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TOWN CLERK  
 BURLINGTON February 11, 2025

**VIA HAND DELIVERY AND E-MAIL**

Chairman Joseph Morandi  
 Select Board  
 Town of Burlington  
 Town Hall  
 29 Center Street  
 Burlington, MA 01803

**RECEIVED**

FEB 11 2025

Select Board Office

Re: Warrant Article Petition, May 2025 Town Meeting

Dear Mr. Chairman and Members of the Board of Selectmen:

Please be advised that this office and the undersigned represent the Nordblom Company (“Nordblom”) and its affiliates as it relates to the properties located at 129 Middlesex Turnpike and 131 Middlesex Turnpike, Burlington (collectively, the “Premises”). The Premises is situated within the General Industrial (“IG”) District and is subject to the MBTA Communities Multi-Family Overlay District (“MCMOD”) adopted by Town Meeting in May 2024.

Following the adoption of the MCMOD, Nordblom analyzed the viability of replacing the existing defunct commercial buildings with a new multifamily housing community. The resultant vision and building design were guided by the MCMOD purpose as well as the policy objectives of the recently adopted MIX Zoning Bylaw in that they sought to create an interconnected neighborhood with multi-modal access to area commercial corridors along Middlesex Turnpike and Burlington Mall Road. As provided on the enclosed documentation Nordblom’s conceptual design continues a premier quality architectural theme from Third Avenue onto the proposed development site. This envisioned reinvestment is only viable through the implementation of targeted MCMOD Zoning Bylaw modifications which would allow flexibility of design and density intended to support the future investment. As such, on behalf of the Nordblom Company, we would respectfully request that the Select Board place the enclosed Zoning Bylaw amendment on the May 2025 Town Meeting Warrant.

In addition, we would request that your office transmit the enclosed draft Warrant Article to the Planning Board for their consideration and commencement of the statutory hearing process. If deemed appropriate, the Petitioner would also be pleased to appear at a future Select Board meeting to discuss this Warrant Article.

In the interim, if you have any questions, please contact me.

Very truly yours,

Robert C. Buckley

RCB:mmc

Cc: Paul F. Sagarino, Jr., Town Administrator (w/enclosures)  
Amy Warfield, Town Clerk (w/enclosures)  
John Danizio, Assistant Town Administrator (w/enclosures)  
William Gaffney, Chair, Planning Board (w/enclosures)  
Elizabeth Bonventre, Planning Director (w/enclosures)  
Mark DuPell, Inspector of Buildings (w/enclosures)  
Melisa Tintocalis, Economic Development Director (w/enclosures)  
Shari Ellis, Zoning Bylaw Review Committee (w/enclosures)  
David Woodilla, Land Use Committee (w/enclosures)  
Todd Fremont-Smith, SVP, Nordblom Development Company

4248130.2



February 11, 2025

Burlington Town Meeting Members

**Re: Proposed Zoning Article - Burlington MBTA Communities Overlay**

Dear Town Meeting Members,

Enclosed, please find supporting materials for the proposed petition to be presented at the May 2025 Town Meeting. This petition, submitted by the Nordblom Company, respectfully requests dimensional and density relief within a segment of Burlington's recently adopted Middlesex Turnpike MBTA Overlay District ("MCMOD").

While multifamily housing is permitted by-right under MBTA Communities zoning, relief is necessary to develop housing at a financially viable scale that supports on-site, full-time management and maintenance staff.

**Key Benefits of the Proposal:**

- **Recycling of Obsolete Office Land:** The subject property consists of two 1960s-era, split-level office buildings that are functionally obsolete and not desirable in today's hybrid / "flight-to-quality" office market. Increasing residential density—directly across from 3rd Ave—will drive more business to nearby restaurants, cafés, and Wegmans, reinforcing 3rd Ave as a key contributor to the desirability of Northwest Park.
- **Strengthening the Tax Base:** Nordblom retained an econometric consultant to conduct a detailed fiscal impact study, which included input from major municipal department heads. The analysis projects the proposed project will generate a net annual increase of \$450,000+/- in commercial real estate tax revenue. For fiscal 2025, Nordblom related entities will remit nearly \$16,000,000 in real estate taxes to the Town. Bolstering taxes from this commercially zoned district has been a key driver of the Town's encouragement to redevelop Northwest Park over time.
- **Enhancing Pedestrian Connectivity:** The proposed site benefits from an existing and robust pedestrian crossing of Middlesex Turnpike, linking it to 3rd Ave. This infrastructure was a pre-investment of Nordblom's past private/public MassWorks Grant initiatives. As part of the proposed project, Northwest Park (and its 3,000-person workforce) would be connected safely across Middlesex Turnpike, through the site, and down to Great Meadow Road – linking office tenants to the forthcoming TATTE Bakery and Life Alive café in the Staples plaza, as well as to the Burlington Mall.

Northwest Park, Burlington  
Page 2

- **Green Development:** Nordblom is proposing Burlington's first Passive House project. Replacing vintage commercial buildings, the project would meet some of the toughest energy codes in the nation.
- **Clear Vision – "What You See Is What You Get":** To mitigate concerns about unintended outcomes, Nordblom has collaborated with its architects and engineers to develop plans and renderings depicting the proposed project. While zoning language details will be reviewed with ZBRC, Land Use, Planning Board, and other Town Meeting bodies, the renderings provided represent the actual final product. A YES vote would authorize Nordblom to develop the project as depicted in the enclosed renderings.

**Summary of Request:**

We are seeking a simple **text amendment** to Burlington's MBTA Communities Zoning to allow for increased building height, density per acre, and minor zoning adjustments. These changes will only impact a small area within the existing MCMOD District and would enable the construction of a financially viable residential project, as shown in the renderings.

**Enclosed Warrant Article Backup Materials:**

- Renderings of the proposed project. (The project would be built as shown).
- Proposed modifications to Burlington's MBTA Communities Zoning Bylaw (redlined to show changes from the original zoning adopted in 2024.)

The Nordblom Family has been partnering with Burlington for over 65 years. We believe strongly that this proposed zoning modification is a step forward for Northwest Park. We respectfully request your support.

**Sincerely,**



**Todd Fremont-Smith**  
Senior Vice President, Development  
Nordblom Company  
[tfremont-smith@nordblom.com](mailto:tfremont-smith@nordblom.com)  
781-238-4814

**Northwest Park - A Common Vision, Realized**

After an extensive and collaborative public process, in January 2007, the Burlington Town Meeting *unanimously* approved the Northwest Park Planned Development District (PDD). Eighteen years (!) later our common vision of a mixed-use village, reinvigorating an ageing office park, has become reality.

3<sup>rd</sup> Ave has become a real public destination dotted by unique retailers and restaurants. A “best-in-class” grocer, boutique hotel, and nation-leading fitness club enhance the neighborhood. Three reasonably scaled apartment communities are now fully leased, and their residents provide daily support to the restaurants and supermarket at 3<sup>rd</sup> Ave.



The mixed-use environment (retail, entertainment, housing, office, R&D) we now manage Burlington's Rt. 3 zoning corridor includes more than 2,500,000 SF of taxable real estate.

Our thesis, that we could *together* reinvigorate this commercial corridor, and bolster the Town's tax

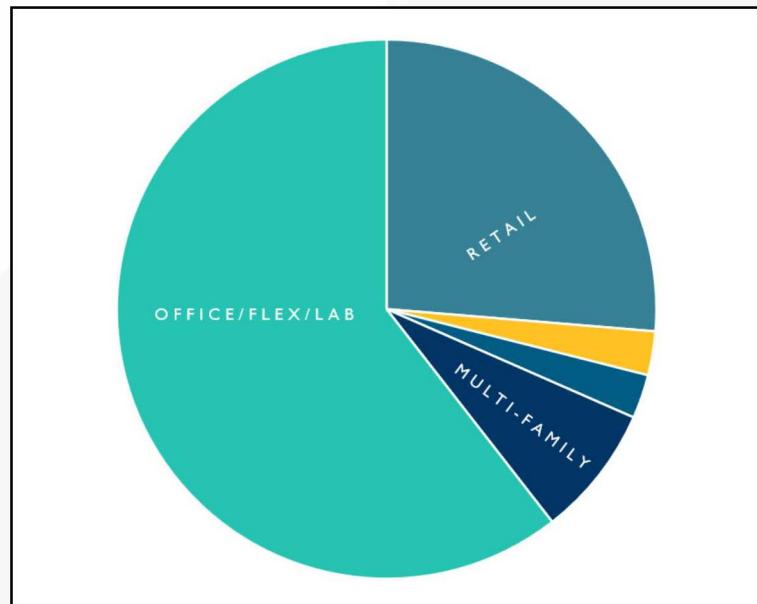
base for future generations, has been proven a success. As the neighborhood continues to evolve, Nordblom is committed to working towards making the park a better place to live, work and visit.

**A Mixed-Use Environment**

It is important to note that while we have added many amenities to the area, Northwest Park remains a business park. Of the 39 individual development parcels at the park, the clear majority remains in commercial/office use.

Business tenants have specifically requested that Nordblom build additional on-site housing. Moreover, our office tenants welcome the idea that they may live, work, and play in the same walkable neighborhood, which helps to mitigate the impact of traffic.

Today, an exceptional array of industry-leading companies calls Northwest Park home. We know you share our pride in the business ecosystem that we have fostered together.



Each new addition to the park has enhanced the richness of the mixed-use environment; the whole is greater than the parts. With the opening of the Archer Hotel, businesses in the park were able to accommodate guests in Burlington instead of Boston. With the arrival of Life Time fitness, the restaurants on 3<sup>rd</sup> Ave reported a significant jump in business.

Having housing on-site means employees can live and work in the same neighborhood - which is essential for employers to attract and retain today's top talent.



**MBTA Express to Alewife**



**On-Site Amenities**



**For All of Burlington**



**Recreational Spaces**

**PROPOSED BUILDING: VIEW FROM 3RD AVE**





## ZONING ARTICLES

### ARTICLE NUMBER -

ARTICLE NAME – Amend Article VIII, Section 8.6.0 MBTA Communities Multi-Family Overlay District

AMOUNT - \$0 – N/A

To see if the Town will vote to amend the Zoning Bylaws, Article VIII, Section 8.6.0 “MBTA Communities Multi-Family Overlay District” by adding a new Subdistrict C as identified in black, underlines and bold type as follows:

## SECTION 8.6.0 MBTA COMMUNITIES MULTI-FAMILY OVERLAY DISTRICT

### 8.6.1 Purpose

The purpose of the MBTA Communities Multi-family Overlay District (MCMOD) is to allow Multi-Family Dwellings as of right in accordance with G.L. c. 40A sec. 3A. This zoning consists of two~~three~~ subdistricts, Subdistrict Aand, Subdistrict B and Subdistrict C, which provide for as of right multi-family dwellings to accomplish the following purposes:

The purpose of Subdistrict A is to:

1. Encourage the as of right production of Multi-Family Dwellings within residential neighborhoods;
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;

The purpose of Subdistrict B and Subdistrict C is to:

1. Encourage the as-of-right production of Multi-Family Dwellings in commercial areas;
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. Preserve open space in a community by locating new housing within or

adjacent to existing developed areas and infrastructure.

5. Support public investment in public transit and pedestrian- and bike-friendly infrastructure.
6. Increase the municipal tax base through private investment in new residential developments in established neighborhoods and commercial areas.

#### 8.6.2 Establishment and Applicability

This MCMOD is an overlay district having a land area of approximately 61.4 acres in size, consisting of Subdistricts A-~~and~~, Subdistrict B and Subdistrict C, 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 Dwellings located within a MCMOD in accordance with the provisions of this Section 8.6.0.

##### 2. Overlay District.

The MCMOD is an overlay district superimposed on the underlying zoning district(s) and any overlay district(s). The regulations for use, dimension, and all other provisions of the Zoning Bylaw governing the respective underlying zoning district shall remain in full force, except for uses allowed as of right in the MCMOD. Uses that are not identified in Section 8.6.0 are governed by the requirements of the underlying zoning district(s).

Subdistrict A of the MCMOD shall consist of the following parcels of land:

26 Beacon Street, Parcel 37-52-0	1 Dover Drive, Parcel 37C-4-0
2 Dover Drive, Parcel 37C-5-0	3 Dover Drive, Parcel 37C-3-0
4 Dover Drive, Parcel 37C-6-0	5 Dover Drive, Parcel 37C-2-0
6 Dover Drive, Parcel 37C-7-0	7 Dover Drive, Parcel 37C-1-0
8 Dover Drive, Parcel 37C-8-0	10 Dover Drive, Parcel 37C-9-0
12 Dover Drive, Parcel 37C-10-0	14 Dover Drive, Parcel 37C-11-0
16 Dover Drive, Parcel 37C-12-0	1 Georgia Drive, Parcel 37C-22-0
2 Georgia Drive, parcel 37C-21-0	3 Georgia Drive, Parcel 37C-23-0
4 Georgia Drive, Parcel 37C-20-0	5 Georgia Drive, Parcel 37C-24-0
6 Georgia Drive, Parcel 37C-19-0	7 Georgia Drive, Parcel 37C-25-0
8 Georgia Drive, Parcel 37C-18-0	9 Georgia Drive, Parcel 37C-26-0

10 Georgia Drive, Parcel 37C-17-0	12 Georgia Drive, Parcel 37C-16-0
14 Georgia Drive, Parcel 37C-15-0	16 Georgia Drive, Parcel 37C-14-0
18 Georgia Drive, Parcel 37C-13-0	1 Littles Brook Court, Parcel 42-99-0
103 Westgate Drive, Parcel 37-56-0	105 Westgate Drive, Parcel 37-55-0

Subdistrict B of the MCMOD shall consist of the following parcels of land:

20 Second Ave, Parcel 45-23-0	32 Second Ave, Parcel 45-27-0
20 Fourth Ave, Parcel 39-11-0	0 Middlesex Turnpike, Parcel 39-11-1
111 Middlesex Turnpike, Parcel 45-32-0	121 Middlesex Turnpike, Parcel 45-33-0
<b>129 Middlesex Turnpike, Parcel 45-34-0</b>	<b>131 Middlesex Turnpike, Parcel 45-34-1</b>
0 Middlesex Turnpike, Parcel 45-35-0	141 Middlesex Turnpike, Parcel 45-36-0

**Subdistrict C of the MCMOD shall consist of the following parcels of land:**

**129 Middlesex Turnpike, Parcel 45-34-0    131 Middlesex Turnpike, Parcel 45-34-1**

#### 8.6.3 Definitions

For the purpose of the MCMOD only the following definitions shall apply.

##### Family

Any number of persons living together as a single economic unit and using a single cooking facility.

##### Multi-Family Dwellings

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

#### 8.6.4 Permitted Land Uses

The MCMOD District is established as an overlay district.

##### 1. Uses Permitted as of Right.

The following uses are permitted as of right within Subdistrict A of the MCMOD:

- Multi-Family Dwellings up to 20 dwelling units per acre.

The following uses are permitted as of right within Subdistrict B of the MCMOD:

- a. Multi-Family Dwellings up to 20 dwelling units per acre.
- b. Mixed-use development with up to 15% of the development including commercial uses as follows:

**Ground Floor**

Community space.

Educational uses.

Personal services.

Retail.

Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.

Restaurant, cafe, and other eating establishments without a drive-through. Office, professional office, and co-working space

Artists' studios, maker space, and small-scale food production no more than 5,000 SF, and retail associated with each use.

**Any Floor**

Residential (required component).

**The following uses are permitted as of right within Subdistrict C of the MCMOD:**

- a. Multi-Family Dwellings and Mixed-Use development - up to 60 dwelling units per acre with a maximum height of 80'.**
- b. Mixed-use development with up to 15% of the development including commercial uses as follows:**

**Ground Floor**

**Community space.**

**Educational uses.**

**Personal services.**

**Retail.**

**Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.**

**Restaurant, cafe, and other eating establishments without a drive-through. Office, professional office, and co-working space**

**Artists' studios, maker space, and small-scale food production**

**no more than 5,000 SF, and retail associated with each use.**

**Any Floor**

**Residential (required component).**

2. Permitted by Special Permit.

The following uses are permitted with a Special Permit from the Planning Board in Subdistrict B of the MCMOD:

- a. Mixed-use development with over 15% of the development designated for commercial uses as listed in Section 8.6.4. I.b
  - i. Density Bonus: Mixed-use developments in Subdistrict B with over 15% of the development designated for commercial uses are eligible for a residential density bonus, which allows for:
    1. Up to 30 dwelling units per acre
    2. Max building height of 45 feet
3. Accessory Uses. The following uses are considered accessory as of right to any of the permitted uses in subsection 1.
  - a. Parking, including surface and structured parking such as an above ground or underground parking garage on the same lot as the principal use.

#### **8.6.5 Dimensional Standards**

Dimensional Standards for the MCMOD district are as listed in the Dimensional Table in Section 5.2.0 "Density Regulation Schedule".

1. Multi-Building Lots. In the MCMOD, lots may have more than one principal building.
2. Exceptions. 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.
3. Exceptions: Renewable Energy Installations. The Planning Board may waive the height and setbacks in Section 8.6.6.1 for the installation of renewable energy facilities.

**4. Exceptions: Impervious Surface Areas: Notwithstanding any other provisions in the Zoning By-laws, including the provisions of Section 8.3.8.4, development under the MCMOD bylaw shall be subject to a maximum impervious surface area of 70%. For purposes of calculating impervious surface areas and/or landscaping within any multifamily or mixed use development, all areas dedicated to public or private recreational space which may include a combination of natural and landscaped areas, as well as impervious surface areas and sidewalks as well as pavers, crushed stone or stone dust which are used to promote a diversification of activities and uses on or around the subject premises shall not count towards impervious surface areas and shall be considered green space/open space.**

#### **8.6.6 Off Street Parking**

These parking requirements are applicable to development in the MCMOD.

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

<u>Use</u>	<u>Required Spaces</u>
Multi-family	<b>1.51.7</b> spaces per dwelling unit
Non-residential uses	See Section 7.2.0 "General Parking Requirements"

2. Number of bicycle parking spaces. The following minimum numbers of covered bicycle storage spaces shall be provided by use:

<u>Use</u>	<u>Required Spaces</u>
Multi-family	1 bicycle parking space per dwelling unit
Non-residential uses	1 bicycle parking space for every 10 parking spaces

3. Bicycle storage. For a multi-family development of 25 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. EV charging stations. For all uses within the MCMOD, electric charging stations are required with one EV space required for every twenty (20) parking spaces, rounded up to the next highest number of EV stations.

#### 8.6.7 General Development Standards

1. Development standards in the MCMOD are applicable to all multi-family development (including mixed use buildings) within the MCMOD. These standards are components of the Site Plan Review process in Section 8.6.9. Site Plan Review.
2. Site Design.
  - a. Connections. Sidewalks shall provide a direct connection among building entrances, the public sidewalk (if applicable), bicycle storage, and parking.
  - b. Vehicular access. Where feasible, curb cuts shall be minimized, and shared driveways encouraged.
  - c. Open Space.
  - d. 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 {6 (six)}- 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.
  - e. Parking Materials. The parking surface may be concrete, asphalt, decomposed granite, bricks, or pavers, including pervious materials but not including grass or soil not contained within a paver or other structure.
  - f. 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.
  - g. 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.
  - h. 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.

- i. **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.
- j. **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 Burlington MS4 Permit for projects that disturb more than one acre and discharge to the Burlington 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.

- a. **Position relative to principal street**. The primary building shall have its principal facade and entrance facing the principal street.
- b. **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.

- a. For a mixed-use development, uses may be mixed within the buildings or in separate buildings.
- b. Parking and circulation on the site shall be organized 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.
- c. A paved pedestrian network shall connect parking to the entries to all buildings and the buildings to each other.
- d. The orientation of multiple buildings on a lot should reinforce the relationships among the buildings. All building facade(s) shall be treated with the same care and attention in terms of entries, fenestration, and materials.
- e. The building(s) adjacent to the public street shall have a pedestrian entry facing the public street.

5. Buildings: Mixed-use development.

- a. 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.

- b. Paved pedestrian access from the residential component shall be provided to residential parking and amenities and to the public sidewalk, as applicable.
- c. Materials for non-residential uses shall be stored inside or under cover and shall not be accessible to residents of the development.
- d. 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 Dwellings 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 facades or on the primary corner as an entrance serving both streets.
  - a. Such entries shall be connected by a paved surface to the public sidewalk, if applicable.
  - b. All facades visible from a public right-of-way shall be treated with similar care and attention in terms of entries, fenestration, and materials.
  - c. 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 8.6.68.6.5 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 Facade and Parking. Parking shall be subordinate in design and location to the principal building facade.

- a. 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. In cases of a Through Lot the applicant shall choose a project frontage to determine compliance with this and other sections of the MCMOD bylaw.
- b. Integrated garages. The principal pedestrian entry into the building shall be more prominent in design and placement than the vehicular entry into the garage.
- c. 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 Planning Board may waive the requirements of this Section 8.6.88.6.7. 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.

#### 8.6.8 Site Plan Review

1. Applicability. Site Plan Review is required for all projects within the MCMOD. An application for Site Plan Review shall be reviewed by the Planning Board for consistency with the purpose and intent of Section 8.6.
2. 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 Town:
  - a. Application and fee for Site Plan Review.
  - b. 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.
  - c. Elevations of the building(s) showing the architectural design of the building.
  - d. 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.

- e. Narrative of compliance with the General Development Standards of Section 8.6.7.

All submission materials must comply with the Burlington Planning Board Site Plan Rules and Regulations which are available at the Planning Department office or on the town's website.

3. Timeline. Site Plan Review should be commenced no later than 30 days of the submission of a complete application and should be completed expeditiously within 90 days of submission. The Planning Board may, when appropriate, seek the input of other municipal boards or officials.
4. Site Plan Approval. Site Plan approval for uses listed in Section **8.6.5.18.6.4.** Permitted Land Uses shall be granted upon determination by the Site Plan Review Authority that the following conditions have been satisfied. The Planning Board may impose reasonable conditions, at the expense of the applicant, to ensure that these conditions have been satisfied.
  - a. The Applicant has submitted the required fees and information as set forth in Burlington's requirements for a Building Permit and Site Plan Review; and
  - b. The project as described in the application meets the development standards set forth in Section 8.6.7. General Development Standards.
5. 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.

#### **8.6.9 Severability**

If any provision of this Section 8.6 is found to be invalid by a court of competent jurisdiction, the remainder of Section 8.6 shall not be affected but shall remain in full force. The invalidity of any provision of this Section 8.6 shall not affect the validity of the remainder of the Burlington's Zoning.

- 1) Amend the Town of Burlington Zoning Map to add the following areas shown on maps on file with the Town Clerk to the MBTA Communities Multifamily Overlay District (MCMOD)
  - a. Beacon Village Apartments located at 26 Beacon Street said land is further identified as being the parcel as shown generally on the Town of Burlington Assessor's Map 37 Parcel 52-0.
  - b. Beacon Woods Condominiums located at Georgia Drive and Dover Drive. Said land is further identified as being the parcels as shown generally on the Town of Burlington Assessor's Map 37C Parcels 1-0 through 26-0.
  - c. Westgate Apartments located at 103 and 105 Westgate Drive. Said land is further identified as being the parcels as shown generally on the Town of Burlington Assessor's Map 37C Parcels 56-0 and 55-0
  - d. Heritage at Stoneridge Apartments located at 1 Littles Brook Court. Said land is further identified as being the parcel as shown generally on the Town of Burlington Assessor's Map 42 Parcel 99-0. The portion of the property deeded as age restricted is not included in the MCMOD.
  - e. The Tremont and Huntington Apartments located at 20 Second Ave. and 32 Second Ave. Said land is further identified as being the parcels as shown generally on the Town of Burlington Assessor's Map 45 Parcels 23-0 and 27-0.
  - f. Lifetime Living Apartments located at 20 Fourth Ave and an unimproved adjacent parcel known as O Middlesex Turnpike. Said land is further identified as being the parcels as shown generally on the Town of Burlington Assessor's Map 39 Parcels 11-0 and 11-1.
  - g. The following properties located between Middlesex Turnpike and Great Meadow Road. These properties consist of 111 Middlesex Turnpike, 121 Middlesex Turnpike, 131 Middlesex Turnpike, 0 Middlesex Turnpike, and 141 Middlesex Turnpike. Said land is further identified as being the parcels as shown generally on the Town of Burlington Assessor's Map 45 Parcels 32- 0, 33-0, 34-0, 34-1, 35-0, 36-0.

All as shown on the Proposed Amended Map on file with the Town Clerk and dated February 13, 2024.

, or to act in any other manner in relation thereto.

Submitted by the Select Board

Requested by the Nordblom Development Company

4248690.2