



TOWN OF TYNGSBOROUGH MBTA COMMUNITIES COMPLIANT ZONING

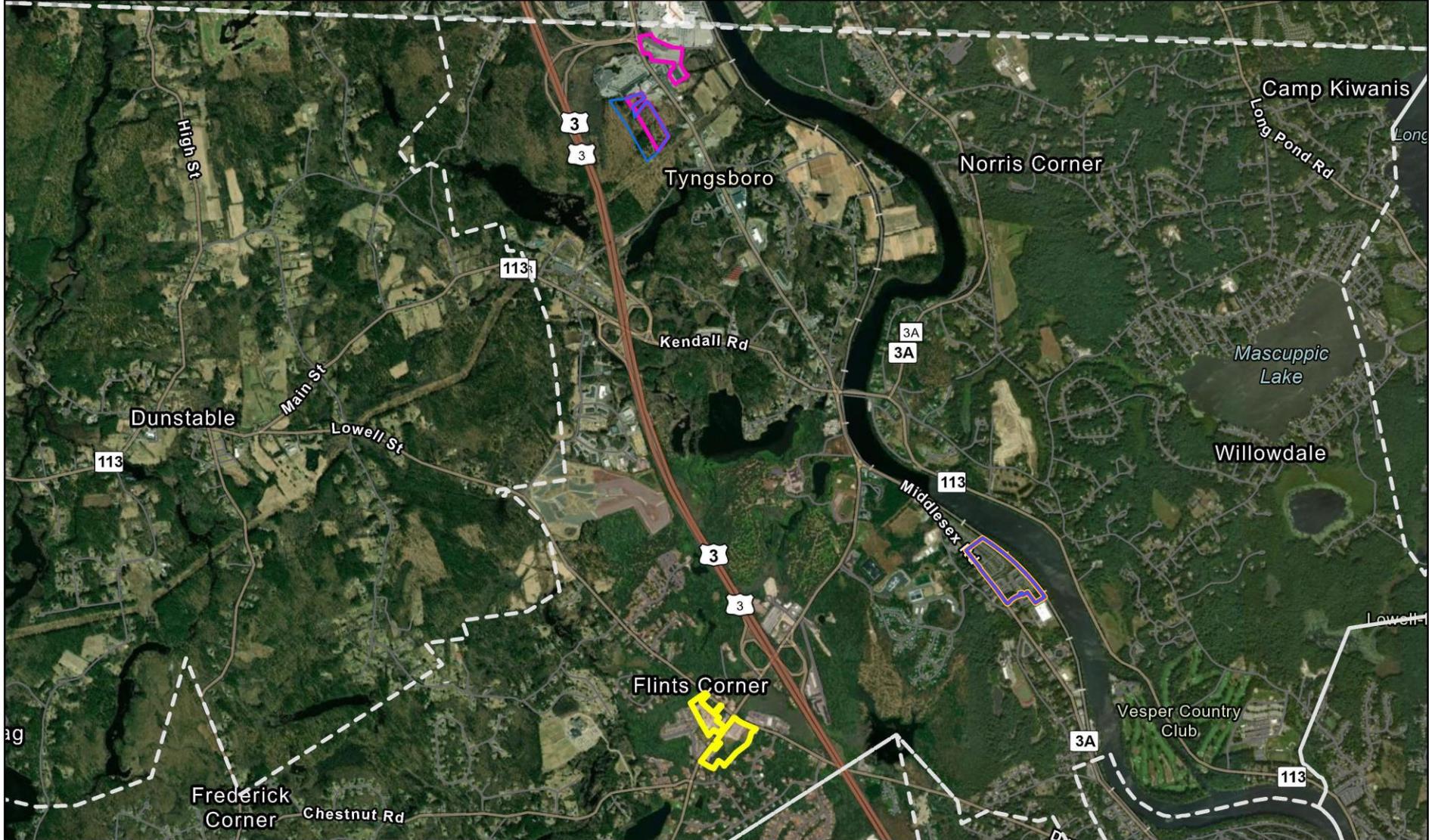
DRAFT Final Scenario Report

NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS

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Senior Planner – Housing and Land Use

August 7, 2023





Legend

MBTA 3A Scenarios

District Name

- Scenario B
- Scenario A
- Scenario C
- <all other values>

MBTA Scenario Locus Map

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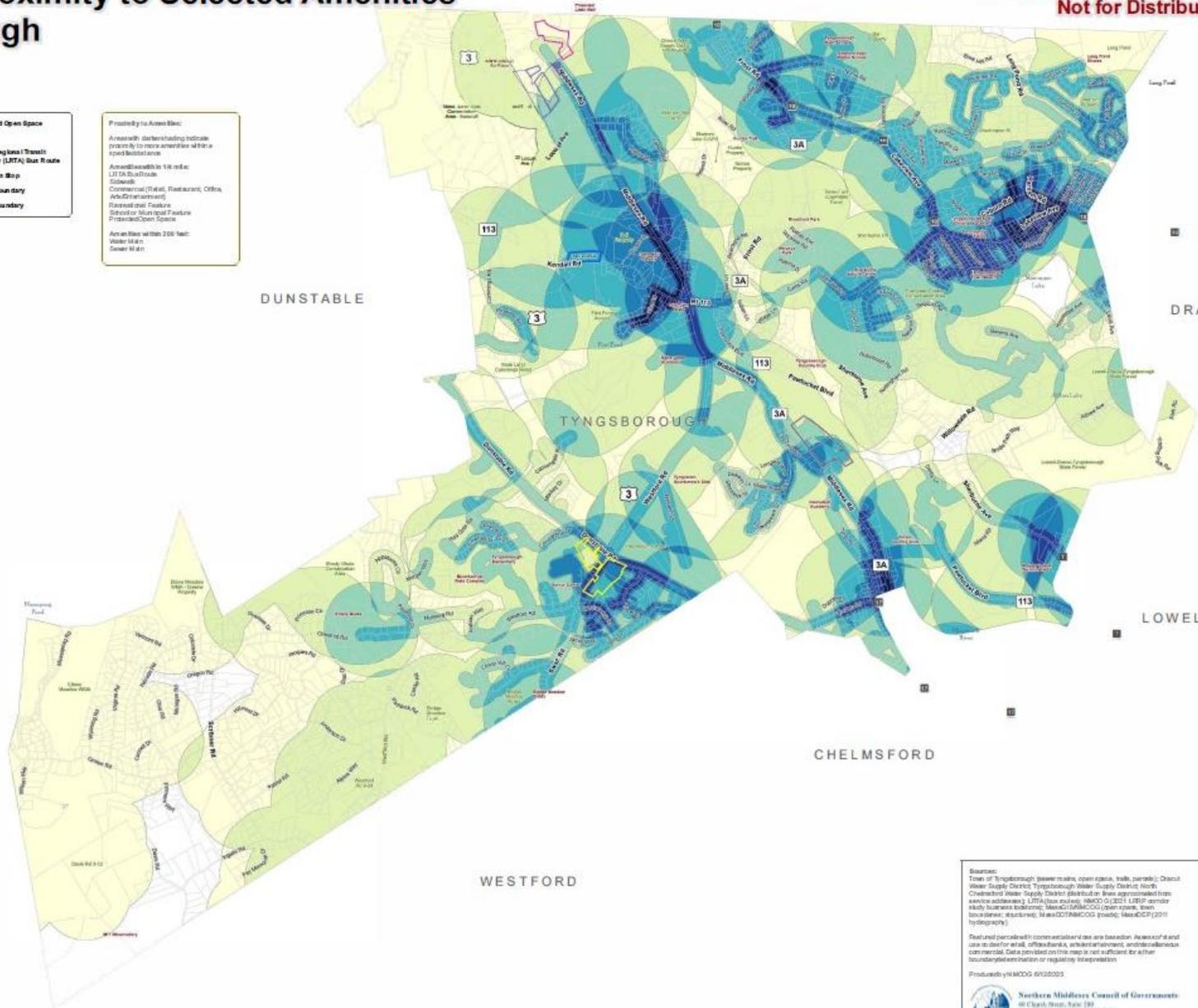


Areas by Proximity to Selected Amenities Tyngsborough

For Official Town Use Only
Not for Distribution



Proximity to Amenities
Areas with dark shading indicate proximity to more amenities within a 500-foot radius.
Amenities include:
• Schools
• Commercial (Retail, Restaurant, Office, Adult Entertainment)
• Educational (Trade School or Municipal Facility)
• Recreation (Park, Open Space)
• Amenities within 200 feet:
• Water Main
• Sewer Main

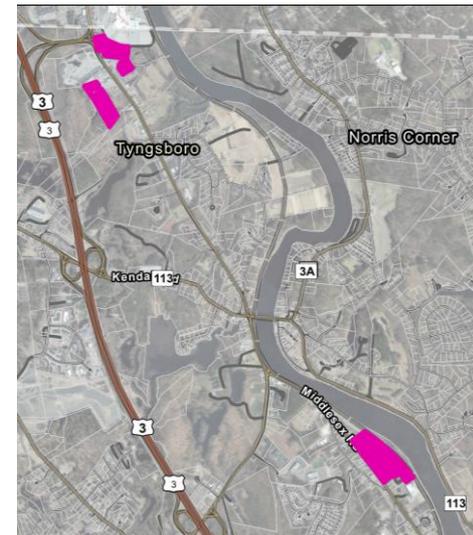


Disclaimer:
Town of Tyngsborough (power, trails, open space, trails, parks); Circuit Water Supply District; Tyngsborough Water Supply District; North Chelmsford Water Supply District; data from Mass.gov/roads; service addresses; LRTA bus routes; MassDOT (2017) LRTA bus routes; data from Mass.gov; MassDOT/MASSDOT; data from MassDOT (2017) hydrography.
Detailed parcels with commercial use are based on areas of land use as of 2017, official, architectural, and/or otherwise commercial. Data provided on this map is not sufficient for either boundary determination or regulatory interpretation.
Produced by MASSDOT 6/12/2023



Category	Guideline Requirements
Community:	Tyngsborough
Community Category:	Adjacent Community
2020 Housing Units (Census PL-94):	4,669
Minimum Multi-family Unit Capacity:	750
Minimum Land Area:	50 Acres
Developable station area:	NA
% Unit Capacity within Transit Station Areas:	NA
% Land Area Located in Transit Station Areas:	NA
Min. size of largest sub district	25 acres
Min. size of a sub district	5 Acres

Maximum Dwelling Units per Acre Cap	Maximum Dwelling Units per District	Parking Spaces per Dwelling Unit	Building Height (in stories)	Min Lot Size
15	750	1.5	3	40,000 sq. ft.
Yard Setbacks			Building Coverage	Open Space
Front	Side	Rear	20%	25%
30	30	30		

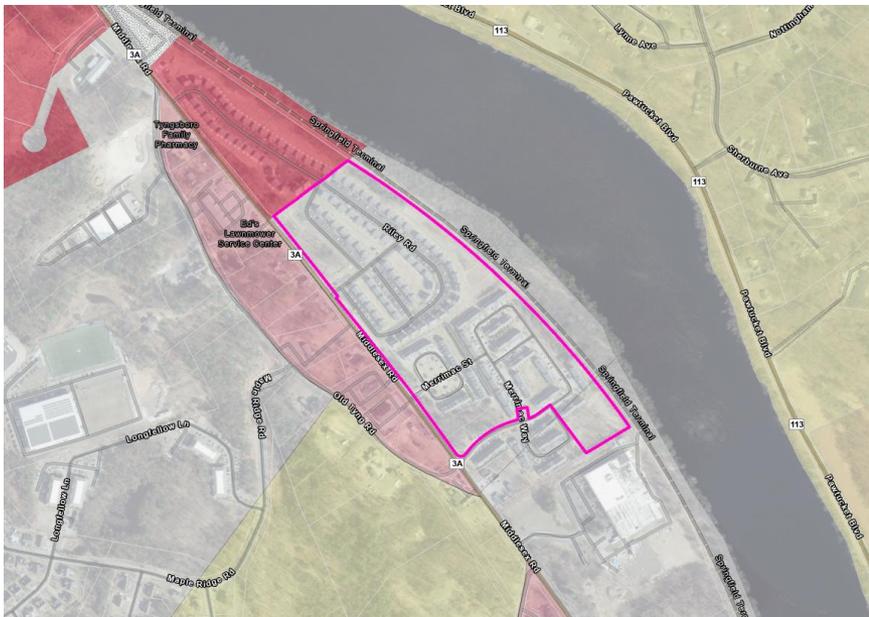


SCENARIO ASSUMPTIONS

SCENARIO A

SCENARIO A: SUBDISTRICT I - SOUTHEAST MIDDLESEX RD MULTI-FAMILY

Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
27.5	27.5	15.0	15.0	411	1.61



Legend

Tyngsborough Zoning Districts

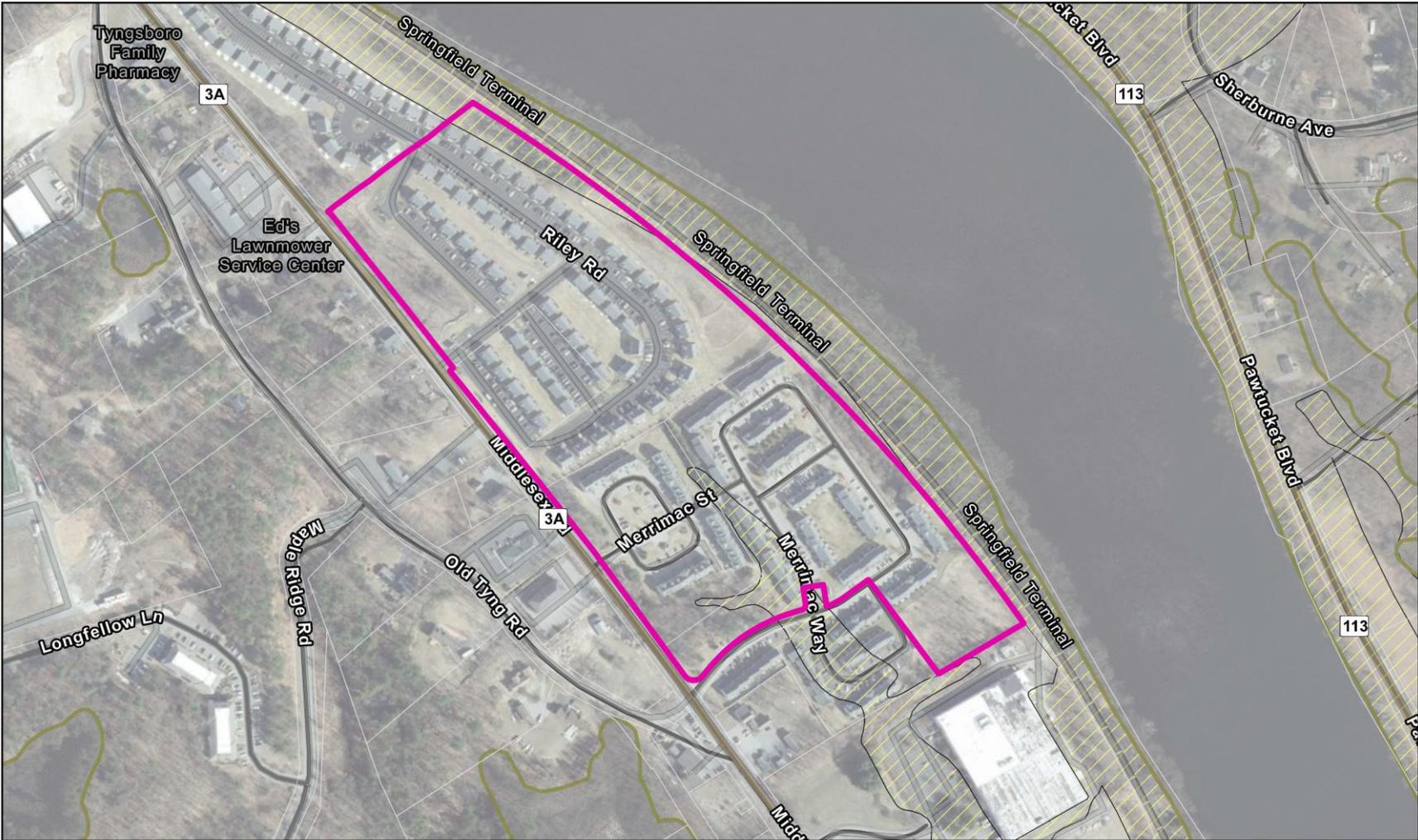
Business 1 Neighborhood (B-1)

Business 2 Office/Professional (B-2)
Business 3 General Shopping (B-3)

Business 4 Adult Zone (B-4)
Industrial 1 Light (I-1)
Residential 1 Low Density (R-1)

Residential 2 Moderate Density (R-2)
Residential 3 Multi-Family (R-3)

- Description:** This scenario consists of four (4) contiguous sites that have been the location of recent 40B development. The entire district is already developed. Across Middlesex Road are a retail plaza and commercial/medical office buildings, along with single-family homes.
- Opportunities:** This scenario would concentrate multifamily housing in areas with preexisting density and access to services. Additionally, if mixed-use were allowed, it could augment existing and new development through the potential addition of other goods and services.
- Challenges:** It may be difficult to add additional units to the site as it is substantially developed.
- Possible Development Pattern:** As the properties within this scenario are all recently developed, new development is unlikely in the near and mid-term. Over time, there is a potential for landowners add density if site conditions allow.



Legend

-  Density Denominator Deductions
-  Sensitive Land COMBINED

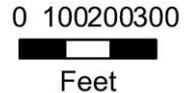
MBTA Scenario A
 Sub District 1
 Southeast Middlesex Rd Multi-Family

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SCENARIO A: SUBDISTRICT 2 – PLM PARKING AREA

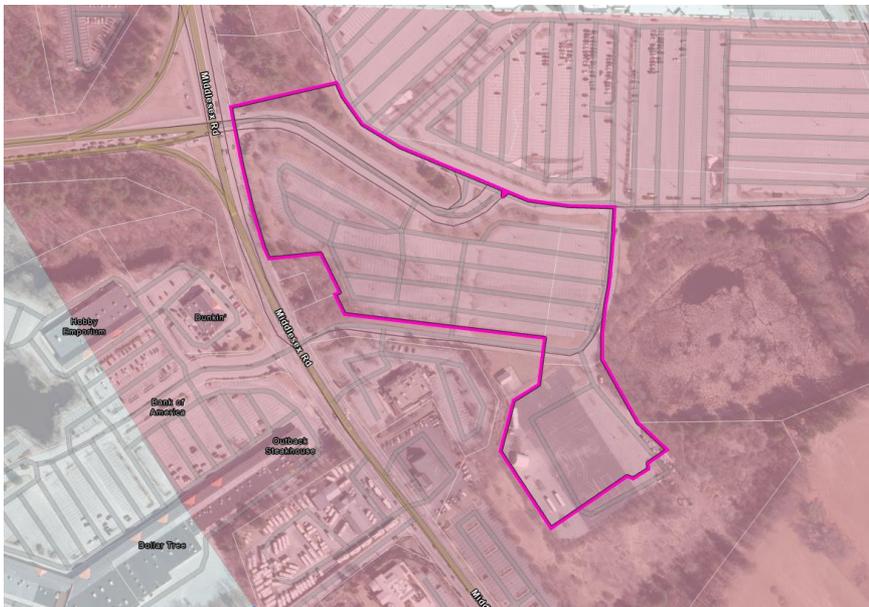
Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
12.3	11.4	16.1	15.0	184	0.2

- Opportunities:** This subdistrict is located in a portion of the Town that contains primarily nonresidential uses, including retail, personal service, food service, entertainment and professional uses. Allowing residential uses (through mixed use or residential alone) could provide additional consumer and employment bases for existing and future nonresidential uses in this area. Mixed use developments could also be allowed in the zoning to increase the commercial tax base.

The location has easy access to Route 3 which is convenient to the City of Lowell to the south and City of Nashua to the north. These access points to the highway are likely to alleviate potential congestion of local roadways. Sewer line is located within Middlesex Rd ROW.

The potential subdistrict is located in close proximity the Merrimack River and has many potential scenic and recreational amenities for residential use. Potential development may have less environmental impact do to the existing parking facilities with minimal permeable surface.

- Challenges:** Would require more complicated redevelopment of an existing parking lot and relocation of parking areas for a development in a different city and state, which could include reviewing prior development agreements or special permits
- Possible Development Pattern:** Due to the parcel layout of this potential district, coordination will be needed. In the long-term, the area could see a number of different “missing middle” style developments from townhouses, mixed use multiplexes, to courtyard buildings



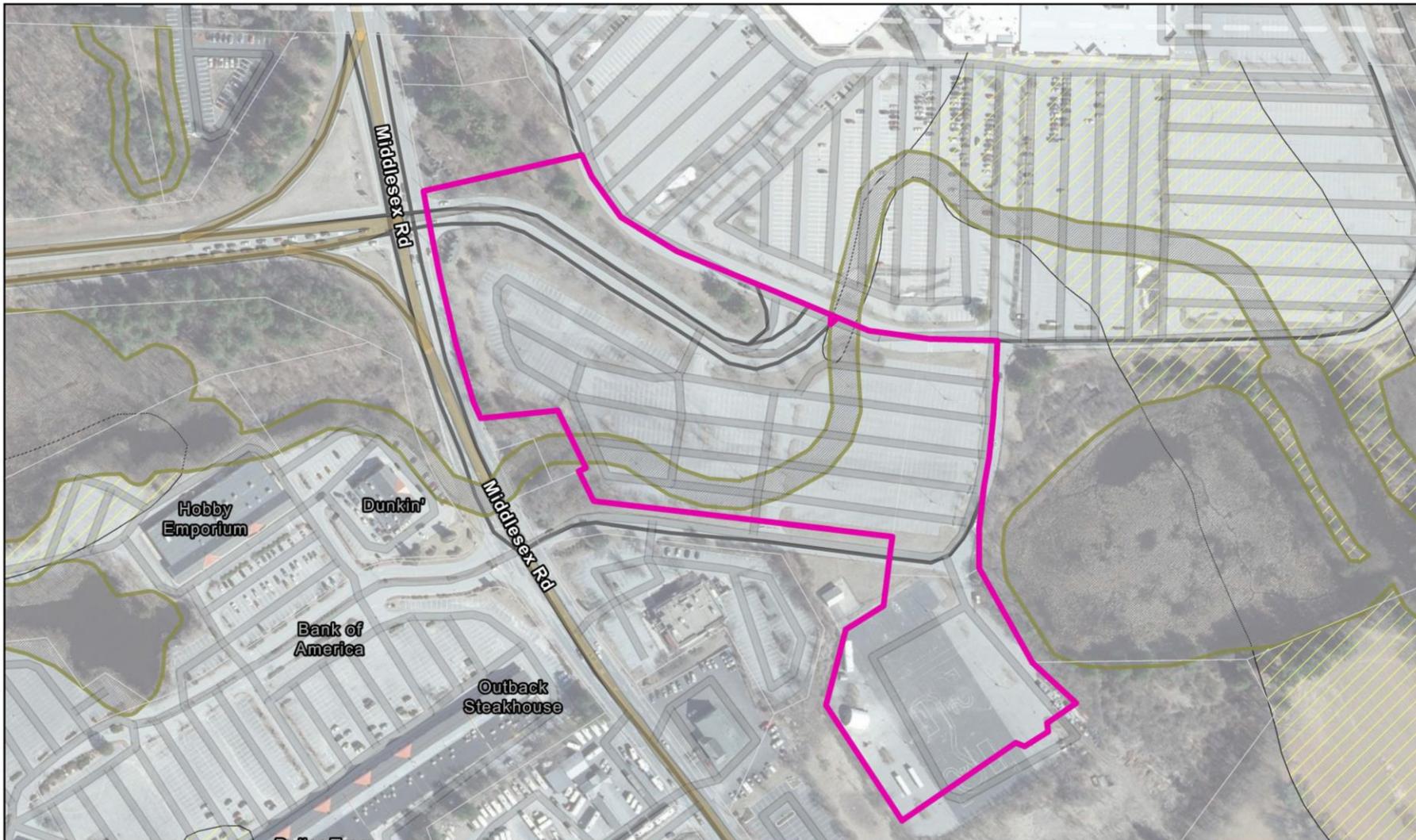
Legend

Tyngsborough Zoning Districts
 Business 1 Neighborhood (B-1)

Business 2 Office/ Professional (B-2)
 Business 3 General Shopping (B-3)

Business 4 Adult Zone (B-4)
 Industrial 1 Light (I-1)
 Residential 1 Low Density (R-1)

Residential 2 Moderate Density (R-2)
 Residential 3 Multi-Family (R-3)



Legend

-  Density Denominator Deductions
-  Sensitive Land COMBINED

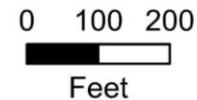
MBTA Scenario A
 Sub District 2
 PLM Parking Area

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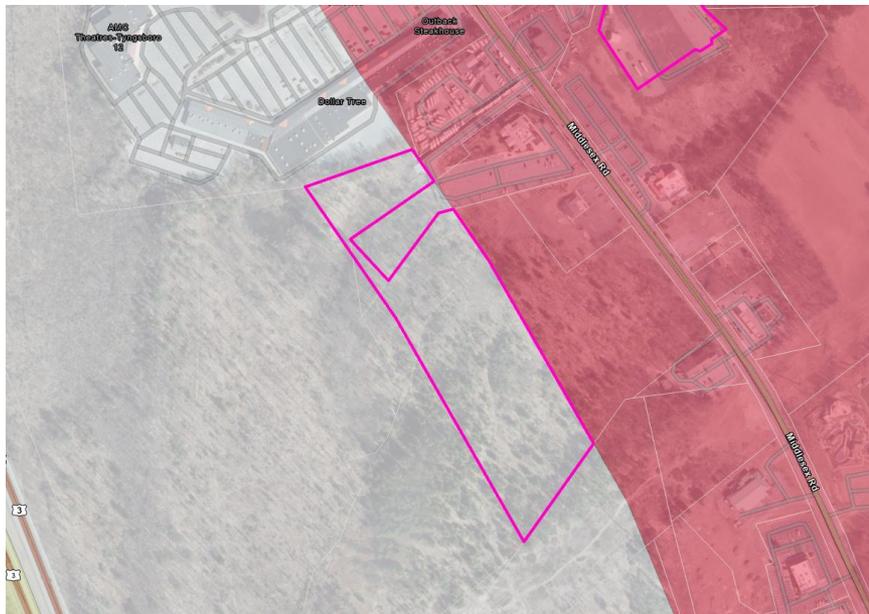


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SCENARIO A: SUBDISTRICT 3 – NORTHWEST MIDDLESEX RD – B

Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
10.4	10.4	15.0	15.0	155	0.63

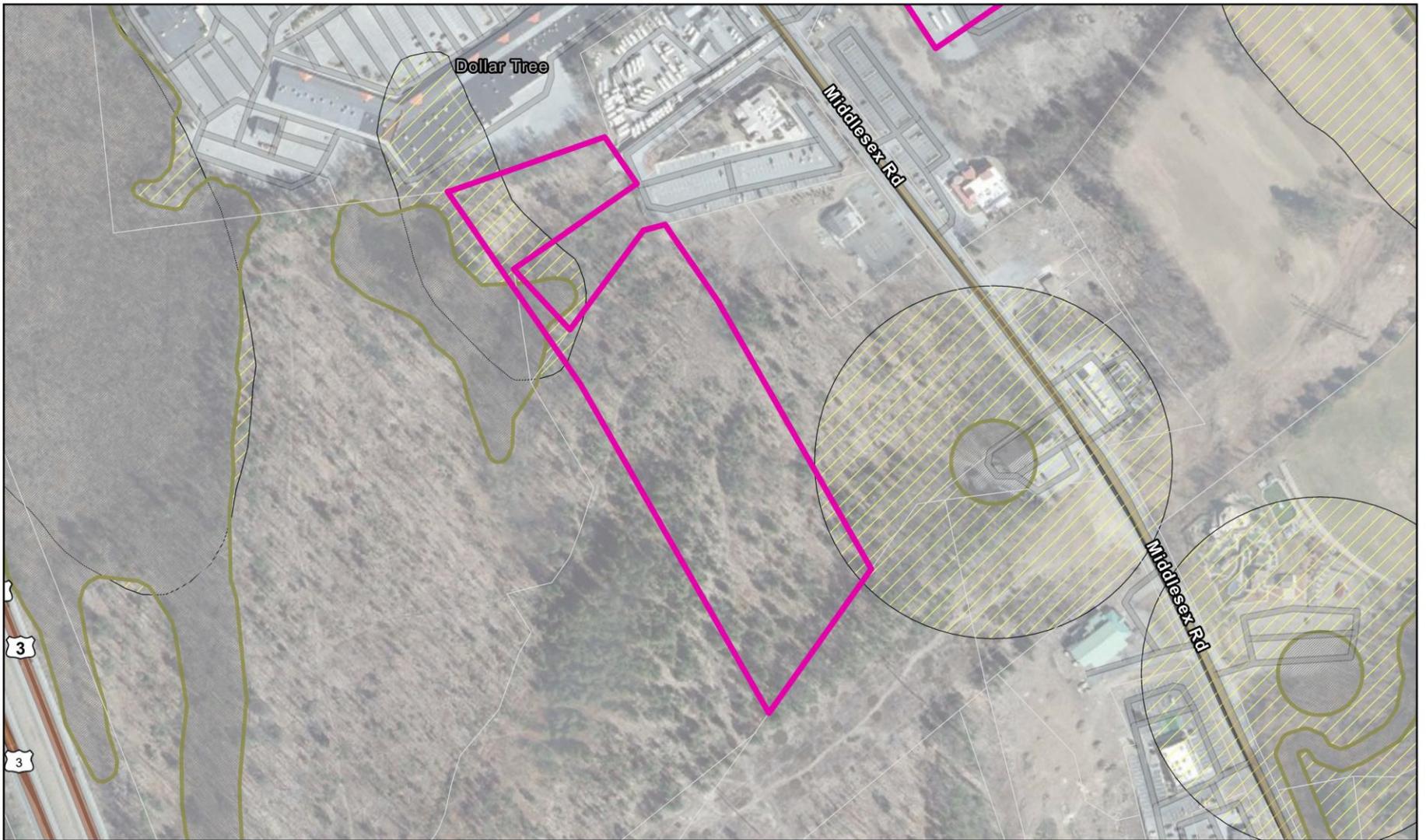


Legend

Tyngsborough Zoning Districts

- Business 1 Neighborhood (B-1)
- Business 2 Office/Professional (B-2)
- Business 3 General Shopping (B-3)
- Business 4 Adult Zone (B-4)
- Industrial 1 Light (I-1)
- Residential 1 Low Density (R-1)
- Residential 2 Moderate Density (R-2)
- Residential 3 Multi-Family (R-3)

- **Opportunities:** This subdistrict can be a portion of two (2) parcels with split zoning. The portions dedicated to this subdistrict are adjacent to the commercial portion of the parcel with their underlying zoning Industrial – Light. Potential residential use could promote the existing commercial, retail and service establishments and potentially create a demand for additional similar uses.
- This subdistrict is located in a portion of the Town that contains primarily nonresidential uses, including retail, personal service, food service, entertainment and professional uses. Allowing residential uses (whether through mixed use or residential alone) could provide additional consumer and employment bases for existing and future nonresidential uses in this area. Potential additional commercial development on commercially zoned portion of the parcels, or if mixed use were allowed/encouraged in the scenario, could support the development of a complete neighborhood. The location has easy access to Route 3 which is convenient to the City of Lowell to the south and City of Nashua to the north. These access points to the highway are likely to alleviate potential congestion of local roadways.
- **Challenges:** This area is relatively undeveloped and contains adjacent wetland areas. Significant vegetation removal and grading will be required. No public water service is available; a developer would need to design / extend water and sewer from Middlesex Rd. as part of a development proposal (MassWorks Grants are a potential cost offset for this work).
- **Possible Development Pattern:** Mid- to long-term large-scale townhouse style projects with areas for active and passive recreation via shared open space for residents. Integration of trails, sidewalks, bike lanes and other multimodal circulation amenities could connect to surrounding developments and amenities.



Legend

-  Density Denominator Deductions
-  Sensitive Land COMBINED

MBTA Scenario A Sub District 3 Northwest Middlesex Rd B

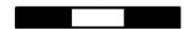
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0 100 200 300



Feet



Unit Capacity per District Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	east Middlesex Rd Multi-F	PLM Parking Area	Northwest Middlesex Rd E			
Modeled Unit Capacity	2,688	1,091	1,013	0	0	4,792
Dwelling Units per Acre Limit	412	184	155			751
District Unit Cap Limit						0
Max Lot Coverage Limit						0
Lot Area per Dwelling Unit Limit						0
Max Units per Lot Limit	2,688	1,091	1,013	0	0	4,792
FAR Limit						0
Final Unit Capacity per District	411	184	155	0	0	750

Summary Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	east Middlesex Rd Multi-F	PLM Parking Area	Northwest Middlesex Rd E			
District Acreage <i>(see note)</i>	27.5	12.3	10.4	0.0	0.0	50.1
District Density Denominator <i>(see note)</i>	27.5	11.4	10.4	0.0	0.0	49.2
Final Unit Capacity per District	411	184	155	0	0	750
DU/AC	15.0	16.1	15.0	0.0	0.0	15.2
Parcel Acreage	27.5	12.3	10.3	0.0	0.0	50.1
Total Built Square Feet	2,690,466	1,092,059	1,014,068	0	0	4,796,594
Total Units in Station Area	0	0	0	0	0	0
Non-Conforming Parcels	0	0	0	0	0	0
Total Excluded Land (sf)	115	36,221	0	0	0	36,336
Total Open Space (sf)	299,095	169,635	112,674	0	0	581,403
Total Parking Area (sf)	0	0	0	0	0	0
Units Forgone due to Unit Cap in Zoning	0.00	0.00	0.00	0.00	0.00	0

SCENARIO SUMMARY

EOHLC COMPLIANCE MODEL OUTPUT

SCENARIO A

Category	Guideline Requirements
Community:	Tyngsborough
Community Category:	Adjacent Community
2020 Housing Units (Census PL-94):	4,669
Minimum Multi-family Unit Capacity:	750
Minimum Land Area:	50 Acres
Developable station area:	NA
% Unit Capacity within Transit Station Areas:	NA
% Land Area Located in Transit Station Areas:	NA
Min. size of largest sub district	25 acres
Min. size of a sub district	5 Acres

Maximum Dwelling Units per Acre Cap	Maximum Dwelling Units per District	Parking Spaces per Dwelling Unit	Building Height (in stories)	Min Lot Size
15	750	1.5	3	40,000 sq. ft.
Yard Setbacks			Building Coverage	Open Space
Front	Side	Rear	20%	25%
30	30	30		

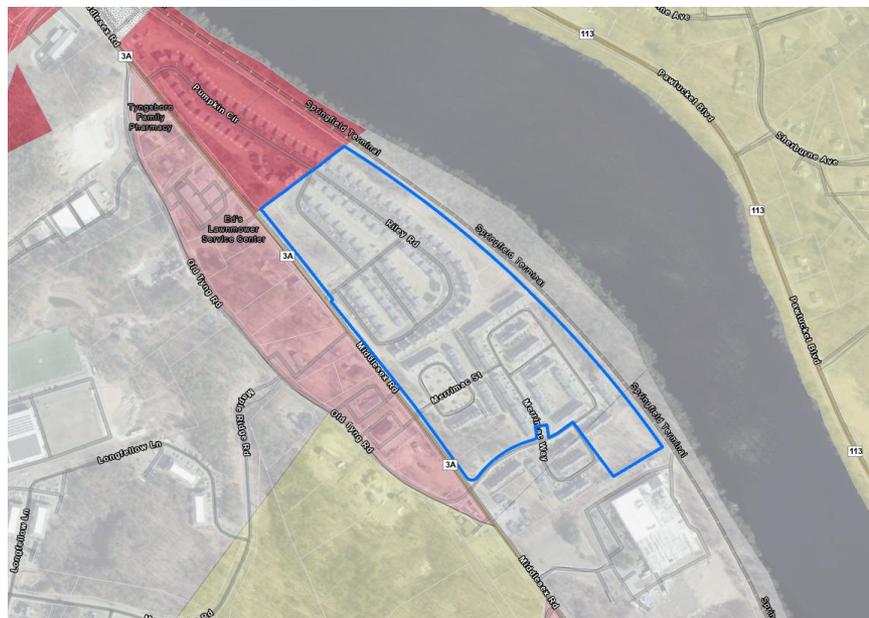


SCENARIO ASSUMPTIONS

SCENARIO B

SCENARIO B: SUBDISTRICT I - SOUTHEAST MIDDLESEX RD MULTI-FAMILY

Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
27.5	27.5	15.0	15.0	411	1.61



Legend

Tyngsborough Zoning Districts Business 1 Neighborhood (B-1)	Business 2 Office/Professional (B-2)	Business 4 Adult Zone (B-4)	Residential 2 Moderate Density (R-2)
	Business 3 General Shopping (B-3)	Industrial 1 Light (I-1)	Residential 3 Multi-Family (R-3)
	Residential 1 Low Density (R-1)		

- Description:** This scenario consists of four (4) contiguous sites that have been the location of recent 40B development. The entire district is already developed. Across Middlesex Road are a retail plaza and commercial/medical office buildings, along with single-family homes.
- Opportunities:** This scenario would concentrate multifamily housing in areas with preexisting density and access to services. Additionally, if mixed-use were allowed, it could augment existing and new development through the potential addition of other goods and services.
- Challenges:** It may be difficult to add additional units to the site as it is substantially developed.
- Possible Development Pattern:** As the properties within this scenario are all recently developed, new development is unlikely in the near and mid-term. Over time, there is a potential for landowners add density if site conditions allow.



Legend

-  Density Denominator Deductions
-  Sensitive Land Combined

MBTA Scenario B
Sub District 1
Southeast Middlesex Rd Multi-Family

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0 100 200 300

 Feet

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SCENARIO B: SUBDISTRICT 2 - NORTHWEST MIDDLESEX RD – A

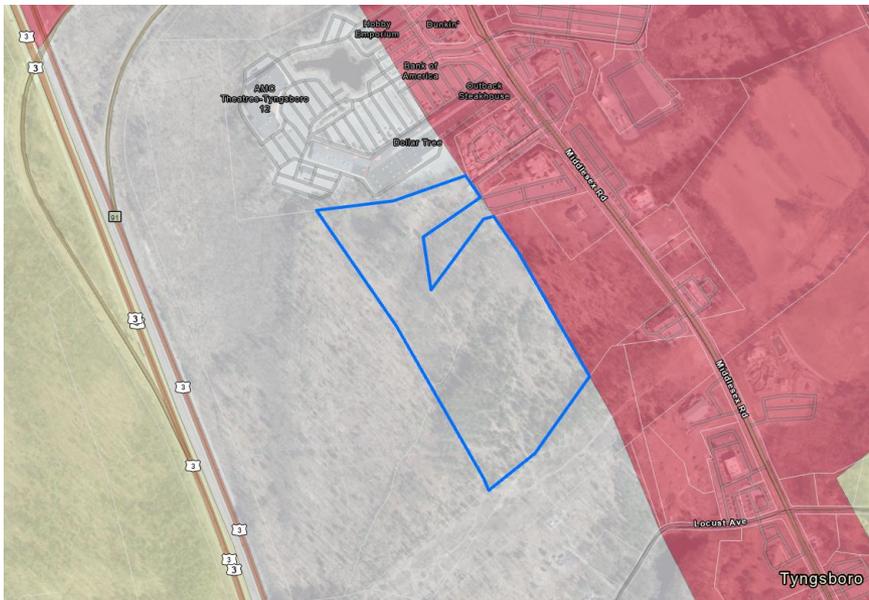
Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
22.7	20.0	17.0	15.0	340	2.83

■ **Opportunities:** This subdistrict is a larger portion of the two (2) parcels with split zoning which was used in Scenario A Subdistrict 3. The portions dedicated to this subdistrict are adjacent to the commercial portion of the parcel with their underlying zoning Industrial – Light. Potential residential use could promote the existing commercial, retail and service establishments and potentially create a demand for additional similar uses.

■ This subdistrict is located in a portion of the Town that contains primarily nonresidential uses, including retail, personal service, food service, entertainment and professional uses. Allowing residential uses (whether through mixed use or residential alone) could provide additional consumer and employment bases for existing and future nonresidential uses in this area. Potential additional commercial development on commercially zoned portion of the parcels, or if mixed use were allowed/encouraged in the scenario, could support the development of a complete neighborhood. The location has easy access to Route 3 which is convenient to the City of Lowell to the south and City of Nashua to the north. These access points to the highway are likely to alleviate potential congestion of local roadways.

■ **Challenges:** This area is relatively undeveloped and contains adjacent wetland areas. Significant vegetation removal and grading will be required. No public water service is available; a developer would need to design / extend water and sewer from Middlesex Rd. as part of a development proposal (MassWorks Grants are a potential cost offset for this work).

■ **Possible Development Pattern:** Mid- to long-term large-scale townhouse style projects with areas for active and passive recreation via shared open space for residents. Integration of trails, sidewalks, bike lanes and other multimodal circulation amenities could connect to surrounding developments and amenities.



Legend

Tyngsborough Zoning Districts

- Business 1 Neighborhood (B-1)
- Business 2 Office/ Professional (B-2)
- Business 3 General Shopping (B-3)
- Business 4 Adult Zone (B-4)
- Industrial 1 Light (I-1)
- Residential 1 Low Density (R-1)
- Residential 2 Moderate Density (R-2)
- Residential 3 Multi-Family (R-3)



Legend

-  Density Denominator Deductions
-  Sensitive Land Combined

MBTA Scenario B
Sub District 2
Northwest Middlesex Rd A

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2023



Northern Middlesex Council of Governments

0 100 200 300



Feet



Unit Capacity per District Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	East Middlesex Rd Multi-F	Northwest Middlesex Rd A				
Modeled Unit Capacity	2,688	1,869	0	0	0	4,557
Dwelling Units per Acre Limit	412	340				752
District Unit Cap Limit						0
Max Lot Coverage Limit						0
Lot Area per Dwelling Unit Limit						0
Max Units per Lot Limit	2,688	1,869	0	0	0	4,557
FAR Limit						0
Final Unit Capacity per District	411	340	0	0	0	751

Summary Table

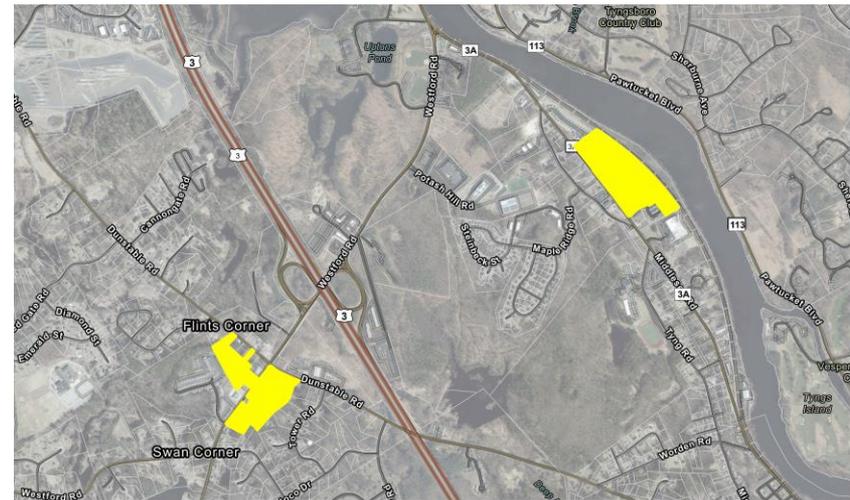
Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	East Middlesex Rd Multi-F	Northwest Middlesex Rd A				
District Acreage <i>(see note)</i>	27.5	22.7	0.0	0.0	0.0	50.2
District Density Denominator <i>(see note)</i>	27.5	20.0	0.0	0.0	0.0	47.5
Final Unit Capacity per District	411	340	0	0	0	751
DU/AC	15.0	17.0	0.0	0.0	0.0	15.8
Parcel Acreage	27.5	22.7	0.0	0.0	0.0	50.1
Total Built Square Feet	2,690,466	1,869,703	0	0	0	4,560,169
Total Units in Station Area	0	0	0	0	0	0
Non-Conforming Parcels	0	0	0	0	0	0
Total Excluded Land (sf)	115	117,887	0	0	0	118,002
Total Open Space (sf)	299,095	364,927	0	0	0	664,022
Total Parking Area (sf)	0	0	0	0	0	0
Units Forgone due to Unit Cap in Zoning	0.00	0.00	0.00	0.00	0.00	0

SCENARIO SUMMARY
EOHLC COMPLIANCE MODEL OUTPUT

SCENARIO B

Category	Guideline Requirements
Community:	Tyngsborough
Community Category:	Adjacent Community
2020 Housing Units (Census PL-94):	4,669
Minimum Multi-family Unit Capacity:	750
Minimum Land Area:	50 Acres
Developable station area:	NA
% Unit Capacity within Transit Station Areas:	NA
% Land Area Located in Transit Station Areas:	NA
Min. size of largest sub district	25 acres
Min. size of a sub district	5 Acres

Maximum Dwelling Units per Acre Cap	Maximum Dwelling Units per District	Parking Spaces per Dwelling Unit	Building Height (in stories)	Min Lot Size
15 – A 17.4 - B	750	1.5	3	40,000 sq. ft.
Yard Setbacks			Building Coverage	Open Space
Front	Side	Rear	20%	25%
30	30	30		



SCENARIO ASSUMPTIONS

SCENARIO C

SCENARIO C: SUBDISTRICT I - SOUTHEAST MIDDLESEX RD MULTI-FAMILY

Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
27.5	27.5	15.0	15.0	411	1.61



Legend

Tyngsborough Zoning Districts

- Business 1 Neighborhood (B-1)
- Business 3 General Shopping (B-3)
- Business 4 Adult Zone (B-4)
- Industrial 1 Light (I-1)
- Residential 1 Low Density (R-1)
- Residential 2 Moderate Density (R-2)
- Residential 3 Multi-Family (R-3)

- **Description:** This scenario consists of four (4) contiguous sites that have been the location of recent 40B development. The entire district is already developed. Across Middlesex Road are a retail plaza and commercial/medical office buildings, along with single-family homes.
- **Opportunities:** This scenario would concentrate multifamily housing in areas with preexisting density and access to services. Additionally, if mixed-use were allowed, it could augment existing and new development through the potential addition of other goods and services.
- **Challenges:** It may be difficult to add additional units to the site as it is substantially developed.
- **Possible Development Pattern:** As the properties within this scenario are all recently developed, new development is unlikely in the near and mid-term. Over time, there is a potential for landowners add density if site conditions allow.



Legend

-  Density Denominator Deductions
-  Sensitive Land Combined

MBTA Scenario C
Sub District 1
Southeast Middlesex Rd Multi-Family

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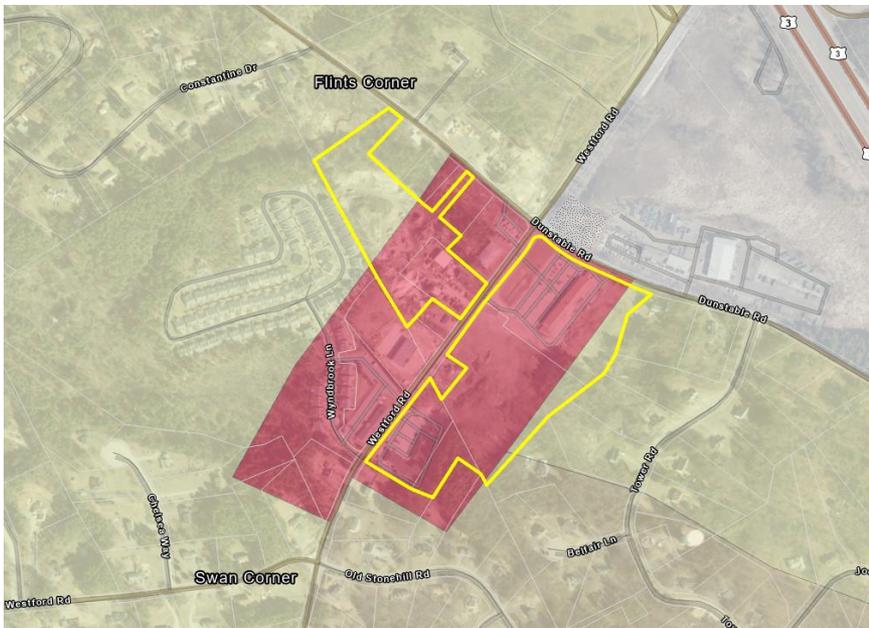


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Middlesex Council
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SCENARIO C: SUBDISTRICT 2- WESTFORD DUNSTABLE CROSSING

Gross Acreage	Develop-able Acres	Develop-able Density	Gross Density	Unit Capacity	Sensitive Land Acres
22.8	19.5	17.4	15.0	411	1.61



Legend

Tyngsborough Zoning Districts

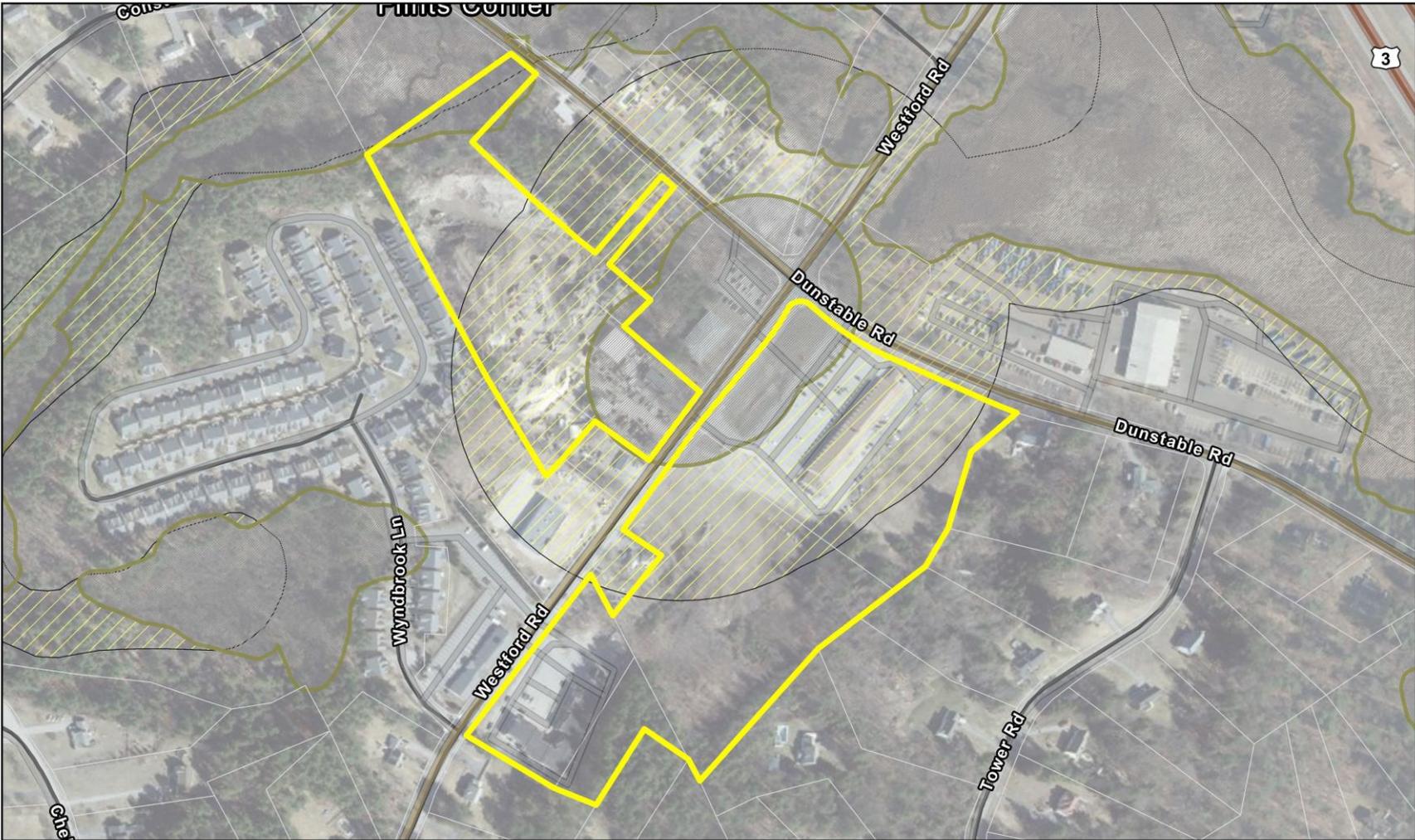
Business 1 Neighborhood (B-1)

Business 2 Office/ Professional (B-2)
Business 3 General Shopping (B-3)

Business 4 Adult Zone (B-4)
Industrial 1 Light (I-1)
Residential 1 Low Density (R-1)

Residential 2 Moderate Density (R-2)
Residential 3 Multi-Family (R-3)

- Description:** An area at the intersection of Dunstable and Westford Roads with a mix of undeveloped land and several developed parcels, including retail plaza, an apartment building, and a truck repair service. The scenario is adjacent to the Tyngsborough Council on Aging, Tyngs Tarry Office Park, and a recent condominium development at Windemere Lane.
- Opportunities:** This area is adjacent to a parcel identified in the Housing Production Plan (400 Dunstable Rd) and other vacant parcels that would be feasible for housing development near existing commercial and residential development. In addition, the location has easy access to Route 3 which is convenient to the City of Lowell to the south and City of Nashua to the north. These access points to the highway are likely to alleviate potential congestion of local roadways.
- Challenges:** The scenario includes several wellheads, which the State’s MBTA Communities mapping system identifies as “excluded land.” There is a process identified for seeking a map amendment from the state, which should be initiated soon if this scenario is to be further evaluated to avoid delays in the planning process.
- Possible Development Pattern:** On the vacant parcels, there may be near- to mid-term mid-sized projects to create mid-density townhome or multifamily developments. Over time, or in the long-term, the Town could see proposals for additions or redevelopment of sites with existing development to add additional housing or convert properties to mixed use. Multifamily housing that currently exists may add density if site conditions allow.



Legend

-  Density Denominator Deductions
-  Sensitive Land Combined

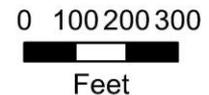
MBTA Scenario C
 Sub District 2
 Westford Dunstable Crossing

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2023



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Unit Capacity per District Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	East Middlesex Rd Multi-Festford Dunstable Crossi					
Modeled Unit Capacity	2,688	1,711	0	0	0	4,399
Dwelling Units per Acre Limit	412					412
District Unit Cap Limit		339				339
Max Lot Coverage Limit						0
Lot Area per Dwelling Unit Limit						0
Max Units per Lot Limit	2,688	1,711	0	0	0	4,399
FAR Limit						0
Final Unit Capacity per District	411	339	0	0	0	750

Summary Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	East Middlesex Rd Multi-Festford Dunstable Crossi					
District Acreage (see note)	27.5	22.8	0.0	0.0	0.0	50.3
District Density Denominator (see note)	27.5	19.5	0.0	0.0	0.0	46.9
Final Unit Capacity per District	411	339	0	0	0	750
DU/AC	15.0	17.4	0.0	0.0	0.0	16.0
Parcel Acreage	27.5	22.8	0.0	0.0	0.0	50.3
Total Built Square Feet	2,690,466	1,713,494	0	0	0	4,403,960
Total Units in Station Area	0	0	0	0	0	0
Non-Conforming Parcels	0	1	0	0	0	1
Total Excluded Land (sf)	115	145,118	0	0	0	145,233
Total Open Space (sf)	299,095	393,696	0	0	0	692,791
Total Parking Area (sf)	0	0	0	0	0	0
Units Forgone due to Unit Cap in Zoning	0.00	0.00	0.00	0.00	0.00	0

SCENARIO SUMMARY

EOHLC COMPLIANCE MODEL OUTPUT

SCENARIO C