

# **TOWN OF BILLERICA**

## **FINAL WARRANT**



# **SPECIAL FALL TOWN MEETING**

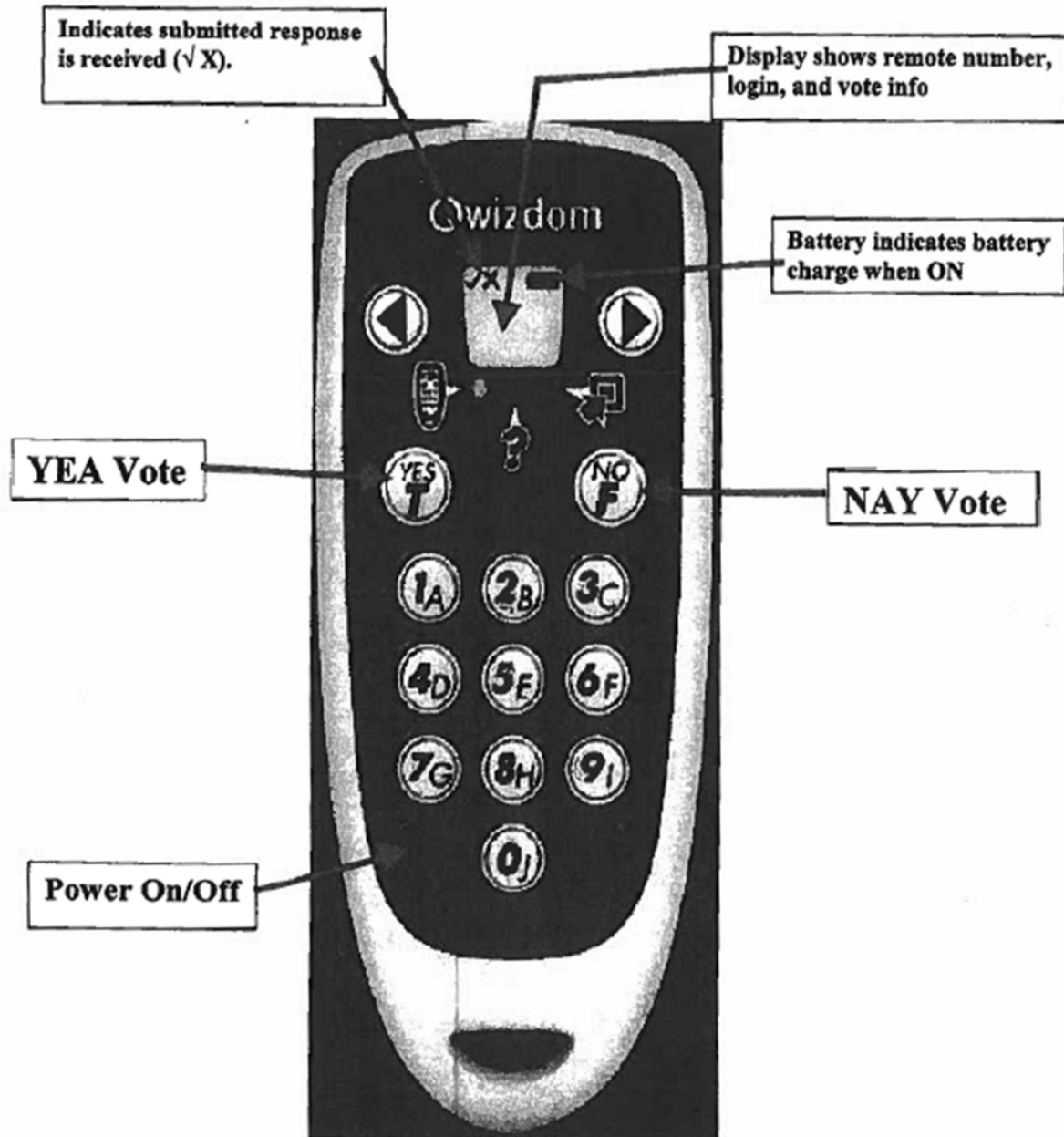
**Special Fall Town Meeting  
Thursday, December 12, 2024**

**Billerica Town Hall Auditorium**

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# QWIZDOM Q2 REMOTE



# BILLERICA TOWN MEETING: ELECTRONIC VOTING FAQs

**Q:** How do I turn the remote on?

**A:** Press "Power/Send" key. See photo on front for location.

**Q:** How will I know my remote is working properly?

**A:** Representative should see the power LED illuminated and their remote number appear on the unit's screen.

**Q:** What do I do if I have a problem voting?

**A:** Raise your remote in hand to attract the attention of the Moderator.

**Q:** If my remote is defective, what do I do? How do I vote?

**A:** There will be assistance available in the auditorium. If there is not a simple remedy (i.e. replacing batteries), you will be allowed to vote by voice until a new unit is available. We have several spare units in our inventory.

**Q:** How long will a voting window be to cast a vote?

**A:** Currently, it is set for 35 seconds.

**Q:** How do I change my vote during the allotted time?

**A:** Each member can change his/her vote as many times a possible until 35-second voting window runs out.

**Q:** When voting, what happens if I press a button other than Yes and No?

**A:** Nothing. The only two buttons activated for votes are Yes and No.

**Q:** How will the Moderator prevent allowing a representative to vote for another member?

**A:** The safeguarding of each representative's voting unit is that member's responsibility. Future functionality could be introduced to remediate the issue.

**Q:** How do I know my vote was counted?

**A:** Your "bingo board" box will darken on the auditorium main screen and you will see a check mark on the remote screen.

**Q:** Does the equipment record my vote no matter where I sit in the room?

**A:** Yes, this has been tested.

**Q:** What is the procedure if there is an overall technical failure? How will votes be counted?

**A:** If a major technical failure presents itself, voting go forward with the traditional manual method.

**Q:** How do I pick up a remote if I arrive late?

**A:** Upon showing your Town Meeting card to the Town Clerk official outside the auditorium, an EVIC member will be summoned to issue the remote.

**Q:** What do I do with my remote if I leave the auditorium (just briefly or leave early for the night)?

**A:** The representative will exit the auditorium and see the Town Clerk official outside the back doors. The official will hold the remote until the member returns for it. If you are leaving for the night, the official will summon an EVIC member who will take the unit from him/her and return the representative's card.

**Q:** How do I return my remote at the end of the night?

**A:** Two stations will be setup at each corner just outside the auditorium, divided by precincts (1-6; 7-11). Representatives should go to the same corner where they picked up their remote. Each station will be staffed with multiple people to make the process as efficient as possible.

**Q:** What happens if I take the remote home by mistake?

**A:** You will be notified by the Town Clerk's office the next day to return it immediately. You are responsible for the safe keeping of the unit.

**Q:** Will electronic voting be used in all instances or are there exceptions?

**A:** Electronic voting will not be used for procedural votes, such as a motion to waive reading of the warrant, which only requires a tally. In these cases, the Moderator may simply ask for raising of hands. Other exceptions will be determined by the Moderator.

**Q:** How many other Massachusetts communities are using electronic voting?

**A:** Wayland was first in the spring of 2011. Chelmsford was second last fall. North Andover, Framingham, Brookline, Hingham, Arlington, Belmont and Lexington are in various stages of implementing or approving the process.

**Q:** How will the vote results be displayed in the auditorium and for BATV viewers?

**A:** A results page will be displayed showing the vote tally. This can be displayed for a short period of time while the next article is being introduced.

## **Part I**

### **GLOSSARY OF TOWN MEETING TERMS**

**APPROPRIATION**: An authorization by Town Meeting to make obligations and payments from the Treasury for a specific purpose.

**ASSESSED VALUATION**: The value set on real or personal property by the Board of Assessors as a basis for establishing the tax rate.

**CAPITAL BUDGET**: A multi-year plan of spending for large capital items requested by Town Departments. Most of these items are voted on individually as warrant articles.

**CERTIFIED PROJECT**: Agreement between the Town and a given business, negotiated by the Town Manager and approved by Town Meeting, to allow a business to take advantage of state and local tax incentives.

**CHERRY SHEET**: A form from the Mass. Department of Revenue showing all the State charges and reimbursements to the Town as certified for the following year.

**COMMERCIAL DISTRICT**: As described in Section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 25,000 square feet.

**CONTRACT SERVICES**: Services provided to any department or board by a contractor outside of Town Government, paid for through a line item in department budget.

**DEBT SERVICE**: Payment of interest and principle to holders of the Town's debt instrument.

**ECONOMIC OPPORTUNITY AREA**: Cities and towns, designated by the Legislature, allowed to offer state and local tax incentives to encourage the use of unoccupied and/or the expansion of existing industrial/commercial businesses.

**ECONOMIC TARGET AREA**: Specific industrial/ commercial areas, chosen by a city or town with E.O.A. designation, as areas in which application for certified projects will be accepted.

**FISCAL YEAR**: A 12-month period, commencing July 1<sup>st</sup>, to which the annual budget applies. The monies appropriated at the Spring Town Meeting are for the ensuing "fiscal year" beginning July 1<sup>st</sup>.

**FREE CASH**: Free cash is neither free nor cash. This is a dollar value, usually certified by the State in late summer, that represents unspent and unencumbered income and receivables from the previous year. Once certified, this money may be spent by appropriation at a Town Meeting for any lawful purpose.

**GENERAL FUND**: The major Town fund created with town receipts and tax revenue from which the majority of town expenses are met.

**OPERATING BUDGET**: A plan of proposed spending and the means of paying for it in the next fiscal year. It is the Town's projection on what it will cost to operate.

OVERLAY (Overlay Reserve or Reserve for Abatements and Exemptions): An account established annually to fund anticipated property tax abatements and exemptions in that year. The overlay reserve is not established by the normal appropriation process, but rather is raised on the tax rate recapitulation sheet.

STABILIZATION ACCOUNT: A “rainy day” fund set aside to meet future capital expenses in the town (example: a fire engine, or for any lawful municipal purpose.). To spend from this fund there must be an appropriation by a 2/3 vote of Town Meeting.

GENERAL BUSINESS DISTRICT: As described in section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 25,000 sq. ft.

INDUSTRIAL DISTRICT: As described in section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 60,000 sq. ft.

NEIGHBORHOOD RESIDENTIAL DISTRICT: As described in section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 40,000 sq. ft.

VILLAGE RESIDENTIAL DISTRICT: As described in section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 30,000 sq. ft.

RURAL RESIDENTIAL DISTRICT: As described in section 9.5 of the Zoning By-Laws, Summary Dimensional Table, having a minimum lot size of 50,000 sq. ft.

SPECIAL TOWN MEETING: There may be instances where the Selectman may deem it necessary to hold a Special Town Meeting. This meeting is usually for a specific purpose, (i.e.: emergency funding needed for a specific project). Once called, anyone wishing to add articles to the Special Town Meeting Warrant may do so.

**Part II**  
Special Town Meeting Warrant

| Article Number | Purpose | Value | Funding Source | Submitted by: | Finance Committee Recommendation |
|----------------|---------|-------|----------------|---------------|----------------------------------|
|----------------|---------|-------|----------------|---------------|----------------------------------|

*Zoning Article*

|   |                                                                            |  |  |                |            |
|---|----------------------------------------------------------------------------|--|--|----------------|------------|
| 1 | To Adopt New MBTA Communities Multi-Family Overlay District (MCMOD) Zoning |  |  | Planning Board | Recommends |
|---|----------------------------------------------------------------------------|--|--|----------------|------------|

*Petitioner Article*

|   |                                                                |  |  |  |            |
|---|----------------------------------------------------------------|--|--|--|------------|
| 2 | Petitioner Article (Layout and Acceptance of Fitzpatrick Lane) |  |  |  | Recommends |
|---|----------------------------------------------------------------|--|--|--|------------|



**FINAL WARRANT**  
**DECEMBER 12, 2024**  
**SPECIAL FALL TOWN MEETING**

Middlesex, ss.

To Any Constable in the Town of Billerica

Greetings,

You are hereby authorized and requested to notify and warn the inhabitants of said Town of Billerica qualified by law to vote in Elections and Town Affairs, to meet at the Maurice A. Buck Memorial Auditorium, Town Hall, 365 Boston Road, Billerica, MA on Thursday, December 12, 2024 at 7:00 PM and subsequent Tuesdays and Thursdays until all of the business in the Warrant shall have been acted upon, then and there to vote on the following articles:

**ARTICLE 1 – TO ADOPT NEW MBTA COMMUNITIES MULTI-FAMILY OVERLAY DISTRICT (MCMOD) ZONING**

To see if the Town will vote to amend the Zoning By-Law as amended in October 2022 to add a new overlay district in compliance with Massachusetts General Law 40A Section 3A for the MBTA COMMUNITIES MULTI-FAMILY OVERLAY DISTRICT as Section 5.E.12 MBTA Communities Multi-Family Overlay District. And to further amend the Zoning By-Law in accordance therewith as follows:

- a) Add a reference to Section 5.E.12. to the Table of Contents.
- b) Add “MBTA Communities Multi-Family Overlay District” as a subsection k. to Section 3.a.3.
- c) Add “MCMOD- MBTA Communities Multi-family Overlay District” in District Abbreviations under the Overlay category in Section 5.f.

And to further amend the Zoning Map to add the MBTA Communities Multi-Family Overlay District as depicted on the maps entitled: “MCMOD - Subdistrict A Outer Mills”, “MCMOD - Subdistrict B Inner Mills”, “MCMOD - Subdistrict C Federal Street”, and “MCMOD - Subdistrict D Kenmar”, copies of which have been placed on file with the Town Clerk; or act in relation thereto.

**SECTION 5.E.12: MBTA Communities Multi-Family Overlay District**

## **A. PURPOSE**

The purpose of the MBTA Communities Multi-Family Overlay District (MCMOD) is to allow multi-family housing as of right in accordance with Section 3A of the Zoning Act (Massachusetts General Laws Chapter 40A). This zoning provides for as of right multi-family housing to accomplish the following purposes:

1. To ensure compliance with MGL c. 40A § 3A.
2. Encourage the production of a variety of housing sizes and typologies to provide equal access to new housing throughout the community for people with a variety of needs and income levels;
3. Support vibrant neighborhoods by encouraging an appropriate mix and intensity of uses to support an active public space that provides equal access to housing, jobs, gathering spaces, recreational opportunities, goods, and services.
4. Locate housing within walking distance of public transit to promote general public health, reduce the number of vehicular miles traveled, support economic development, and meet community-based environmental goals, including reducing greenhouse gases and improving air quality.
5. Preserve open space in a community by locating new housing within or adjacent to existing developed areas and infrastructure.
6. Support public investment in public transit and pedestrian- and bike-friendly infrastructure.
7. Increase the municipal tax base through private investment in new residential developments.

## **B. ESTABLISHMENT AND APPLICABILITY**

This MCMOD is an overlay district having a land area of approximately 129 acres in size that is superimposed over the underlying zoning district(s) and is shown on the Zoning Map.

1. **Applicability of MCMOD.** An applicant may develop multi-family housing located within a MCMOD in accordance with the provisions of this Section 5.E.12.

2. **Underlying Zoning.** The MCMOD is an overlay district superimposed on underlying zoning districts. This Section 5.E.12 shall apply only to Permitted Uses set forth in Section 5.E.12.D on lots located within the MCMOD. Land within the MCMOD may be put to those uses expressly permitted in this Section 5.E.12, in which case the requirements of this Section and those of the underlying zoning districts shall apply to such use. If the provisions of the MCMOD conflict with the requirements of the underlying districts for such use, the requirements of the MCMOD shall control. The regulations for use, dimension, and all other provisions of the Zoning Bylaw governing the respective underlying zoning district(s) shall otherwise remain in full force and effect and shall continue to apply to those uses that are not identified in Section 5.E.12.D.
3. **Subdistricts.** The MCMOD contains the following subdistricts, all of which are shown on the MCMOD Boundary Map:
  - i. Subdistrict A: Outer Mills District
  - ii. Subdistrict B: Inner Mills District
  - iii. Subdistrict C: Federal District
  - iv. Subdistrict D: Kenmar District
4. **Location.**
  - i. Subdistrict A: Outer Mills District is located and bounded as shown on a map entitled “MCMOD-Subdistrict A Outer Mills” dated 11/18/2024 on file in the Office of the Town Clerk.
  - ii. Subdistrict B: Inner Mills District is located and bounded as shown on a map entitled “MCMOD-Subdistrict B Inner Mills” dated 11/18/2024 on file in the Office of the Town Clerk.
  - iii. Subdistrict C: Federal District is located and bounded as shown on a map entitled “MCMOD-Subdistrict C Federal St” dated 11/18/2024 on file in the Office of the Town Clerk.
  - iv. Subdistrict D: Kenmar District is located and bounded as shown on a map entitled “MCMOD-Subdistrict D Kenmar” dated 11/18/2024 on file in the Office of the Town Clerk.

## C. DEFINITIONS

For purposes of this Section 5.E.12, the following definitions shall apply.

- **Affordable unit.** A multi-family housing unit that is subject to a use restriction recorded in its chain of title limiting the sale price or rent or limiting occupancy to an individual or household of a specified income, or both.
- **Affordable housing.** Housing that contains Affordable Units as defined by this Section 5.E.12.C.
- **Applicant.** A person, business, or organization that applies for a building permit, Site Plan Review, or Special Permit.
- **Area Median Income (AMI).** The median family income for the metropolitan statistical region that includes the Town of Billerica, as defined by the U.S. Department of Housing and Urban Development (HUD).
- **As of right.** Development that may proceed under the zoning in place at time of application without the need for a special permit, variance, zoning amendment, waiver, or other discretionary zoning approval.
- **Compliance Guidelines.** Compliance Guidelines for Multi-Family Zoning Districts under Section 3A of the Zoning Act as further revised or amended from time to time.
- **Development standards.** Provisions of Section 5.E.12.G. General Development Standards made applicable to projects within the MCMOD.
- **EOHLC.** The Massachusetts Executive Office of Housing and Livable Communities, or any successor agency.
- **Gross density.** A units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial, and other nonresidential uses.
- **MBTA.** Massachusetts Bay Transportation Authority.
- **Mixed-Use Development.** Development containing a mix of residential uses and non-residential uses, including, without limitation, commercial, institutional, industrial, or other uses.
- **Multi-family housing.** A building with three or more residential dwelling units or two or more buildings on the same lot with more than one residential dwelling unit in each building.
- **Multi-family zoning district.** A zoning district, either a base district or an overlay district, in which multi-family housing is allowed as of right.
- **Open space.** Contiguous undeveloped land within a parcel boundary.
- **Parking, surface.** One or more parking spaces without a built structure above the space. A solar panel designed to be installed above a surface parking space does not count as a built structure for the purposes of this definition.
- **Residential dwelling unit.** A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.
- **Section 3A.** Section 3A of the Zoning Act.

- **Site plan review authority.** The Billerica Planning Board.
- **Special permit granting authority.** The Special Permit Granting Authority shall be the Billerica Planning Board for any special permit required under section 5.E.12.
- **Subzone/Subdistrict.** An area within the MCMOD that is geographically smaller than the MCMOD district and differentiated from the rest of the district by use, dimensional standards, or development standards.
- **Subsidized Housing Inventory (SHI).** A list of qualified Affordable Housing Units maintained by EOHLC used to measure a community's stock of low-or moderate-income housing for the purposes of M.G.L. Chapter 40B, the Comprehensive Permit Law.

#### **D. PERMITTED USES**

1. **Uses Permitted As of Right.** The following uses are permitted as of right within the MCMOD.

- i. **Multi-family housing.**

- ii. **Two-family dwelling.**

- iii. **Mixed-use development.** Within subdistricts B Inner Mills and C Federal, the following use(s) under 5,000 sf of floor area per site are allowed as of right on the basement or ground floor. All mixed-use developments shall include a residential use.

- Philanthropic Uses
- Personal services
- Retail
- Indoor Amusement
- Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combinations of education, services, and retail
- Restaurant, café, and other eating establishments without a drive-through
- Office, professional office, medical and dental offices, and co-working space
- Artists' studios, maker space, and small-scale food production, and retail associated with each use

2. **Uses Permitted by Special Permit.** The following uses require the approval of a special permit under section 5.E.12.D.

i. **Mixed-use development.** Within subdistricts B and C, containing the following use(s) over 5,000 sf of floor area per site or located above the ground floor:

- Philanthropic Uses
- Personal services
- Retail
- Indoor Amusement
- Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combinations of education, services, and retail.
- Restaurant, café, and other eating establishments without a drive-through
- Office, professional office, medical and dental offices, and co-working space
- Artists' studios, maker space, and small-scale food production, and retail associated with each use.

3. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section 5.E.12.D.

- i. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.
- ii. Any building, structure, or use customarily incidental to the principal residential use, included but not limited to a playhouse, private greenhouse, tool shed, tennis court, or swimming pool.

## **E. DENSITY AND DIMENSIONAL STANDARDS**

1. Table of Dimensional Standards. Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable to the uses in the MCMOD are as follows:

| Standard | Subdistrict<br>A: Outer<br>Mills | Subdistrict<br>B: Inner<br>Mills | Subdistrict<br>C: Federal | Subdistrict<br>D:<br>Kenmar |
|----------|----------------------------------|----------------------------------|---------------------------|-----------------------------|
|----------|----------------------------------|----------------------------------|---------------------------|-----------------------------|

|                           |                   |                   |                   |                   |
|---------------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Height</b>             |                   |                   |                   |                   |
| <b>Stories (maximum)</b>  | 2.5               | 5                 | 3                 | 3                 |
| <b>Feet (maximum)</b>     | 35                | 60                | 40                | 40                |
| <b>Minimum open space</b> | 20%               | 20%               | 20%               | 20%               |
| <b>Gross density</b>      | 15 units per acre | 35 units per acre | 25 units per acre | 20 units per acre |
| <b>Setbacks</b>           |                   |                   |                   |                   |
| <b>Front yard</b>         | 15                | 10                | 15                | 15                |
| <b>Side yard</b>          | 15                | 15                | 15                | 15                |
| <b>Rear yard</b>          | 20                | 20                | 45                | 20                |

2. **Multi-Building Lots.** In the MCMOD, lots may have more than one (1) principal building.
3. **Exceptions.**
  - i. **Building height.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
  - ii. **Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in Section 5.E.12.E. Dimensional Standards to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development
  - iii. **Waiver of Setback Requirements for Historic Districts.** The Site Plan Review Authority may allow for waivers to front, side, and rear-yard setbacks and minimum open space requirements of this section for properties in the North Billerica Mills Historic District.

## F. OFF-STREET PARKING

These parking requirements are applicable to development of uses identified in the MCMOD.

1. **Number of Parking Spaces.** The following minimum numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

| Use                                               | Minimum spaces per dwelling unit by Subzone |                                                                                  |                                                                                  |                       |
|---------------------------------------------------|---------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-----------------------|
|                                                   | Subdistrict A: Outer Mills                  | Subdistrict B: Inner Mills                                                       | Subdistrict C: Federal                                                           | Subdistrict D: Kenmar |
| Multi-family studio and one (1) bedroom units     | 1.5/unit                                    | 1.5/unit                                                                         | 1.5/unit                                                                         | 1.5/unit              |
| Multi-family two (2) or more bedrooms             | 2/unit                                      | 1.5/unit                                                                         | 2/unit                                                                           | 2/unit                |
| Mixed-Use (Non-residential)/ Commercial Component | n/a                                         | Sum of uses computed separately. (SEE SECTION 8 PARKING AND LOADING REGULATIONS) | Sum of uses computed separately. (SEE SECTION 8 PARKING AND LOADING REGULATIONS) | n/a                   |

2. **Number of Bicycle Parking Spaces.** The following minimum numbers of covered bicycle storage spaces shall be provided by use:

| Use                                     | Minimum spaces per dwelling unit by Subzone |                               |                               |                       |
|-----------------------------------------|---------------------------------------------|-------------------------------|-------------------------------|-----------------------|
|                                         | Subdistrict A: Outer Mills                  | Subdistrict B: Inner Mills    | Subdistrict C: Federal        | Subdistrict D: Kenmar |
| Multi-family                            | 1                                           | 1                             | 1                             | 1                     |
| Mixed-Use (Non-residential)/ Commercial | n/a                                         | 1 per every 20 parking spaces | 1 per every 20 parking spaces | n/a                   |



|           |  |  |  |  |
|-----------|--|--|--|--|
| Component |  |  |  |  |
|-----------|--|--|--|--|

3. **Bicycle Storage.** For a multi-family development of six (6) units or more, or a mixed-use development of 25,000 square feet or more, covered parking bicycle parking spaces shall be integrated into the structure of the building(s).
4. **Shared Parking Within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.
5. **Waiver of Parking Requirements for Historic Buildings.** The Planning Board may allow for parking requirement waivers of this section for the adaptive reuse of buildings listed on the National or State Registers of Historic Places, or eligible for such listing through the Site Plan Review process. The Planning Board may also approve offsite off-street parking agreements to locate the required parking on an adjacent parcel or parcel located within 300 feet of the development.
6. **Number of Electric Vehicle (EV) Charging Stations.** For all uses within the MCMOD, electric charging stations are required with one EV space required for every 20 parking spaces, rounded up to the next highest number of EV stations.

## G. GENERAL DEVELOPMENT STANDARDS

1. The Development standards in this section are applicable to all multi-family development and any mixed-use development within the MCMOD. These standards are components of the Site Plan Review process in Section 5.E.12.I. Site Plan Review.
2. **Site Design.**
  - i. **Connections.** Sidewalks shall provide direct connections among building entrances, the public sidewalk, bicycle storage, and parking.
  - ii. **Vehicular Access.** Where feasible, curb cuts shall be minimized, and shared driveways encouraged.
  - iii. **Open Space.** Acceptable activities within the minimum required Open Space include natural areas (including wetlands and surface waters), wildlife and native plant habitat, landscape plantings, agricultural activities, low impact design stormwater management, non-motorized trails, and other low-impact activities. Open Space shall not contain habitable structures.

- iv. **Location of Parking.** Parking, either surface or structured, is not allowed between a building and the front yard lot line. On a corner lot, parking is not allowed between the building and the front and side yard lot lines.
- v. **Screening for Parking.** Surface parking adjacent to a public sidewalk shall be screened by a landscaped buffer of sufficient width to allow the healthy establishment of trees, shrubs, and perennials, but no less than six (6) feet. The buffer may include a fence or wall of no more than three feet in height unless there is a significant grade change between the parking and the sidewalk.
- vi. **Parking Materials.** The parking surface may be concrete, asphalt, bricks, or pavers, including pervious materials but not including grass or soil not contained within a paver or other structure.
- vii. **Plantings.** Plantings shall include species that are native or adapted to the region. Plants on the Massachusetts Prohibited Plant List, as may be amended, shall be prohibited.
- viii. **Lighting.** Light levels shall meet or exceed the minimum design guidelines defined by the Illuminating Engineering Society of North America (IESNA) and shall provide illumination necessary for safety and convenience while preventing glare and overspill onto adjoining properties and reducing the amount of skyglow.
- ix. **Mechanicals.** Mechanical equipment at ground level shall be screened by a combination of fencing and plantings. Rooftop mechanical equipment shall be screened if visible from a public right-of-way.
- x. **Dumpsters.** Dumpsters shall be screened by a combination of fencing and plantings. Where possible, dumpsters or other trash and recycling collection points shall be located within the building.
- xi. **Stormwater Management.** Strategies that demonstrate compliance of the construction activities and the proposed project with the most current versions of the Massachusetts Department of Environmental Protection Stormwater Management Standards, the Massachusetts Stormwater Handbook, Massachusetts Erosion Sediment and Control Guidelines, and, if applicable, additional requirements under the Town of Billerica MS4 Permit for projects that disturb more than one acre and discharge to the Town's municipal stormwater system, and an Operations and Management Plan for both the construction

activities and ongoing post-construction maintenance and reporting requirements.

### 3. **Buildings: General.**

- i. **Position Relative to Principal Street.** The primary building shall have its principal façade and entrance facing the principal street. On lots with multiple buildings, the building closest to the principal street is considered the primary building for this section. See also Section G.7. Buildings: Corner Lots.
- ii. **Entries.** Where feasible, entries shall be clearly defined and linked to a paved pedestrian network that includes the public sidewalk.

### 4. **Buildings: Multiple Buildings on a Lot.**

- i. For a mixed-use development, uses may be mixed within the buildings or in separate buildings.
- ii. Parking and circulation on the site shall be organized so as to reduce the amount of impervious surface. Where possible, parking and loading areas shall be connected to minimize curb cuts onto public rights-of-way.
- iii. A paved pedestrian network shall connect parking to the entries to all buildings and the buildings to each other.
- iv. All building façade(s) shall be treated with the same care and attention in terms of entries, fenestration, and materials.
- v. The building(s) adjacent to the public street shall have a pedestrian entry facing the public street.

### 5. **Buildings: Mixed-Use Development.**

- i. In a mixed-use building, access to and egress from the residential component shall be clearly differentiated from access to other uses. Such differentiation may occur by using separate entrances or egresses from the building or within a lobby space shared among different uses.
- ii. Paved pedestrian access from the residential component shall be provided to residential parking and amenities and to the public sidewalk, as applicable.

- iii. Materials for non-residential uses shall be stored inside or under cover and shall not be accessible to residents of the development.
  - iv. Parking and circulation on the site shall be organized so as to reduce the amount of impervious surface. Where possible, parking and loading areas shall be connected to minimize curb cuts onto public rights-of-way.
- 6. **Buildings: Shared Outdoor Space.** Multi-family housing and mixed-use development shall have common outdoor space that all residents can access. Such space may be located in any combination of ground floor, courtyard, rooftop, or terrace. All outdoor space shall count towards the project's minimum Open Space requirement.
- 7. **Buildings: Corner Lots.** A building on a corner lot shall indicate a primary entrance either along one of the street-facing façades or on the primary corner as an entrance serving both streets.
  - i. Such entries shall be connected by a paved surface to the public sidewalk, if applicable.
  - ii. All facades visible from a public right-of-way shall be treated with the same care and attention in terms of entries, fenestration, and materials.
  - iii. Fire exits serving more than one story shall not be located on either of the street-facing facades.
- 8. **Buildings: Infill Lots.** If the adjacent buildings are set back at a distance that exceeds the minimum front yard requirements, infill buildings shall meet the requirements of Section 5.E.12.E. Density and Dimensional Standards. Otherwise, infill buildings may match the setback line of either adjacent building, or an average of the setback of the two buildings to provide consistency along the street.
- 9. **Buildings: Principal Façade and Parking.** Parking shall be subordinate in design and location to the principal building façade.
  - i. **Surface Parking.** Surface parking shall be located to the rear or side of the principal building. Parking shall not be located in the setback between the building and any lot line adjacent to the public right-of-way.

- ii. **Integrated Garages.** The principal pedestrian entry into the building shall be more prominent in design and placement than the vehicular entry into the garage.
  - iii. **Parking Structures.** Building(s) dedicated to structured parking on the same lot as one or more multi-family buildings or mixed-use development shall be subordinate in design and placement to the multi-family or mixed-use building(s) on the lot.
10. **Waivers.** Upon the request of the Applicant and subject to compliance with the Compliance Guidelines, the Site Plan Review Authority may waive requirements of this Section 5.E.12.G. General Development Standards, in the interests of design flexibility and overall project quality, and upon a finding of consistency of such variation with the overall purpose and objectives of the MCMOD.

## H. AFFORDABILITY REQUIREMENTS

### 1. Purpose.

- i. Promote the public health, safety, and welfare by encouraging a diversity of housing opportunities for people of different income levels;
- ii. Provide for a full range of housing choices for households of all incomes, ages, and sizes;
- iii. Increase the production of affordable housing units to meet existing and anticipated housing needs; and
- iv. Work to overcome economic segregation allowing Billerica to be a community of opportunity in which low and moderate-income households have the opportunity to advance economically.

2. **Applicability.** This requirement is applicable to all multi-family and mixed-use developments with six (6) or more dwelling units, whether new construction, substantial rehabilitation, expansion, reconstruction, or residential conversion (Applicable Projects). No project may be divided or phased to avoid the requirements of this section.

3. **Provision of Affordable Housing.** In Applicable Projects, not fewer than 10% of housing units constructed shall be Affordable Housing Units as defined by the EOHLC Subsidized Housing Inventory (SHI). For the purposes of calculating the number of units of Affordable Housing required within a development project, any fractional unit of 0.5 or greater shall be deemed to

constitute a whole unit and any fractional unit of 0.4 or less shall require no contribution to satisfy the fractional share. The Affordable Units shall be available to households earning income up to eighty percent (80%) of the AMI.

4. **Development Standards.** Affordable Units shall be:

- i. Integrated with the rest of the development and shall be compatible in design, appearance, construction, and quality of exterior and interior materials with the other units and/or lots;
- ii. Dispersed throughout the development;
- iii. Located such that the units have equal access to shared amenities, including light, air, and utilities (including any bicycle storage and/or Electric Vehicle charging stations) within the development;
- iv. Located such that the units have equal avoidance of any potential nuisances as market-rate units within the development;
- v. Distributed proportionately among unit sizes; and
- vi. Distributed proportionately across each phase of a phased development.
- vii. Occupancy permits shall only be issued for market-rate units prior to the end of construction of the entire development if occupancy permits for Affordable Units are issued simultaneously on a pro rata basis.

5. **Administration.**

- i. The Planning Director shall be responsible for administering and enforcing the requirements in this section.

**I. SITE PLAN REVIEW**

1. **Administration.** The provisions of this Section 5.E.12.I shall be administered by the Site Plan Review Authority, except as otherwise provided herein.
2. **Applicability.** Site Plan Review is required for a project that proposes six (6) dwelling units or more. An application for Site Plan Review shall be reviewed

by the Permitting Authority for consistency with the purpose and intent of Sections 5.E.12.D through H.

- i. In cases where the Site Plan Review Authority is also considering a Special Permit, they should determine the Special Permit first and then undertake a final Site Plan Review.
  - ii. This section supersedes the Site Plan review process described in Section 6 of the Zoning Bylaw.
3. **Submission Requirements.** As part of any application for Site Plan Review for a project within the MCMOD, the Applicant must submit the following documents to the Municipality:
  - i. Application and fee for Site Plan Review.
  - ii. Site plans that show the position of the building on the site, points of vehicular access to and from the site and vehicular circulation on the site, stormwater management, utilities, and landscape treatments, including any screening of adjacent properties, and other information commonly required by Municipality for Site Plan Review.
  - iii. Elevations of the building(s) showing the architectural design of the building.
  - iv. All site plans shall be prepared by a certified architect, landscape architect, and/or a civil engineer registered in the Commonwealth of Massachusetts. All landscape plans shall be prepared by a certified landscape architect registered in the Commonwealth of Massachusetts. All building elevations shall be prepared by a certified architect registered in the Commonwealth of Massachusetts. All plans shall be signed and stamped, and drawings prepared at a scale of one inch equals forty feet (1"=40') or larger, or at a scale as approved in advance by the Permitting Authority.
  - v. Narrative of compliance with the applicable design standards of this Section 5.E.12.
4. **Timeline.** Site Plan Review should be commenced no later than 30 days after the submission of a complete application and should be completed expeditiously. The site plan review authority may, when appropriate, seek the input of other municipal boards or officials. In general, site plan review

should be completed no more than six (6) months after the submission of the application.

5. **Site Plan Approval.** Site Plan approval for uses listed in Section 5.E.12.D Permitted Uses shall be granted upon determination by the Site Plan Review Authority that the following findings have been satisfied. The Site Plan Review Authority may impose reasonable conditions, at the expense of the applicant, to ensure that these findings have been satisfied.
  - i. The Applicant has submitted the required fees and information as set forth in Municipality's requirements for a Building Permit and Site Plan Review; and
  - ii. The project as described in the application meets the development standards set forth in Section 5.E.12.G. General Development Standards.
6. **Project Phasing.** An Applicant may propose, in a Site Plan Review submission, that a project be developed in phases subject to the approval of the Site Plan Review Authority, provided that the submission shows the full buildout of the project and all associated impacts as of the completion of the final phase. However, no project may be phased solely to avoid the provisions of Section 5.E.12.H. Affordability Requirements.

## **J. SEVERABILITY**

If any provision of this Section 5.E.12 is found to be invalid by a court of competent jurisdiction, the remainder of Section 5.E.12 shall not be affected but shall remain in full force. The invalidity of any provision of this Section 5.E.12 shall not affect the validity of the remainder of the Town of Billerica's Zoning.

## **K. SUNSET CLAUSE**

This Section 5.E.12 MBTA Communities Multi-Family Overlay District, along with:

1. the reference to Section 5.E.12. in the Table of Contents,
2. the reference to "MBTA Communities Multi-family Overlay District" in subsection k. to Section 3.a.3,
3. the reference to "MCMOD- MBTA Communities Multi-family Overlay District in District Abbreviations under the Overlay category in Section 5.f, and
4. the portions of the Zoning Map depicting the MBTA Communities Multi-family Overlay District on the maps entitled: "MBTA Communities Multi-



family Overlay District: A. “Outer Mills Subdistrict”, B: “Inner Mills Subdistrict”, C: “Federal St Subdistrict”, and D: “Kenmar Subdistrict”, on file with the Town Clerk

shall expire and no longer remain in effect when a court of competent jurisdiction issues a final decision invalidating Massachusetts General Laws Chapter 40A, § 3A in its entirety or invalidating the requirement of Massachusetts General Laws Chapter 40A, §3A(a)(1) that an MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right or finding that the EOHLC guidelines are invalid and/or unenforceable; or when legislation is enacted into law invalidating Massachusetts General Laws Chapter 40A, § 3A in its entirety or invalidating the requirement of Massachusetts General Laws Chapter 40A, §3A(a)(1) that an MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right or finding that the EOHLC guidelines are invalid and/or unenforceable.

Submitted by the Planning Board

***Finance Committee recommends approval.***

Article 1 Explanation: Due to the ongoing, well-documented housing crisis in Massachusetts, in 2021, Governor Baker signed the Multi-Family Zoning Requirement for the 177 communities served by the MBTA into law (MGL 40.3a). This new law requires that an MBTA community (those with access to transit stations) shall have at least one zoning district of reasonable size in which multi-family housing (any residential property containing three or more housing units) is permitted as of right (without a special permit). Under the guidelines released by the Executive Office of Housing and Livable Communities, Billerica is considered a “Commuter Rail” community which requires a portion of our new district to be directly adjacent to the North Billerica MBTA Commuter Rail station.

This new overlay preserves the underlying zoning; but allows for the development flexibility to meet the State’s compliance guidelines. The key compliance requirements include:

- Future Capacity (total land area x density allowed) of 2,323 units
- A minimum land area of 50 acres
- A minimum gross density allowed of 15 units per acre
- 40% of the district must be located not more than .5 miles from the MBTA service
- 50% of the district must be in one contiguous area

## **ARTICLE 2 – PETITIONER ARTICLE (LAYOUT AND ACCEPTANCE OF FITZPATRICK LANE)**

To see if the Town will vote to lay out Fitzpatrick Lane as shown on the plan entitled “Fitzpatrick Lane Street Acceptance Plan, Fitzpatrick Lane in Billerica, Massachusetts (Middlesex County) Scale: 1” = 40’ February 13, 2024” prepared by Dresser Williams & Way Inc. and filed with the Town Clerk, as a Town way; and further to authorize the Select Board to acquire by gift the fee and/or easement title interest in said way, and further to see if the Town will vote accept Fitzpatrick Lane as a town road or way.

See Exhibit A below and incorporated herein for legal description of said way.

Or act in relation thereto.

Submitted by N. Jon Metivier and Messrs. Powderly, Jenkins, Lentine, Lentine, Shaw, Clery, Sughrue, Collins and Madames Strazzere, Shaw and Metivier.

***Finance Committee recommends approval.***

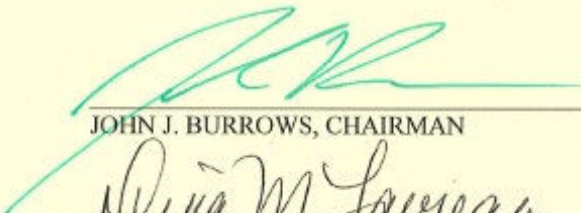
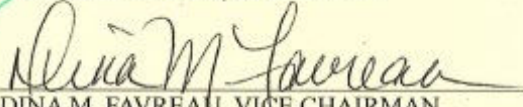
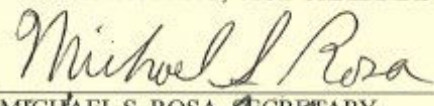
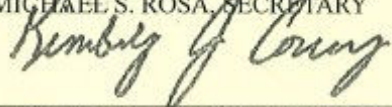
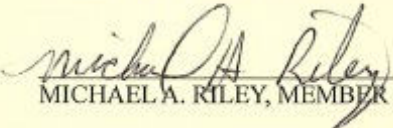
### **EXHIBIT A LEGAL DESCRIPTION FITZPATRICK LANE BILLERICA, MA**

Beginning at the northeasterly tangent of Fitzpatrick Lane; thence S 45°10'40" W a distance of 665.93'; thence with a curve turning to the left with an arc length of 92.17', with a radius of 100.00';, thence S 07°37'47" E a distance of 158.29'; thence with a curve turning to the right with an arc length of 139.97', with a radius of 150.00';, thence S 45°50'07" W a distance of 107.42'; thence with a curve turning to the left with an arc length of 16.32', with a radius of 25.00';, thence with a curve turning to the right with an arc length of 298.39', with a radius of 60.00';, thence with a curve turning to the left with an arc length of 29.47', with a radius of 25.00';, thence N 45°50'07" E a distance of 80.51'; thence with a curve turning to the left with an arc length of 93.31', with a radius of 100.00';, thence N 07°37'47" W a distance of 158.29'; thence with a curve turning to the right with an arc length of 138.25', with a radius of 150.00';, thence N 45°10'40" E a distance of 649.81'; thence with a curve turning to the left with an arc length of 42.55', with a radius of 25.00';, thence S 52°20'58" E a distance of 28.52'; thence S 54°37'57" E a distance of 71.79'; thence with a curve turning to the left with an arc length of 34.99', with a radius of 25.00'; which is the point of beginning, having an area of 70,478 square feet, 1.618 acres.

And you are hereby directed to serve this Final Warrant for the Special Fall Town Meeting by posting true and attested copies thereof, one copy at Augusta Market, 599 Boston Road, one copy at Belly Buster Restaurant, 306 Boston Road, one copy at the Billerica Center Police Station, 6 Good Street, one copy at the Billerica Center Post Office, 460 Boston Road, one copy at the Billerica Public Library, 15 Concord Road, one copy at the Billerica Town Hall, 365 Boston Road, one copy at the East Billerica Fire Station, 295 Salem Road, one copy at Market Basket, Towne Plaza, 700 Boston Road, one copy at the Ninety-Nine Restaurant, 160 Lexington Road, one copy at the North Billerica Fire Station, 21 Lowell Street, one copy at the North Billerica Post Office, 95 Boston Road, one copy at the Nutting Lake Post Office, 612 Middlesex Turnpike, one copy at the Pinehurst Fire Station, 832 Boston Road, one copy at the Pinehurst Post Office, 880 Boston Road, one copy at Sal's Pizza, 328 Boston Road, one copy at Stelio's Family Restaurant, 293 Boston Road and one copy at the West Billerica Fire Station, 359 Treble Cove Road.

Given under our hands this 25<sup>th</sup> day of November 2024.

SELECT BOARD OF BILLERICA

  
\_\_\_\_\_  
JOHN J. BURROWS, CHAIRMAN  
\_\_\_\_\_  
DINA M. FAVREAU, VICE CHAIRMAN  
\_\_\_\_\_  
MICHAEL S. ROSA, SECRETARY  
\_\_\_\_\_  
KIMBERLY J. CONWAY, MEMBER  
\_\_\_\_\_  
MICHAEL A. RILEY, MEMBER

A true copy attest

  
\_\_\_\_\_  
Constable, Town of Billerica

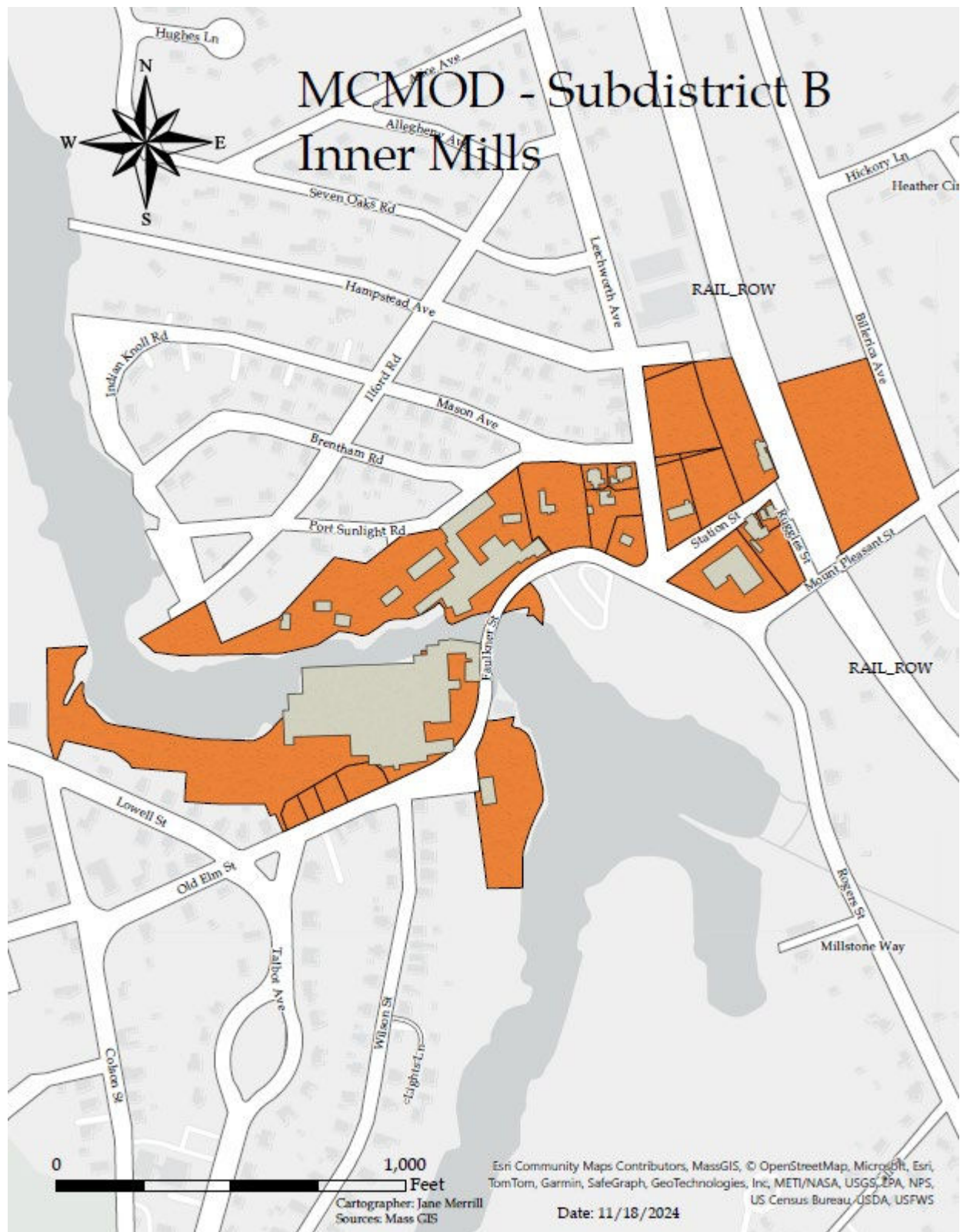
**Part III**  
**Maps**



**MCMOD Subdistrict A Outer Mills Parcel IDs**

6-43-1  
10-218-0  
10-71-1  
10-62-0  
10-70-0  
10-45-0  
10-221-0  
10-61-0  
10-226-0  
10-222-0  
10-220-0  
10-60-0  
10-225-1-1  
10-201-1  
10-59-0  
10-223-1  
10-200-0  
6-48-0  
6-14-0  
6-49-0  
6-47-0  
6-75-0  
6-71-0  
6-74-0  
6-15-0  
6-73-0  
6-16-1  
6-72-0  
6-43-2  
6-18-1-1  
6-42-1-MU  
6-42-1-MU  
6-41-0  
6-45-0  
6-40-0  
6-19-0  
6-20-0  
6-39-0  
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6-35-1  
6-25-0  
10-71-2

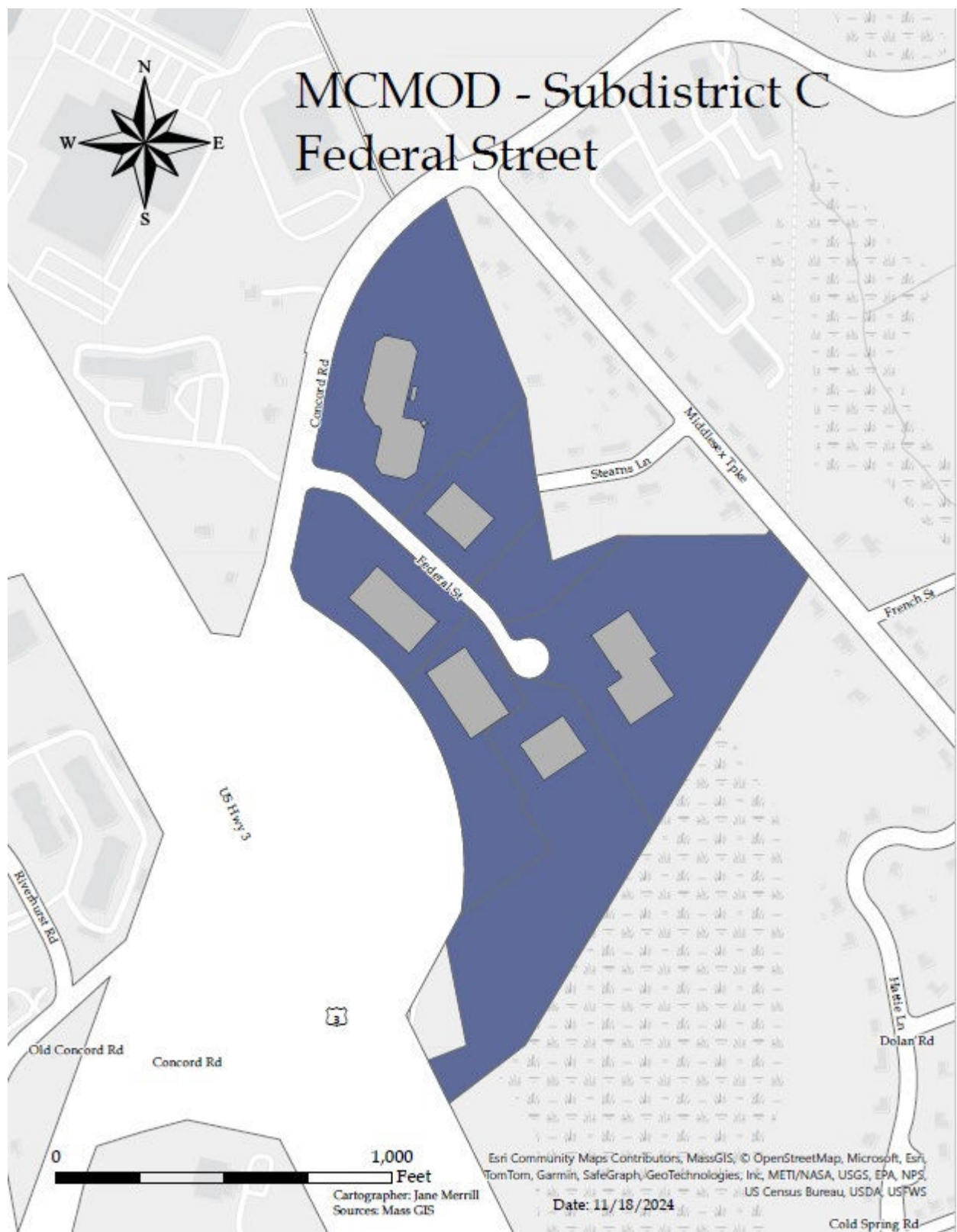




MCMOD Subdistrict B - Inner Mills Parcel IDs

MAP\_PAR\_ID

9-219-0  
 10-33-0  
 10-50-0  
 10-51-0  
 9-102-0  
 9-103-0  
 9-207-0  
 9-94-0  
 10-231-1  
 10-39-4  
 10-49-0  
 10-32-0  
 9-93-1  
 10-30-0  
 10-31-0  
 10-29-0  
 10-47-0  
 10-235-2  
 10-235-1  
 10-48-0  
 10-46-2  
 10-46-1  
 10-63-0  
 10-225-2-1





MCMOD Subdistrict C - Federal Street Parcel IDs

MAP\_PAR\_ID

77-163-2

77-163-1

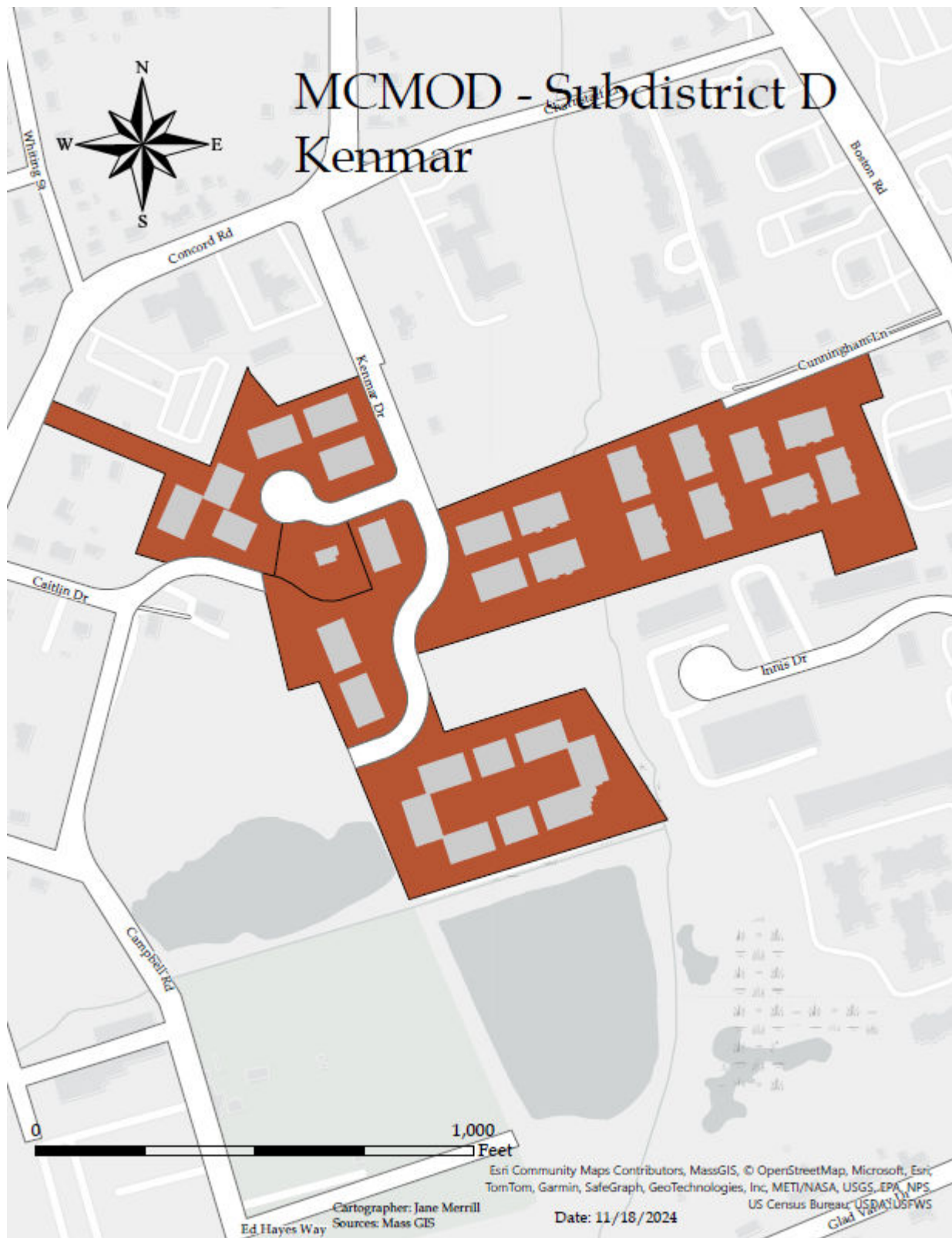
68-8-4

78-289-0

78-288-0

77-162-0

68-8-5



MCMOD Subdistrict D: Kenmar Parcel IDs

| MAP_PAR_ID |
|------------|
| 61-143-0   |
| 61-145-6   |
| 61-145-8   |
| 61-145-10  |
| 61-145-12  |
| 61-145-14  |
| 61-145-16  |
| 61-145-18  |
| 61-145-20  |
| 61-145-22  |
| 61-145-24  |
| 61-145-26  |
| 61-145-28  |
| 61-147-1   |
| 61-147-2   |
| 61-147-3   |
| 61-147-4   |
| 61-147-5   |
| 61-147-6   |
| 61-148-1   |
| 61-148-2   |
| 61-148-3   |
| 69-76-3    |
| 69-76-6    |

**Part IV**  
**FINANCE COMMITTEE RECOMMENDATIONS**  
**SPECIAL TOWN MEETING**  
**DECEMBER 12, 2024**

**Article 1:**

The Finance Committee wishes to express its appreciation for the Planning Board's efforts in developing this zoning proposal, which aims to ensure Billerica's compliance with the MBTA Communities Act. The Committee would like to officially note that, while it recognizes the necessity for a diverse range of housing options, it disapproves of the State's approach to addressing this matter. The Committee contends that instead of imposing punitive measures for non-compliance, the State should have adopted a more incentive-based strategy to encourage adherence.

A majority of the Finance Committee has concluded that, based on the information presented, there is potential for a modest financial advantage to the Town if this proposal is fully realized. Although some committee members raised concerns regarding the accuracy of the financial projections, it is acknowledged that, like any financial forecast, it was developed using the most current data and a recognized financial framework. The Committee frequently reviews financial forecasts to inform its recommendations, but it admits that this particular forecast extends significantly into the future. While it may not be ideal, it represents the best available information for forming an opinion on this matter.

The punitive aspects of the legislation are of particular concern to the Committee. Despite our reservations about the law, the Town risks losing hundreds of thousands of dollars in grant funding over the coming years, potentially escalating to millions within a decade. The Committee was informed that any grants or funds under the jurisdiction of the Governor's Office would be jeopardized if the Town fails to comply with the law. Consequently, for any future projects undertaken by the Town, we can anticipate severely limited financial assistance from the State, placing the entire financial burden on the residents.

Furthermore, the Committee believes that pursuing legal action against the State to contest an existing law is unlikely to yield favorable results and would only serve to enrich the attorneys we hire.

The Finance Committee considers this article to be in keeping with best financial practices and is in best interest of the Town.

The Finance Committee voted 8-3 to recommend this article.

**Article 2:**

The Finance Committee has determined that the acceptance of Fitzpatrick Lane to be in keeping with best financial practices and it in the best financial interest of the Town. The street is in compliance with all DPW standards.

The Finance Committee recommends this article unanimously.

**Part V**  
**Statutory References**

**Article 1**

Chapter 40A Section 3A: Multi-family zoning as-of-right in MBTA communities

Section 3A. (a)(1) An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall: (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.

*[ Subsection (b) effective until May 30, 2023. For text effective May 30, 2023, see below.]*

(b) An MBTA community that fails to comply with this section shall not be eligible for funds from: (i) the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017; (ii) the Local Capital Projects Fund established in section 2EEEE of chapter 29; or (iii) the MassWorks infrastructure program established in section 63 of chapter 23A.

*[ Subsection (b) as amended by 2023, 7, Sec. 152 effective May 30, 2023. See 2023, 7, Sec. 298. For text effective until May 30, 2023, see above.]*

(b) An MBTA community that fails to comply with this section shall not be eligible for funds from: (i) the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017; (ii) the Local Capital Projects Fund established in section 2EEEE of chapter 29; (iii) the MassWorks infrastructure program established in section 63 of chapter 23A, or (iv) the HousingWorks infrastructure program established in section 27 of chapter 23B.

*[ Subsection (c) effective until May 30, 2023. For text effective May 30, 2023, see below.]*

(c) The department of housing and community development, in consultation with the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, shall promulgate guidelines to determine if an MBTA community is in compliance with this section.

*[ Subsection (c) as amended by 2023, 7, Sec. 153 effective May 30, 2023. See 2023, 7, Sec. 298. For text effective until May 30, 2023, see above.]*

(c) The executive office of housing and livable communities, in consultation with the executive office of economic development, the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, shall promulgate guidelines to determine if an MBTA community is in compliance with this section.

## Appendix A - Presentation



# **MBTA Communities Multifamily Overlay District (MCMOD)**

**Special Town Meeting: December 12, 2024**  
**Article 1**

1

## **ARTICLE 1 OVERVIEW**

Background: The MBTA Communities Act (“3A”) Plan

Overview:  
Maps Regulations

Summary:  
Process Roadmap Expectations

2

## Background: The MBTA Communities Act (“3A”)

- ❖ MBTA 3A is a state law started under the Baker Administration and passed in 2021, requiring 177 towns and cities (“MBTA Communities”) to develop zoning that allows multifamily use. The law includes specific development guidelines.
- ❖ Why? Increasing supply of multifamily housing can potentially ease the financial burden of housing on everyone: especially seniors, young adults, first responders, and shift workers who aren’t looking for single- family homes
- ❖ Towns with Commuter Rail station such as Billerica are classified as “Commuter Rail” communities.

**Background**

>

**Plan Overview**

>

**Summary**

3

According to the state law, Billerica must adopt:

*“...at least one [zoning] district of reasonable size in which multifamily housing is permitted as of right, with no age restrictions, and is suitable for families with children.”*

**Background**

>

**Plan Overview**

>

**Summary**

4

According to the state law, Billerica must adopt:

*“...at least one [zoning] district of reasonable size in which multifamily housing is permitted as of right, with no age restrictions, and is suitable for families with children.”*

**OF REASONABLE SIZE:**

- Land Area of at Least 50 acres
- Maximum Allowable Density of at Least 15 units per acre
- Total capacity (area x density) of at least 2,323 “units”
  - Based on 15% of existing housing stock as of 2020 census
- Note: The Law does not require any “units” to be built.

**Background**

>

**Plan Overview**

>

**Summary**

5

According to the state law, Billerica must adopt:

*“...at least one [zoning] district of reasonable size in which multifamily housing is permitted as of right, with no age restrictions, and is suitable for families with children.”*

**PERMITTED AS OF RIGHT:**

- Adoption of Zoning occurs NOW for the areas
- Special Permits do not occur with development proposals
- Site Plan, Wetlands Permit, Stormwater/ DPW/BOH permits occurs later with development proposals

**Background**

>

**Plan Overview**

>

**Summary**

6



According to the state law, Billerica must adopt:

*“...at least one [zoning] district of reasonable size in which multifamily housing is permitted as of right, with families with children.”*

*no age restrictions, and is suitable for*

***NO AGE RESTRICTIONS & SUITABLE  
FOR FAMILIES WITH CHILDREN:***

- Regulations cannot discriminate against age or familial status or other such characteristics (i.e. 55+ zoning, # of bedrooms, etc)

**Background**

>

**Plan Overview**

>

**Summary**

7

**Other requirements:**

- ❖ At least 40% of the district(s) must be within a half-mile of the transit station (North Billerica Commuter Rail).
- ❖ At least 50% of the district(s) must be in a single, contiguous district
- ❖ Each district must be at least five (5) acres in size
- ❖ Each district must be comprised of more than one (1) parcel
- ❖ Affordable Unit Requirements allowed up to 10%
- ❖ Billerica must have zoning in place by ***December 31, 2024.***

**Background**

>

**Plan Overview**

>

**Summary**

8

## **Billerica's Requirements**

$$\text{Land Area (at least 50)} \times \text{Allowable Density (at least 15)} = \text{Unit Capacity (at least 2,323)}$$

Approach A: Use minimum amount of land area (50 acres), and higher densities of 45-50 units per acre.

❖ Suitable in scale at historic mills, but not over neighborhoods.

Approach B: Use minimum amount of allowable density (15 u/a), and larger land area of 150-160 acres.

❖ Suitable in scale over neighborhood areas, but a lot of land to choose.

*Using “subdistricts”, areas can have different standards than others.*

**Background** > **Plan Overview** > **Summary**

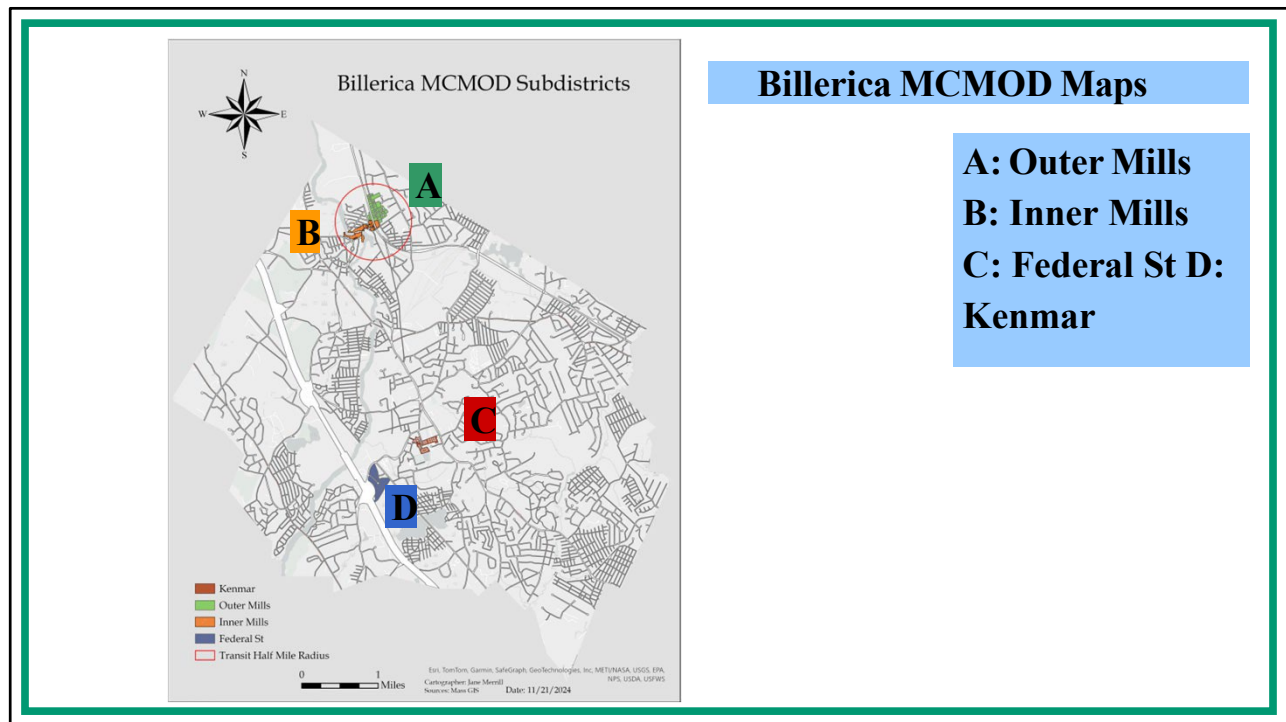
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## **Plan Overview: Maps & Regulations**

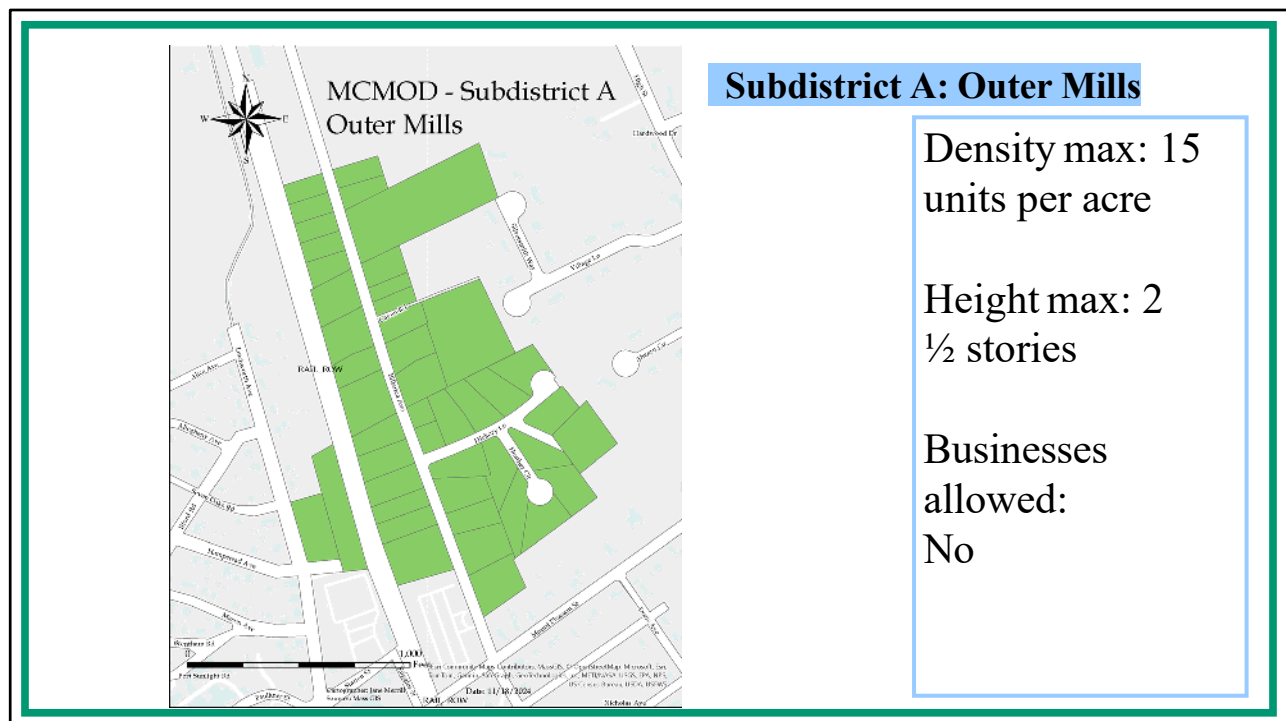
- ❖ The Planning Board has produced a zoning overlay for consideration by Town Meeting that includes four distinct subdistricts:
  - ❖ Outer Mills
  - ❖ Inner Mills
  - ❖ Federal Street
  - ❖ Kenmar
- ❖ Near station area: focus on historic mills (Inner Mills) and the residential area near the station (Outer Mills).
- ❖ Outside station area: focus on Kenmar (existing multifamily) and Federal Street (office park)

**Background** > **Plan Overview** > **Summary**

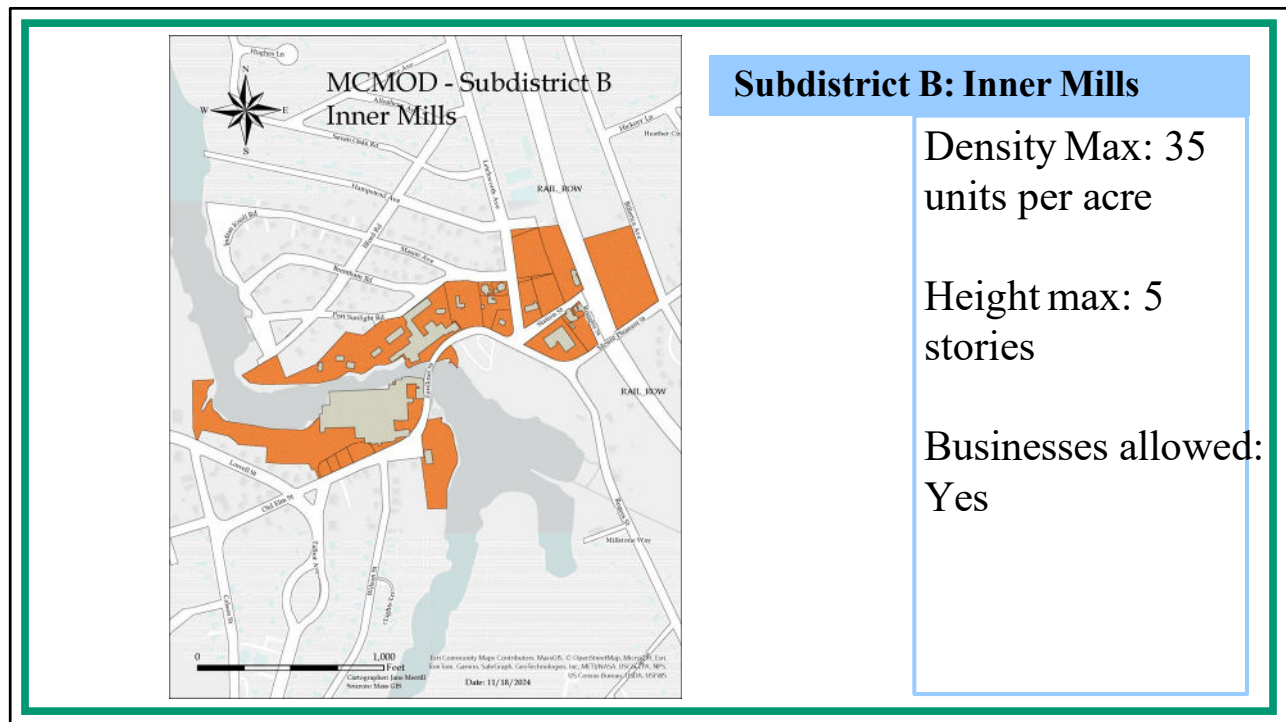
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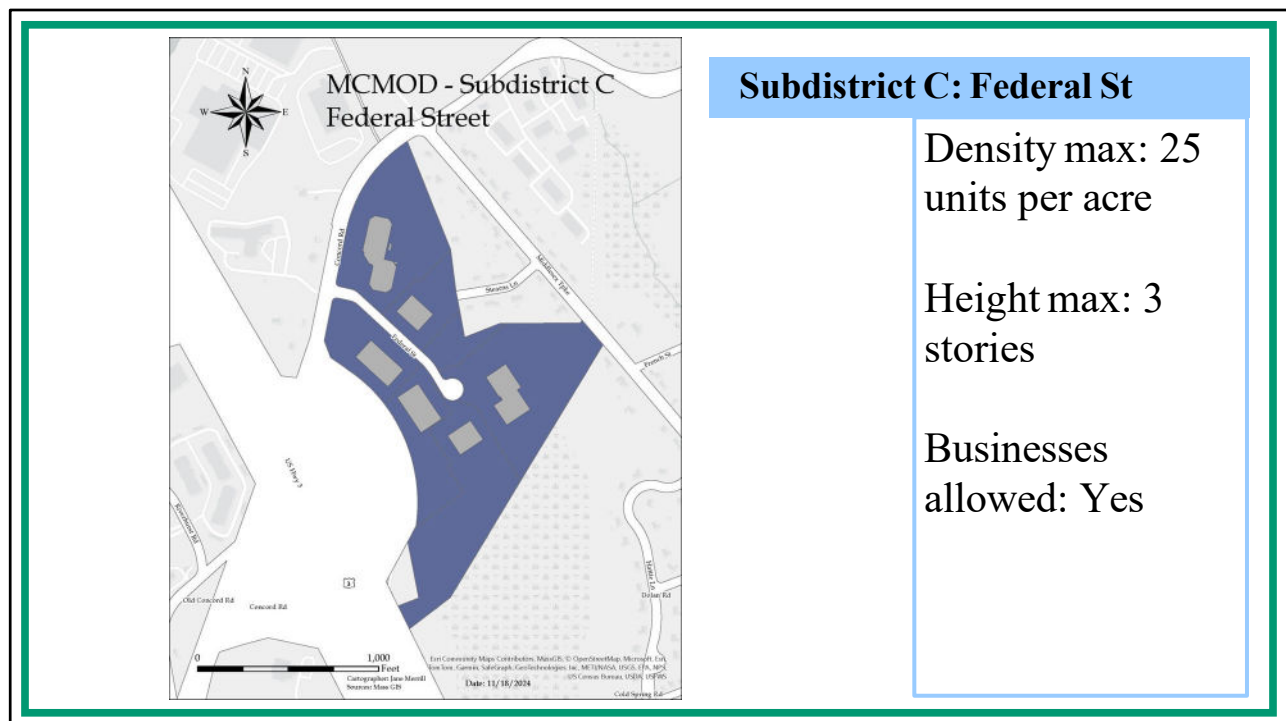
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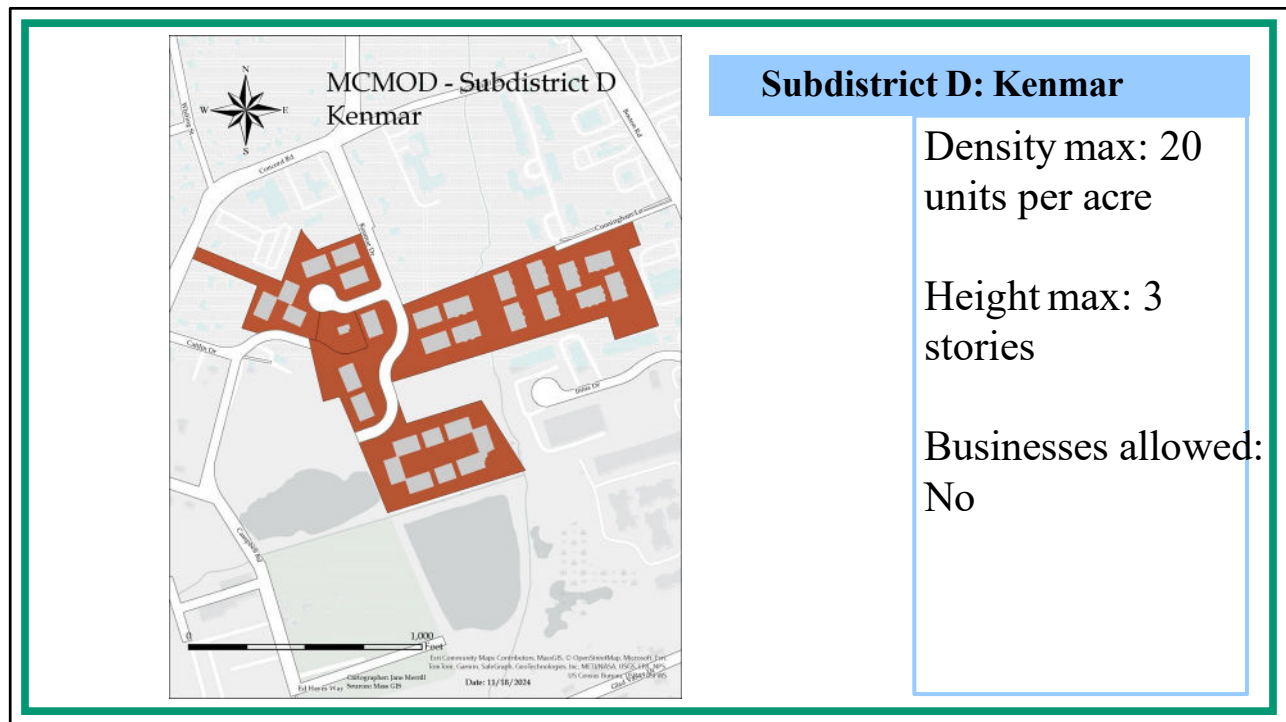
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13



14



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## Plan Overview: Maps & Regulations

- ❖ MCMOD will be added as an overlay zone, Section 5.E.12.
- ❖ Zoning text includes:
  - ❖ Purpose
  - ❖ Applicability
  - ❖ Definitions
  - ❖ Permitted Uses
  - ❖ Density & Dimensional Standards
  - ❖ Off-street Parking
  - ❖ General Development Standards
  - ❖ Affordability Requirements
  - ❖ Site Plan Review
  - ❖ Severability
  - ❖ Sunset Clause

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## Key Regulations

### ❖ Permitted Uses:

Underlying zoning remains.

Overlay zone allows Multifamily. Businesses also allowed on main floor in Mills and Federal St subdistricts.

Property owners retain all previous zoning rights, plus one.

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### ❖ Density & Dimensional Standards:

| Standard           | Subdistrict A:<br>Outer Mills | Subdistrict B:<br>Inner Mills | Subdistrict C:<br>Federal | Subdistrict D:<br>Kenmar |
|--------------------|-------------------------------|-------------------------------|---------------------------|--------------------------|
| Height             |                               |                               |                           |                          |
| Stories (maximum)  | 2.5                           | 5                             | 3                         | 3                        |
| Feet (maximum)     | 35                            | 60                            | 40                        | 40                       |
| Minimum open space | 20%                           | 20%                           | 20%                       | 20%                      |
| Gross density      | 15 units per<br>acre          | 35 units per<br>acre          | 25 units per<br>acre      | 20 units per<br>acre     |
| Setbacks           |                               |                               |                           |                          |
| Front yard         | 15                            | 10                            | 15                        | 15                       |
| Side yard          | 15                            | 15                            | 15                        | 15                       |
| Rear yard          | 20                            | 20                            | 45                        | 20                       |

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❖ Off-street Parking

Smaller units (studios and 1-bdr) require 1.5 spaces each Larger units (2-bdr+) require 2 spaces each

Parking also required for any businesses (Inner Mills and Federal St)

❖ General Development Standards

Architecture, parking design, pedestrian amenities, landscaping, lighting, etc

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❖ Affordability Requirements

10% requirement for deed-restricted Affordability

❖ Site Plan Review

Proposals of 6+ units must still be approved through Site Plan.

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### ❖ Sunset Clause

Common bylaw practice, recommended by SB, drafted by Counsel

Will render the local zoning void if any court decision or any future legislation invalidates:

- the law
- the requirement of the law
- the enforceability of the guidelines

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## ARTICLE 1 SUMMARY

### ❖ PROCESS ROADMAP

2021: Law enacted

2022: EOHLC Guidelines are published

Jan 2023: Select Board presentation. Action Plan filed.

Jun 2023 - present:

Monthly Planning Board meetings

Monthly open office hours at COA, at library, at Farmers Market

Leading to Spring Town Meeting: 2 public forums, 2 public mailers, and open invite to all boards and commissions for presentations

-Did not go to Spring TM. More locations to be considered.

Online survey launched Summer/Fall 2024

-Federal Street ranked most preferred

Leading to Special Town Meeting: 2 public forums, monthly Select Board updates, and 3 special Planning Board meetings

December 2024: Special Town Meeting. It's ready. It's due.

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## Anticipated Outcomes

While MBTA 3A is a state mandate, the Planning Board has worked hard to generate locations and standards unique to Billerica where each subdistrict can provide community and housing, and where impacts are limited.

- ❖ Inner Mills:
  - ❖ Creates capacity within existing large buildings
  - ❖ Allows businesses to provide more neighborhood services, reducing traffic impact
- ❖ Outer Mills:
  - ❖ Smaller lots and shorter height limits encourage residential architecture similar to single- family homes, known as “missing middle”
- ❖ Federal St:
  - ❖ Existing office park near highway junction, municipal park, and other multifamily. Vacancy rate of offices continue to increase.
- ❖ Kenmar:
  - ❖ Placed where existing multifamily is developed, near local businesses and two bus lines.

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## Anticipated Outcomes

Increase of housing supply for a variety of households such as young adults just starting out, older adults looking to downsize, employees of local laboratories, shift workers, service industry workers, etc.

Establishes a path for housing growth by streamlining the development process only in the selected areas.

Increases tax-assessed values of redeveloped properties. Workforce housing to attract commercial growth.

More residents to patronize local businesses.

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## Summary: Anticipated Fiscal Impact

A Fiscal Impact Analysis was done, based on recent Billerica data such as budget, school enrollment, and assessed values. It is estimated that for every 100 multifamily units:

| LINE ITEM                  | CONTEXT                                                 | VALUE            |
|----------------------------|---------------------------------------------------------|------------------|
| Property Tax Revenue       | Region's average breakdown of studio vs 1/2/3 bdr units | \$390,669        |
| Municipal Services         | General gov't, public safety, and public works          | -\$97,458        |
| Education Costs            | Current enrollment is 0.12 students per multifamily.    | -\$135,496       |
|                            |                                                         |                  |
| <b>NET POSITIVE IMPACT</b> |                                                         | <b>\$157,715</b> |

Full Analysis: [www.town.Billerica.ma.us/MBTACommunities\\_FIA](http://www.town.Billerica.ma.us/MBTACommunities_FIA)

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## Summary: Fiscal Impact Analysis, Limitations

- ❖ Water and Sewer usage is primarily paid by user
- ❖ Capital Improvement costs cannot be attributed to new housing since the need for improvements are created by all housing, existing and new
- ❖ Local studies and improvement costs specifically benefitting a development would be born by the owner/applicant during permitting processes.

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## Summary: Anticipated Grants Impact

Noncompliance leads to known and potential loss of discretionary state funding.

| GRANTS RECEIVED SINCE JUL 2024                           | Value         | DESIRED 2025        |
|----------------------------------------------------------|---------------|---------------------|
| • MVP Grant                                              | 129,500       | MASSWorks           |
| • Culvert Replacement Municipal Assistance Grant Program | 85,000        | Infrastructure      |
| • Technical Assistance (NMCOG)                           | 17,000        | Brownfield/Planning |
| • MassTrails Grant                                       | 500,000       | Grants for town     |
| • PARC GRANT                                             | 447,000       | properties          |
| • Community Naloxone Program (CNP) – Narcan (144 Boxes)  | (qualitative) | Park (PARC) grants  |
|                                                          | \$1,178,500   | Stormwater grants   |

Housing Choice status: Future .5% reduction on SRF loans

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## What Happens If...

### Town Meeting Passes MCMOD

Town selects where future multifamily goes

Town keeps the grants already received (\$1.23M just since July 2024)

Town is eligible for Spring 2025 grants (Brownfield, MVP, MASSworks...)

Town qualifies for Catalyst Fund grants

Town remains Housing Choice Community (interest rate reduction)

### Town Meeting Rejects MCMOD

Town Meeting responds to petitioner zoning

Current grant funds may need to be returned (Ditson Park, Stormwater culverts, YDBP)

Town will not be eligible for certain grants for stormwater and parks

Town will not be eligible for certain grants for capital improvements

Fully funded projects will have to borrow at a higher interest rate