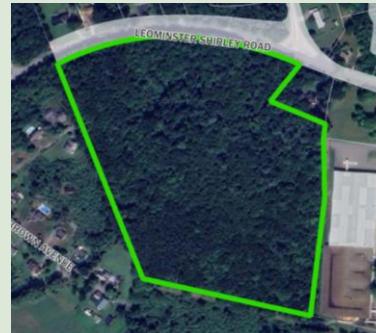
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Easiest paths to compliance



37 Youngs Rd (Tri-Town)

- Increase zoning to 26 units/acre
- This area could be redeveloped, but likely not for many years if ever



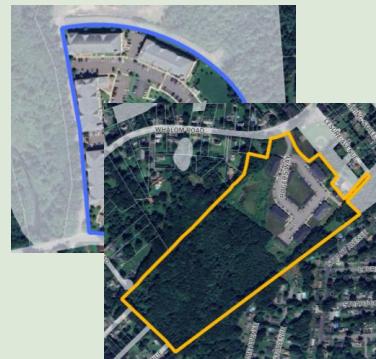
40 Leominster-Shirley

- Zone to 15 units/acre
- Up to 376 units, but can be limited to 240 units
- Removes this land from future development options



1-9 Rogers Way

- Zone to 15 units/acre
- Up to 556 units, but can be limited to 240
- This is the most traditional choice



Tri-Town and Rogers Way

- Keep Tri-Town as is
- Zone Rogers Way to 15 units/acre with limit
- Adds capacity for ~40 units at Rogers Way