

PROJECT NARRATIVE

FOR



PROPOSED

ZONING MAP CHANGE REQUEST

McGovern Boulevard
Lancaster, Massachusetts
Worcester County



Executive Summary

702, LLC the property owner, (“702”) is submitting the enclosed application package in support of rezoning a portion of the residentially zoned portion (171.28 acres) of the 702 Site. The project site (the “Site”) is located off McGovern Boulevard and Lunenburg Road in the Town of Lancaster. As shown on the Town Assessor’s Maps, the Site is identified as Map #8, Lot #45 and Map #9, Lot #4, refer to enclosed Plan of Land.

The site is currently located within the Enterprise Zoning District and the Residential Zoning District. The zoning line runs roughly north to south through the central portion of the site with the Enterprise District covering the eastern half (244.08 acres) and the Residential District covering the western half (188.90 acres). There are also three (3) overlay districts, the Integrated Planning Overlay District (IPOD), the Floodplain Overlay District and Water Resources Overlay District, which encompass portions of the Site as well.

The rezone portion of the Project proposes approximately 1,165,800+/- GSF of logistics buildings as shown on the enclosed Consolidated Expanded Layout Plan (the “Plan”). The buildings will vary in size from approximately 150,000 SF to approximately 666,000 SF. Adequate parking and loading for each of the proposed buildings are shown on the Plan.

The proposed Project includes uses allowed by right within the Enterprise Zoning District but not within the Residential Zoning District. Access to the Site is from McGovern Boulevard to the east within the Enterprise Zoning District and there is no other access to the residentially zoned portion of the site other than through the Enterprise Zoning District. The proposal is to rezone a portion of the residential portion of the Site from the Residential Zoning District to the Enterprise Zoning District.

The Plan shows preliminary design level detail for the purpose of establishing the proposed rezone of the property and fully engineered plans and calculations will be submitted to the Town during the local entitlement processes.

Existing Site Conditions

The Site is located off McGovern Boulevard on the western side of Lancaster Road (Route 70). The Site consists of approximately 368± acres of land and is bordered by woods, wetlands, and residences to the northwest, Route 190 to the west, woods, wetlands, walking trails and the North Nashua River to the south, and Lunenburg Road and Kimball Farm to the east. The site also abuts the Lancaster Crossing development project to the east which contains a Dunkin’, Mobil Gas Station, and soccer fields (F.C. Stars Soccer Complex) with associated driveways, parking areas, utilities, and stormwater management systems. McGovern Boulevard was constructed as the main access point to the Site and to access the Lancaster Crossing development from Lunenburg Road. The Site consists of an active sand & gravel pit and gravel access roads, as well as fields, woodland, and wetlands.

Proposed Site Conditions

The rezone Project proposes approximately 1,165,800+/- GSF of logistics, lab, or biomanufacturing buildings, along with associated access roadways, parking and circulation areas, stormwater management systems, and utility infrastructure. The Site is adjacent to the outdoor F.C. Stars Soccer Complex, a Dunkin’, and Mobil Gas Station.

Primary access to the Site will be via McGovern Boulevard from Lunenburg Road to the east. The Site currently consists of existing sand & gravel pits, gravel access roads and undeveloped woodlands and fields. The Proponent proposes to extend McGovern Boulevard approximately 2,300 LF in the westerly direction via a private roadway to provide access to the multiple buildings proposed as part of the Project. This road was previously review and approved by the Lancaster Planning Board and Conservation Commission. A new wastewater treatment plant is proposed to be constructed to the south adjacent to Building B as depicted on the plans.

The proposed Project is illustrated on the Schematic Development Plan included with the application. A breakdown of gross square footage (GSF) per use on the re-zone land is also provided in the Development Summary Table provided below:

Development Summary Table

INDUSTRIAL/LAB/BIOMANUFACTURING	SQUARE FEET (SQ. FT.)	STORIES	VEHICULAR PARKING SPACES	TRAILER AND LOADING PARKING SPACES
A2	349,800	1	0	250
B	666,000	1	335	396
C	150,000	1	232	46
TOTAL	1,165,800		567	692

It's further notable that 702 will also be transferring two parcels of land (Map 14, Lot 15 and Map 19, Lot 11) to the Town totaling 86.7 acres of land as open space.

Utilities

As noted above, an on-site wastewater treatment plant (WWTP) is proposed in the central portion of the Site along the southern boundary adjacent to Building B to handle the sewer flow generated by the Project. All wastewater flow will be handled by the proposed on-site WWTP, and no discharge or impact is anticipated to the municipal sewer system.

A new 12” water line extension is proposed from Leominster to provide public water service for the Project. The Project will implement efficient water use strategies to reduce overall potable water use on-site. The proposed extension will allow for the Project to be serviced by the City of Leominster public water system and will have no impact on the Town of Lancaster water system. This extension has received approval from the Lancaster Conservation Commission.

Power and telecommunication services will extend and be upgraded in McGovern Boulevard from Lunenburg Road to service the Site. Power and telecommunication services will be fully coordinated with the utility provider during the preparation of detailed design plans.

Stormwater

The Project will increase the amount of impervious area on site. The resulting increase in runoff will be mitigated by the construction of surface and subsurface infiltration/detention basins. Stormwater runoff from paved surfaces will be collected in a series of deep-sump, hooded catch basins and conveyed to stormwater quality units for treatment prior to discharge to surface or subsurface infiltration/detention basins to provide water quality treatment, recharge, and peak rate attenuation. Stormwater runoff from

buildings will be collected below grade and piped to surface or subsurface infiltration/detention basins to provide recharge and peak rate attenuation.

The proposed drainage systems will be designed to protect groundwater quality, groundwater level and surface water quality by meeting or exceeding the ten (10) MassDEP Stormwater Standards and the Town of Lancaster Stormwater Management Rules & Regulations. The systems will attenuate runoff rates to less than the pre-development condition, providing 44% pre-treatment TSS removal prior to infiltration, providing a minimum 80% total TSS removal prior to discharge, retaining the volume of runoff equivalent to, or greater than, one (1) inch multiplied by the total post-construction impervious surface area on the site, and promoting groundwater recharge.

Based on the excellent on-site soils, the Project will aim to recharge for more volume than would otherwise be required by MassDEP. Best Management Practices (BMPs) may include but may not be limited to deep sump and hooded catch basins, water quality swales, proprietary stormwater quality units, forebays, infiltration basins and detention basins. Approximate locations for surface stormwater basins are shown on the enclosed plans. Underground basins will also be located under the parking lots of each pad site. Extensive soil testing has been conducted to ensure the locations are viable with proper separation to groundwater and infiltration capacities.

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Traffic, Transportation and Circulation

Access to the Site will be provided from McGovern Boulevard (which will be completed) which connects to Lancaster Road (Route 70) to the east. The following mitigation measures are proposed to as part of the Project.

Transportation Infrastructure:

702 has committed to the following improvements at the intersection of Main Street (Route 70) / Seven Bridge Road (Route 117):

- Modify traffic signal timings and parameters (traffic signal to be constructed as part of MassDOT Project No. 608779) post-occupancy to accommodate the additional traffic flow from the Project site.

702 has committed to the following intersection improvements at the intersection of Lunenburg Road (Route 70) at McGovern Boulevard:

- Construct a fully-actuated traffic signal. Provide new demand-based vehicular and bicycle detection as part of the new traffic signal, as well as providing accommodations for emergency-vehicle pre-emption;
- Widen McGovern Boulevard to provide two eastbound travel lanes including an exclusive left-turn lane and an exclusive right turn-lane;
- Widen the Lunenburg Road northbound approach to introduce an exclusive left-turn lane operating under protected-permitted signal phasing;

- Widen Lunenburg Road southbound approach to introduce an exclusive right-turn lane operating under permissive-overlap signal phasing;
- Provide ADA/AAB-compliant pedestrian accommodations; including a crosswalk across McGovern Boulevard and Lunenburg Road, accessible ramps, and audio/vibratory pedestrian signal equipment; and
- Reconstruct private commercial driveways immediately north of McGovern Boulevard to accommodate the widened roadway.

702 has also committed to making improvements to the acceleration and deceleration lanes at the Route 2 westbound interchange with exit 103.

Pedestrian Accommodations:

702 will construct a sidewalk along McGovern Boulevard to provide connectivity between land uses on the site and Lunenburg Road. This includes connectivity to the several retail parcels previously constructed (Dunkin' and Mobil Gas Station) and the existing Kimball's Farms along the east side of Lunenburg Road. Additional pedestrian crossings will be provided across McGovern Boulevard within the site.

Bicycle Accommodations:

702 is committed to constructing bicycle accommodations along McGovern Boulevard to provide connectivity between land uses on the Site and Lunenburg Road. These bicycle accommodations will be in the form of bicycle lanes and supplemented with MUTCD-compliant bicycle signage. In addition, bicycle racks will be provided on-site at various locations to promote the use of bicycle travel. Improvements along Lunenburg Road are generally short in nature and are along a high-speed arterial with wide-shoulders and therefore no formal bicycle improvements are proposed. As reconstructed, shoulders within the limits-of-work will be a minimum of 5-feet wide to support bicycle connectivity along the wide shoulders of the corridor.

Erosion and Siltation

The Project will require filing a Notice of Intent (NOI) with the United States Environmental Protection Agency (US EPA), which will include construction period erosion and sedimentation controls as required by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP). A Stormwater Pollution Prevention Plan (SWPPP) will be prepared prior to the start of construction and will be implemented by the site contractor under the guidance and responsibility of the Projects Proponent.

The selection, installation, and maintenance of soil erosion and sediment control BMPs will use good engineering practices and follow manufacturer's specifications. The Contractor shall install all storm water controls in accordance with good engineering practices, including applicable design specifications. At a minimum, all erosion and sediment control practices should be installed and maintained to the standards set forth in the SWPPP and in the site engineering plans. Areas that will not be paved or covered with non-erosive material should be stabilized using procedures in substantial conformance with the SWPPP and site engineering plans. The installation of any additional erosion and sediment control measures will be completed as necessary to minimize erosion and sedimentation.

The appropriate soil erosion and sediment controls should be implemented on site and modified to reflect the current phase of construction. Erosion controls will be the primary BMPs implemented and

maintained onsite, with sediment control implemented as the secondary BMP. The project is anticipated to include the following, but not be limited to, erosion and sediment controls during construction:

- Minimization of Disturbed Areas and Preservation of Existing Vegetative Buffers
- Erosion Control Blankets
- Minimize Soil Compaction
- Preservation of Topsoil
- Sediment Basins
- Storm Drain Inlet Protection
- Straw bales and silt fence
- Stabilized Channels / Diversion Swales
- Stone Check Dams
- Earth Dikes
- Dust suppression

Detailed Erosion and Sediment Control Plans will be included as part of the detailed Site Development Plans that will be prepared and submitted to the Town during the local entitlement processes.

Natural Environment **and Wildlife Habitat**

The Site contains the following natural resource areas:

- Bordering Vegetated Wetland (BVW) – numerous areas containing BVW were field delineated, and survey located in September of 2018.
- Perennial Stream – numerous mapped perennial streams were identified on the USGS Map and survey located on-site.
- Intermittent Stream Bank – Unmapped and mapped intermittent streams are identified on the USGS Map and survey located on-site.
- Certified Vernal Pool – One (1) Certified Vernal Pool was identified in the southwestern portion of the Site using the Massachusetts Geographical Information System (MassGIS) Online Maps and survey located on-site.
- Isolated Vegetated Wetland – numerous areas containing isolated vegetated wetlands were field identified and survey located on-site.

According to the most recent Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) and the MassGIS Online Mapping Tool (Mass Mapper), portions of the Site to the north and east are located within Zone A: 1% Annual Chance of Flooding (100-year flood). A small portion of the Site along the southern perimeter is located within Zone AE: 1% Annual Chance of Flooding (100-year flood) and Zone X: Areas of 0.2% annual chance flood. The Project is not anticipated to work within any floodplains.

According to the latest addition of the Massachusetts Natural Heritage Atlas, 15th edition, there are no areas of Priority Habitats or Estimated Habitats located on the Site.

The southern half of the site is located within the Central Nashua River Valley ACEC which is administered by The Department of Conservation and Recreation (DCR). The intent of the ACEC is to

preserve, restore and enhance environmental and cultural resources. Land development is not prohibited within the ACEC, but the designation provides higher environmental standards for projects within ACECs that impact wetlands, tidelands, Great Ponds and most navigable rivers and streams. The Project will be designed to meet the intent of the ACEC designation by working within previously disturbed areas and minimizing vegetation removal as is practicable, avoiding direct alteration of onsite wetland resource areas and minimizing impacts to buffer zones to resource areas. Work within ACEC areas also involves state-coordinated public review through the MEPA process. 702 has had initial discussions with DCR to review how the project relates to the ACEC and will continue to work with DCR as the project progresses through the state and local permitting processes. Refer to the ACEC Bio-Inventory prepared by EcoTec, Inc. submitted as part of this application. The Bio-Inventory shows that most of the disturbed area within the ACEC provides little or no habitat value.

In the fall of 2018, EcoTec, Inc. delineated wetland resource areas and obtained an Order of Resource Area Delineation (“ORAD”) under DEP File: CE 193-0554 for the project Site. The approved wetland boundaries and associated buffers are depicted on the project plans. We have attached the ORAD and associated ANRAD plan.

The Project will involve some work within the aforementioned natural resource areas. Work within these areas will be designed to minimize vegetation removal, mitigate impacts to the resource areas and wildlife habitat, including avoidance of the 25 foot no touch buffer zone, and will require full review by the Town of Lancaster Conservation Commission as part of a future Notice of Intent process. In addition, as noted the Project will include stormwater systems will be designed to protect groundwater quality, groundwater level and surface water quality by meeting or exceeding the ten (10) MassDEP Stormwater Standards and the Town of Lancaster Stormwater Management Rules & Regulations. The systems will attenuate runoff rates to less than the pre-development condition, providing 44% pre-treatment TSS removal prior to infiltration, providing a minimum 80% total TSS removal prior to discharge, retaining the volume of runoff equivalent to, or greater than, one (1) inch multiplied by the total post-construction impervious surface area on the site, and promoting groundwater recharge.

The project is not anticipated to have any impacts to the stream flow for the existing intermittent and perennial streams as the project does not propose any direct alteration of these resource areas nor any alteration of the bank and wetlands associated with them. Any increase in stormwater runoff will be mitigated through the aforementioned stormwater systems which will reduce proposed peak rates of runoff such that they are equal to or below existing rates.

As detailed above, the Project will provide construction period erosion and sedimentation controls to minimize temporary construction impacts. This will include protection for stormwater inlets, protection around temporary material stockpiles and various other techniques. Additionally, the Project will be required to file Notice of Intent with the US EPA and implement Stormwater Pollution Prevention Plans (SWPPP) during the construction period. The SWPPP will be prepared prior to the start of construction and will be implemented by the site contractors under the guidance and responsibility of the project’s proponent.

As noted, 702 will also be transferring Town two parcels of land (Map 14, Lot 15 and Map 19, Lot 11) to the Town totaling 86.7 acres of land as open space. Both parcels of land are along Nashua to the south of the site, and donation of the land will help protect the river, which is designated as an outstanding resource water, as well as the wildlife habitat associated with the river.

The Plan shows preliminary design level detail for the purpose of establishing the proposed rezone of the property and fully engineered plans and calculations will be submitted to the Town during the local entitlement processes.

Visual Environment

The project will have little impact on the visual environment for the area. The project is located off the end of McGovern Boulevard and is setback roughly 3,800 feet from Lunenburg Road (Route 70). The proposed logistics buildings will have minimal visual impact to surrounding areas.

702 has had discussions with the closest residential neighbors on White Pond Road. Based upon these discussions they have agreed to maintain and enhance a 100-foot buffer between the development and these properties along with constructing a substantial landscaped berm and fencing between the site and the residences to help screen the property. The berm and trees that currently exist will remain and a new additional 16' tall berm will be installed. On the top of the new berm, 702 will be planting 8-10 ft tall evergreen trees and an 8 ft tall vinyl fence. It should be noted that the closest building to White Pond Road, building C, is approximately 165 feet from the property line providing additional buffer to the abutting residences.

It is also noted that 702 has met with DCR to discuss the project and its relation to the abutting laned owned by DCR (Map #14, Lot #11). Based upon these discussions 702 has also agreed to provide a 100-foot landscape buffer between the Project and the DCR owned land.

Schools and Public Recreation

As noted, the project will include the development of commercial buildings and will not have any impact on the Town of Lancaster school system nor require the need for additional public recreation facilities.

Fiscal impact / taxes

The proposed rezone project is conservatively estimated to generate new tax revenue of \$1,927,359 and municipal costs of \$113,821, resulting in significant new tax income of \$1,813,538 annually at full build out of the area of the rezone alone for the Town of Lancaster and have a positive fiscal impact.