ROUTE 140 NORTH CORRIDOR BUILDOUT ANALYSIS GARDNER, WESTMINSTER, AND WINCHENDON, MASSACHUSETTS

View of Mt. Wachusett from Route 140

Prepared by:

Montachusett Regional Planning Commission

And

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ROUTE 140 NORTH CORRIDOR BUILDOUT ANALYSIS

INTRODUCTION

As development occurs in the Route 140 Corridor and surrounding areas, the roadway will witness an inevitable increase in traffic volumes. In planning for future transportation improvements, it is useful to ask such questions as: How much overall growth can the Corridor accommodate? What are the most likely places where growth will occur? What type of growth seems appropriate for the area? And, does it make sense to alter local regulations to promote a different development pattern?

One way to address these questions is through the use of a "Buildout Analysis". A buildout analysis seeks to determine the maximum amount of new growth that could occur if all available land attains its full development potential. The analysis relies upon the zoning regulations in effect and takes into account environmental factors that limit the development potential of a site. The results do not provide a timeframe for predicting when a certain amount of growth may occur, but rather it attempts to quantify the maximum amount of development that can occur if no changes are made to alter the outcomes.

The results are useful to transportation planners, who will better understand the land use changes that will take place over time. It is then possible to identify future roadway improvements that will be necessary, program improvements over time, and make budgeting decisions as traffic reaches certain milestones.

For the Route 140 Corridor, the Steering Committee identified the study area most likely to contribute directly to traffic increases. Winchendon and Gardner initially identified a ½ mile corridor on each side of the roadway, and Westminster chose a ¼ mile offset. After looking at an initial round of buildout results, the representatives from each community modified the study area by adding in specific parcels and zoning districts where future growth could have a measureable effect on traffic volumes. Maps 1-3 display the community study areas, and Map 4 contains the entire Corridor study area.

BUILDOUT METHODOLOGY

A buildout analysis consists of two discrete phases: mapping, and quantifying development. The process would not be possible without good geographic information and skillful GIS staff. Each community provided up-to-date parcel and zoning coverages, and the state mapping agency, MassGIS, provided accurate environmental and land use data.

Environmental data is a crucial element of a buildout analysis. Certain lands, because of environmental sensitivity, are considered unsuitable for development; these include wetlands, ponds, flood plains, and steep slopes. In addition, Massachusetts has adopted a regulatory program to protect perennial rivers and streams; under the River Protection Act, no development can occur within the "Riverfront Area", a swath two hundred feet wide from each bank. The buildout analysis interprets these lands as unavailable for development.

The buildout maps display the zoning scheme currently in effect in the three communities. For simplicity, these fall into a residential, commercial, or industrial district. Staff also reviewed the communities' zoning regulations to determine if other land use controls might affect the development potential of the corridor. In Gardner, the Water Supply Protection Overlay District (WSPOD) falls within the northern portion of the City and, by requiring large lots,

limits development to a greater degree than that permitted in the underlying Rural Residential district.

Gardner Scenic View

In addition, GIS staff aggregated land use/land cover data from MassGIS interpreted from 2005 aerial photography. The buildout analysis looks only at vacant land and removes land that is already developed, although it is possible over time for redevelopment to occur. The excluded land uses are active recreation, housing, transportation, commercial/industrial development, power lines, waste disposal, cemeteries, and public/institutional uses. Finally, land that is permanently protected as open space is also excluded from future development; the parcel coverages from each community provided the source data for open space properties.

The buildout maps display all of this data and allow local officials to identify the location and current zoning of the developable land. The mapping software categorizes all land in the study area as developed, undevelopable, or developable, and calculates the area in each category by zoning district. Land that is developed or undevelopable (open space or environmentally constrained) is excluded from further analysis.

A buildout spreadsheet helps to quantify the amount of new development that can occur. MRPC conducted community-wide buildout analyses in all of its communities about 10 years ago; thus, the spreadsheets were already available for this study. Knowing the amount of developable land in each zoning district, and assuming zoning districts and regulations remain unchanged, the spreadsheet calculates the amount of possible new growth in each community.

Planners then calculated the buildout results under existing conditions, i.e. the "base case analysis". A significant benefit of the methodology is that it is relatively easy to achieve different results by modifying the assumptions. One can run alternative growth scenarios to quantify the changes that would occur by altering zoning regulations. Planners can play "What if" games. For example: What would happen if the Town re-zoned some residential property to a commercial district? Or What if the City promoted a high intensity mixed use concept at a particular node? These scenarios will be discussed shortly.

BASE CASE BUILDOUT RESULTS

Table 1 displays information on existing conditions in the study area including acres of land in each community by zoning district for the three categories of Undevelopable, Developed, and Developable Land. Table 2 contains the buildout results for the base case scenario.

Table 1
Development Characteristics of the Route 140 North Corridor

	Undevelopable	Developed	Developable	Total
Gardner	**Acres**	**Acres**	**Acres**	**Acres**
C1 (Commercial)	4.73	16.65	21.30	42.68
I1 (Industrial)	30.24	24.08	88.93	143.25
I2 (Industrial)	83.96	36.69	48.44	169.09
RR (Rural Residential)	3,398.10	215.18	1,060.19	4,673.46
SFR (Single Family Residential)	29.28	48.03	80.03	157.34
Subtotal	3,546.31	340.62	1,298.89	5,185.82
Percent	68.4%	6.6%	25.0%	100%
Westminster				
Commercial - I	53.92	37.67	172.37	263.97
Industrial-I	13.60	73.36	150.53	237.49
Residential - I	28.07	76.83	129.70	234.60
Subtotal	95.59	187.87	452.60	736.06
Percent	13.0%	25.5%	61.5%	100%
Winchendon				
C1 (Commercial)	355.38	53.56	396.67	805.61
I (Industrial)	138.66	11.26	479.30	629.22
R80-RR (Residential)	1,303.64	165.50	827.52	2,296.66
Subtotal	1,797.68	230.32	1,703.49	3,731.49
Percent	48.2%	6.2%	45.7%	100.0%
Total	5,439.58	758.81	3,454.98	9,653.37
Percent	56.3%	7.9%	35.8%	100%

Gardner

A shown in Table 1, only 25% of the study area in Gardner is available for development; 68.4% is undevelopable and 6.6% is already developed. Much of the undevelopable land is in public ownership by the City for water supply protection. While the amount of developable land is nearly four times greater than that occupied by existing development, the large amount of undevelopable land, and the presence of the low density watershed regulations, will help to retain an open character for the Gardner portion of the Route 140 Corridor.

Of the nearly 1,300 acres of developable land, 1,060 acres are in the Rural Residential district where new homes require large lots (60,000 sq. ft.). It is unlikely that the City will extend public water and sewer systems to these outlying areas. Another 80 acres are in a Single Family Residential District with a density of 3.5 units per ac. This density does require service by public water and sewer systems. Only 12% of the available land in the Gardner portion of the study area (159 ac.) is in a commercial or industrial district.

For the base case scenario, Table 2 indicates that Gardner could witness 792 new dwelling units and over 3.0 million square feet of non-residential development. Over 300 acres of Rural Residential land is within the WSPOD, which specifies a three-acre minimum lot size for a single family home. The low density is a valid means of protecting the water supply, and of course, has the effect of reducing the residential buildout.

The commercial and industrial districts allow a reasonable intensity of development. The analysis uses a factor termed "Effective FAR[1]" to calculate the amount of non-residential development. The Effective FAR takes into account land needed for setbacks, open space percentages, and parking, and based on allowable stories, it is a measure that expresses the amount of building floor area a lot can accommodate. For example, in Gardner's Commercial 1 district, its Effective FAR of 0.33 means that a 10,000-sq. ft. lot could accommodate 3,300 sq. ft. of building floor area in compliance with zoning and parking codes. Exceeding the FAR would require structured parking, which is not economically feasible in today's market.

Table 2 also shows the possible impacts at full buildout of water demand, new residents, and new students. Based on a water consumption rate of 75 gallons per capita per day and 75 gallons per 1,000 sq. ft. of non-residential floor area, the new development would require 368,494 gallons of water per day. This is true whether or not development is tied into the municipal water system. However, it is unlikely that the commercial and industrial floor space at buildout would be possible without public water service. The number of new residents and new students are based on the number of people per household (2.35) and number of public school students per household (0.417) from the 2000 Census. The 792 new homes in the Corridor could generate 1,862 new residents and 319 new students.

Westminster

Westminster comprises the smallest portion of the study area, 736 acres, since it only includes the area between the Route 2/140 intersection and the Gardner line. In contrast to Gardner, 61.5% of the study area is available for development and 25.5% is already developed. Only 13% of the land area is undevelopable due to environmental constraints. There is a fairly even distribution of buildable land across the three zoning categories: 172 acres of Commercial 1, 151 acres of Industrial 1, and 130 acres of Residential 1.

[1] FAR stands for Floor Area Ratio, i.e. the relationship of building floor area to lot area.

Table 2
Route 140 North Base Case Buildout Analysis

	Developable Area (Ac.)	Effective FAR	Square Feet of Floor Space	Build Factor	Min. Lot Size (Sq. ft.)	Dwelling Units	Water Use	New Residents	New Students
Winchendon									
Highway Commercial - C1	396.67	0.504	8,708,588		75,000		653,144		
Industrial – I	479.30	0.576	12,025,905		43,560		901,943		
Rural Residential - R80	827.52			0.846	87,120	350	72,170	962	202
Subtotal	1,703.49		20,734,494			350	1,627,257		
Westminster									
Highway Commercial - C1	172.37	0.34	2,552,869		40,000		191,465		
Industrial - I1	150.53	1.03	1,688,450		40,000		126,634		
Residential - R1	129.70			0.825	50,000	98	20,043	267	52
Subtotal	452.60		4,241,318			98	338,412		
Gardner									
Commercial 1 - COM 1	21.30	0.33	306,183		10,000		22,964		
Industrial I - IND 1	88.93	0.42	1,626,992		10,000		122,024		
Industrial II - IND 2	48.44	0.53	1,118,325		30,000		83,874		
Single Family Residential 1 - SFR1	80.03			0.872	12,500	243	42,862	571	90
Rural Residential 2 - RR2							96,769		
Land Outside the WSPOD	752.99			0.841	60,000	460		1,080	192
Land Inside the WSPOD	307.20			0.872	130,680	89		210	37
Subtotal	1,298.90		3,051,500			792	368,494	1,862	319
Grand Total	3,454.99		28,027,312			1,240	2,333,893	3,091	572

For the base case scenario, 130 acres of developable land in Westminster's R-1 district could yield 98 new dwelling units using the minimum lot size of 50,000 sq. ft. This would generate 267 new residents and 52 new students based on multipliers of 2.73 people per household and 0.53 public school students per household from the 2000 Census. In Commercial 1, 172 acres of developable land could yield about 2.55 million square feet of floor area. In Industrial 1, 151 acres of developable land could result in 1.69 million sq. ft. of floor area. Altogether, this new growth would have a water demand of 338,142 gallons per day.

Westminster – Rt. 2 Area

Winchendon

Winchendon has the largest amount of developable land in the study area. This is partially due to incorporating large commercial and industrial districts that lie beyond the ½ mile corridor. Town representatives believed future development in these areas would have a significant impact on traffic growth and wished to assess the magnitude of growth current zoning would allow. 45.7% of the study area in Winchendon is available for development, or about 1,700 acres. About half of this land is zoned for residential use. With a two-acre minimum lot size in the Rural Residential district, the 827.5 developable acres would allow 350 dwelling units. This growth would increase the Town's population by 962 residents and add 202 students to the public school system (based on multipliers of 2.75 people and 0.576 students per household).

The Winchendon portion of the study area contains a large amount of developable land zoned for non-residential uses, about 400 acres for commercial development and 479 acres for industrial development. Combined, there are 876 acres of developable land that has a potential buildout of 20.7 million sq. ft. of floor space. Clearly, such a large amount of development would have major consequences on traffic along Route 140. Water demand from all future development would exceed 1.6 million gallons per day.

Study Area Summary

On the whole, the Buildout Analysis reveals that there is a significant amount of room available for new growth in the Route 140 Corridor. Of the 9,653 acres in the entire study area, over half (56.3%) is undevelopable; however, 35.8% of the total acreage is developable, which is 4.6 times as much as the land already developed (7.9% of the study area). While Gardner has the most land, 68.4% of it is undevelopable. Winchendon has the most developable land in the study area, 1,703 acres, which comprises 50% of all developable land.

Furthermore, 65% of the developable commercial and industrial land in the study area is in Winchendon. Combined all three communities offer 1,358 ac. of developable commercial and industrial land, which can accommodate 28.0 million sq. ft. of non-residential floor space. Winchendon's potential 20.7 million sq. ft. of floor space comprises 74% of the commercial and industrial development at buildout in the study area. Gardner's 3.0 million sq. ft. and Westminster's 4.2 million sq. ft. comprise 15.1% and 10.9% respectively of the Corridor's potential commercial and industrial build-out.

Residentially, about 2,100 acres is developable, which comprises 61% of all developable land. Gardner contains 54%, and Winchendon 40%, of the total developable residential land. This residential property in the study area could accommodate 1,240 new dwelling units. Gardner has 1,140 acres of developable residential land and would yield the largest number of new units, 792, or 64% of the total units.

ALTERNATIVE GROWTH SCENARIOS

As noted above, it is possible to modify the data and assumptions in the Buildout Analysis to test different growth policies. For example, local officials might wish to see the results from re-zoning residential land to a commercial district, increasing minimum lot size requirements in a residential district, or establishing a high density mixed-use zoning district at a transportation node to encourage a more compact, pedestrian-scale, village-style development. The Steering Committee considered this opportunity, and members from Gardner and Winchendon proposed an alternative development scenario for their communities. In Westminster, local officials believe the existing zoning pattern is a good one. Developable land along Route 140 is already zoned for commercial and industrial purposes, and near-by residential developments limit opportunities for re-zoning.

Winchendon Alternative Growth Scenario

Winchendon officials want to explore the possibility of future opportunities for economic development along Route 140 in the southern part of Town by re-zoning land from Rural Residential to Commercial 1. This area coincides with Winchendon's "Gateway Overlay District", where special development standards apply to minimize the traffic impacts of new development. It includes the area along the westerly side of Route 140 from the southern end of the C-1 district to the Gardner line with a depth of 500'; on the easterly side, it includes the area bounded by Route 140, the Gardner line, and the North Central Pathway rail trail. Map 5 displays the revised zoning boundaries used in the alternative buildout analysis.

Winchendon – Gateway Area

The new district contains 347.4 acres, of which 251.5 ac. are developable according to the GIS analysis. Keeping the zoning standards of the C-1 district constant, the land would accommodate 5.4 million sq. ft. of commercial floor area. Correspondingly, the residentially zoned acreage in the Winchendon portion of the study area falls to 581.1 acres, resulting in a decrease of 104 dwelling units at buildout. Table 3 compares the Winchendon study area buildout under the base and alternative scenarios.

Table 3
Winchendon Commercial Development Scenario

	Base Scenario	Gateway Scenario	Change
Developable Acres in RR	827.5	581.1	-246.4
Developable Acres in C-1	396.7	643.0	246.4
New Dwelling Units	350	246	-104
Commercial Floor Area	8,708,588	14,117,454	5,408,866
Industrial Floor Area	12,025,905	12,025,905	0
New Residents	962	676	-286
New Students	202	142	-60
Water Demand	1,627,257	2,011,435	384,178

Winchendon could view the possibility of re-zoning this portion of the study area as an opportunity to achieve greater economic development. Winchendon has a great deal of land already zoned for commercial and industrial purposes in the area, and officials should consider the effect on those properties of encouraging commercial development here. A less intensive alternative Winchendon could consider is to adopt a planned development bylaw that would allow large projects by special permit within the Gateway Overlay district. For example, a planned business development bylaw could allow a large shopping plaza or big-box retail outlet subject to reasonable regulations to protect residential abutters.

In either case, the presence of the highway affords excellent access to developable property. The re-zoning scenario would increase the amount of developable land in C-1 by about 250 acres. Correspondingly, the number of potential dwelling units would decrease by more than 100, lessening the demand for municipal services and school education costs. The idea of allowing some commercial or industrial development here has merit and local officials could explore it further. This buildout analysis at least provides an initial basis for understanding the long-range land use consequences of the decision.

Gardner Alternative Growth Scenario

Gardner - Matthews St. Area

In 2006, Martin Wolons proposed a high-density, mixed use development concept along the westerly side of Route 140 in the vicinity of Pearl and Matthews Streets. The developer sought approval under the state's "Smart Growth" statute, MGL Chapter 40R, which promotes multi-family housing, including affordable units, to create town center-style developments. In return for encouraging housing production, a community receives incentive

payments from the state. Chapter 40R requires approval of a discrete zoning district by the local legislative body to demonstrate community support and establish local standards for design. The project consisted of 650 units of housing and 200,000 square feet of commercial space on 114 acres. Because of poor economic conditions, the developer abandoned the project. Since the site remains vacant, has good highway access, and is near public water and sewer systems, Gardner Steering Committee members asked to run an alternative growth scenario at this location to help understand possible impacts of a large development here.

With several parcels under common ownership, the analysis incorporates the same area as the 40R project. Map 6 displays the revised zoning boundaries used in this scenario. Rather than a predominantly residential project, this hypothetical development assumes a mix of light industrial and office uses, termed the LI-O scenario[2]. The GIS analysis determined that 82.3 acres of the site are developable. The LI-O scenario allocates 50% of the developable land for light industry and 50% for office and research and development. Industrial uses tend to favor extensive one-story buildings and have a relatively low parking demand; office and research uses favor multi-story buildings and have a higher parking demand due to the employee-intensive nature of such businesses. Combining these uses, the LI-O scenario assumes an overall Effective FAR of 0.5 for the district. Table 4 displays the results of this scenario.

Table 4
Gardner Mixed-Use Development Scenario

	Base Scenario	LI-O Scenario	Change
Developable Acres in RR	1,061.3	979.06	-82.3
Developable Acres in LI-O	0	82.3	82.3
New Dwelling Units	792	742	-50
New LI-O Floor Area	0	1,792,058	1,792,058
New Residents	1,862	1,744	-118
New Students	319	298	-21
Water Demand	368,444	359,639	-8,805

The proposed Light Industry-Office scenario could yield an additional 1.8 million sq. ft. of non-residential floor space at buildout. This location is currently zoned RR and is outside the WSPOD; removing the land from RR could reduce the number of dwelling units by 50 units. This scenario provides an interesting counter-point to the chapter 40R project, which contained 650 dwelling units and 200,000 sq. ft. of retail space. Assuming the previous developer had proposed a realistic concept based on infrastructure capacity and the site's physical conditions, it is plausible that the location could also accommodate an intensive industrial park or office/research complex. Gardner officials may wish to examine surrounding land uses to assess whether such a use would be compatible with the neighborhood and consider alternative development schemes, e.g. including a residential or commercial component.

[2] To create a residential component, Gardner's Smart Growth Planned Unit Development (SGPUD) allows up to 50% of a tract to consist of residential uses.

LAND USE GOAL

The following land use goal sets an overall growth policy for communities to plan and develop the Route 140 Corridor to achieve the highest and best use of the available land and public infrastructure for the benefit of the three communities:

> *Communities connected by Route 140 should proactively plan together for future growth. Through innovative zoning measures communities will foster a sustainable pattern of development, one that preserves roadway capacity and public safety, promotes economic development, conserves resources, and achieves high standards of design.*

RECOMMENDATIONS

The preceding analysis documents the considerable amount of developable land in the Corridor and the large potential for economic growth. Most communities welcome new economic development because it creates jobs and adds to the local tax base without overwhelming municipal services. However, such growth should not occur at the expense of community character, environmental excellence, or quality of life. Despite the vast potential for new growth in the Corridor, the challenge is not to just recruit new business but to achieve high quality development. The following recommendations offer techniques to balance economic opportunity and preserve community character so that residents may enjoy the benefits of new growth.

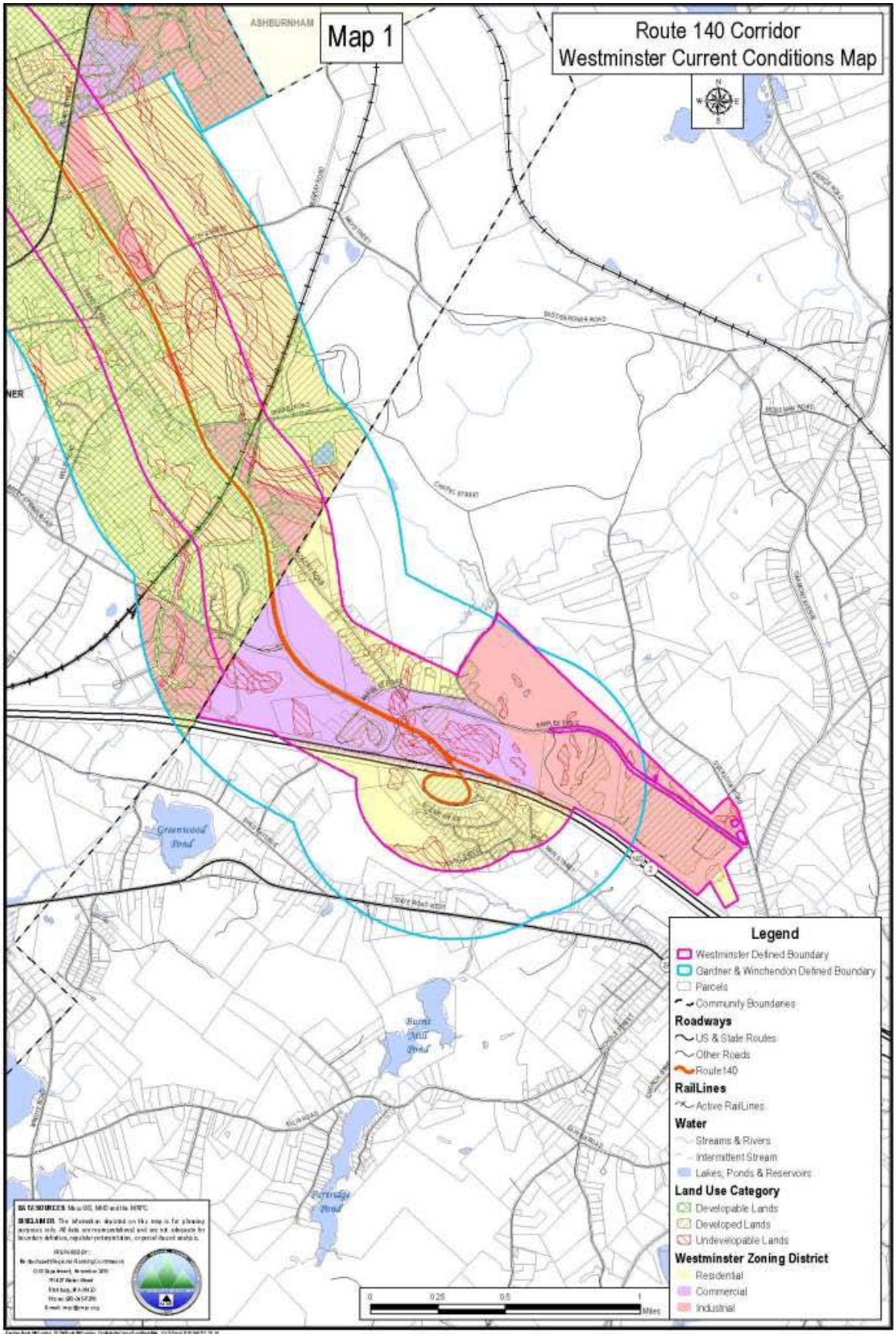
1. Implement access management controls by limiting the number of curb cuts directly onto Route 140, requiring common driveways where feasible, and connecting adjoining properties through internal access roads to lower the number of turning movements onto the highway. Winchendon's Gateway Overlay District is a good example of a regulation that seeks to control access to Route 140 and avoid commercial sprawl.
2. Modify land use controls to allow a higher intensity of development at key intersections where roadway capacity exists and water and sewer services are available.
3. Preserve scenic views through strategic purchases of open space, acquisition of view easements, or requirements for photo-simulation during site plan review to consider alternative building configurations.
4. Review sign regulations to insure that signs permitted in commercial and industrial districts minimize visual clutter. Restrict billboards and other non-accessory signs.
5. Authorize sharing of parking or reducing parking requirements when complementary uses have different peak hours of parking demand.
6. Require traffic impact studies for large-scale developments.
7. Review development design standards to achieve high quality development, for example:
   - ❖ Add landscaping requirements in parking lots, along road frontage, and around buildings.
   - ❖ Establish protective buffers adjacent to residential uses.
   - ❖ Set architectural standards to promote visual interest, such as pitched roofs, exterior building materials, awnings, etc.
   - ❖ Require screening of dumpsters, utility structures, and outdoor storage areas.
   - ❖ Provide safe, pleasant, and accessible paths for pedestrians within new developments and from adjacent neighborhoods.

- ❖ Use Low Impact Development (LID) stormwater management techniques to contain and purify runoff on-site and improve development aesthetics.
- ❖ Set lighting requirements and use fixtures with cutoffs to curtail light impacts.
- ❖ Place wiring underground.

MRPC could take the lead by creating a process to develop model design standards applicable to similar highway corridors throughout its Region.

8. Continue to analyze re-zoning opportunities in Winchendon and Gardner as outlined in the alternative growth scenarios discussed above.
9. Provide connecting links to the North Central Pathway rail trail as a way to promote commuter access by bicycle. Continue to extend the trail along its entire proposed 16-mile length for recreational use and as a tourism attraction.
10. Work with MassDOT to pursue nomination of Route 140 as a Scenic Byway. Once approved, communities are eligible for additional federal grants for planning, marketing, roadway improvements, and public amenities. After preparing a Management Plan, implementation funding may be used for a variety of projects such as: constructing links to nearby recreation areas, installing historic markers, building off-road parking areas, developing informational kiosks, preserving scenic vistas, etc. The Scenic Byway Program is an avenue for obtaining funds for enhancement projects based on a management plan that has been informed through significant public participation. It has no regulatory effect on private property.
11. Pool resources to develop a regional marketing strategy to tout the assets present in the Corridor for economic development. Consider a unique moniker for Route 140 that evokes an image of beauty, local history, and community resourcefulness.
12. Work cooperatively to protect public water supplies. A portion of Gardner's public water supply watershed for Crystal Lake extends across the city line into Winchendon. An important goal of Gardner's "Open Space and Recreation Plan" is to seek regional cooperation and develop inter-municipal agreements to assure protection of its water supply. As growth takes place in south Winchendon, the two communities should execute an inter-municipal agreement that encourages sustainable resource management and best practices for new development to minimize any potential water quality degradation. As a regional issue, MRPC could assist in drafting an acceptable agreement that would advance the land use and environmental goals of each community.
13. Develop alternatives to frequent driveway openings onto Route 140. The Buildout Maps reveal that residential zoning districts occupy large stretches of Route 140. The danger exists that over time, individual lots with single family homes will each have a driveway with access onto Route 140. Homeowners will enter and exit these lots on a frequent basis interfering with the smooth flow of traffic and creating unsafe travel conditions, especially in severe weather. Communities should encourage alternatives to individual driveways, such as common driveways, subdivision roads, and frontage roads parallel to Route 140, to provide controlled points of access onto the highway.
14. Consider larger setbacks from the highway for residential uses. As traffic growth increases along Route 140, traffic noise and congestion will make abutting property less desirable for single family homes. This impact can be mitigated by deeper front setbacks and landscape buffers to help maintain lot privacy.
15. Explore regional zoning regulations to enhance inter-municipal cooperation in managing development in order to protect the character of the corridor. Since Route 140 is a regional asset and engine for economic growth, the communities may wish to explore adoption of a

regional Highway Corridor Overlay District. MRPC could also assist in this endeavor. Such an approach would allow for inter-community consultation on major development projects, establish common design and development standards, and encourage access management techniques to preserve roadway capacity and protect motorist safety. This concept has worked well in the Blackstone Valley where three communities adopted a model Route 146 Corridor Overlay District zoning bylaw. Each community decides which uses are most appropriate for its section of the Route 146 Corridor, and the Overlay District establishes consistent design standards to manage development along the roadway to protect its scenic, historical, and natural resource values.


Map 1
Route 140 Corridor
Westminster Current Conditions Map
ASHBURNHAM
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
Community Boundaries
Roadways
US & State Routes
Other Roads
Route 140
RailLines
Active RailLines
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Westminster Zoning District
Residential
Commercial
Industrial
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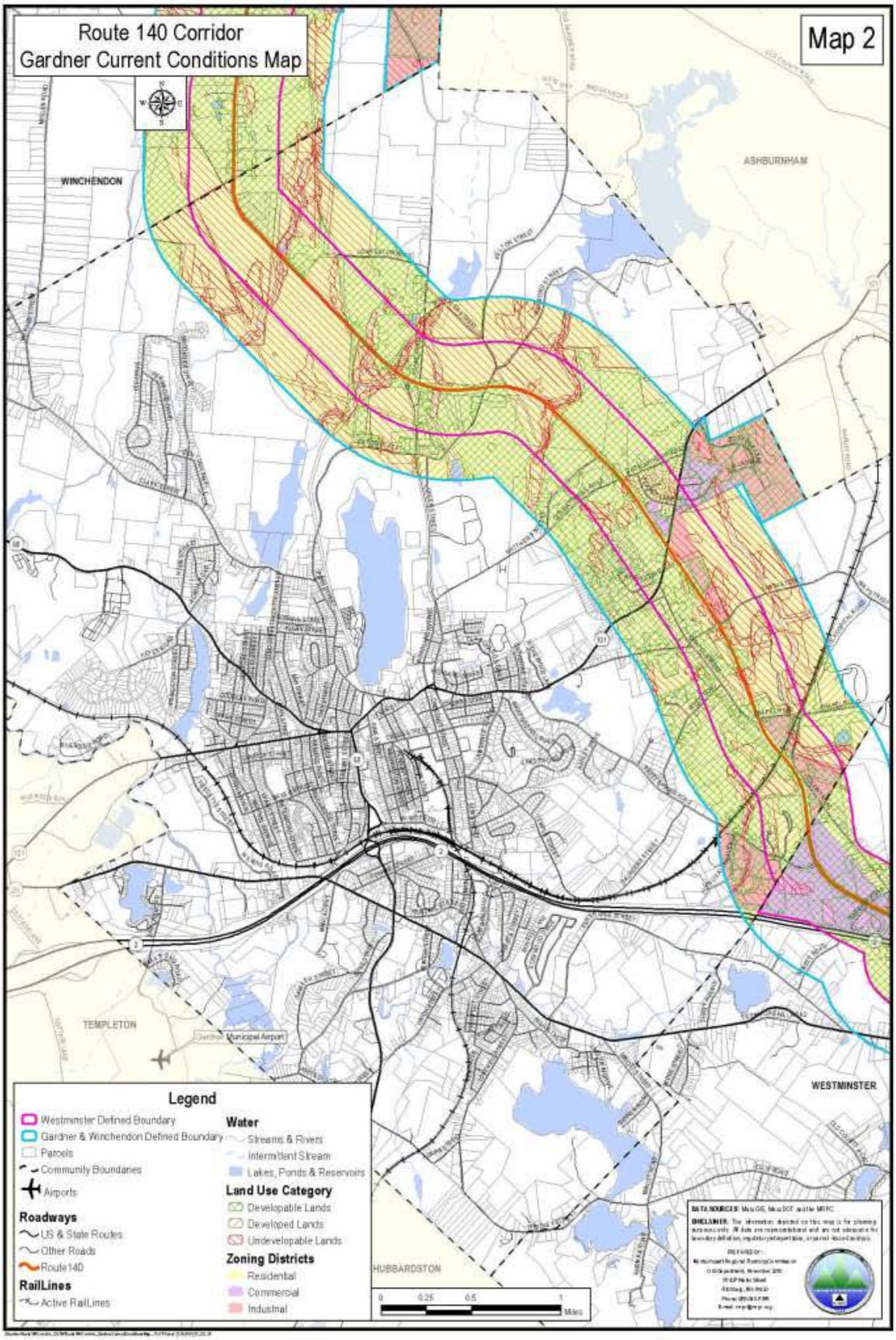
0.5
1
Miles


Route 140 Corridor
Gardner Current Conditions Map
Map 2
WINCHENDON
ASHBURNHAM
TEMPLETON
Municipal Airport
WESTMINSTER
HUBBARDSTON
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
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RailLines
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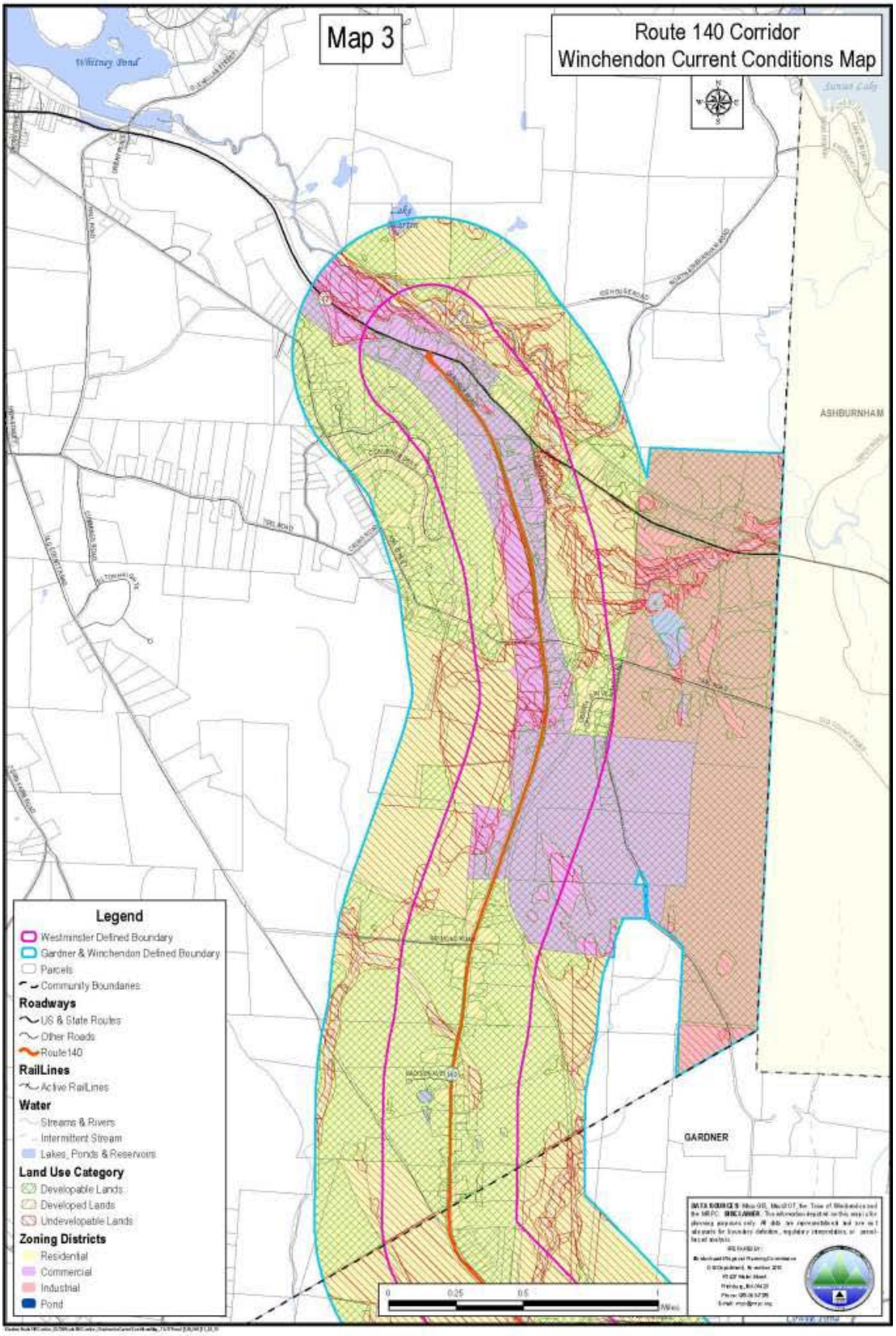
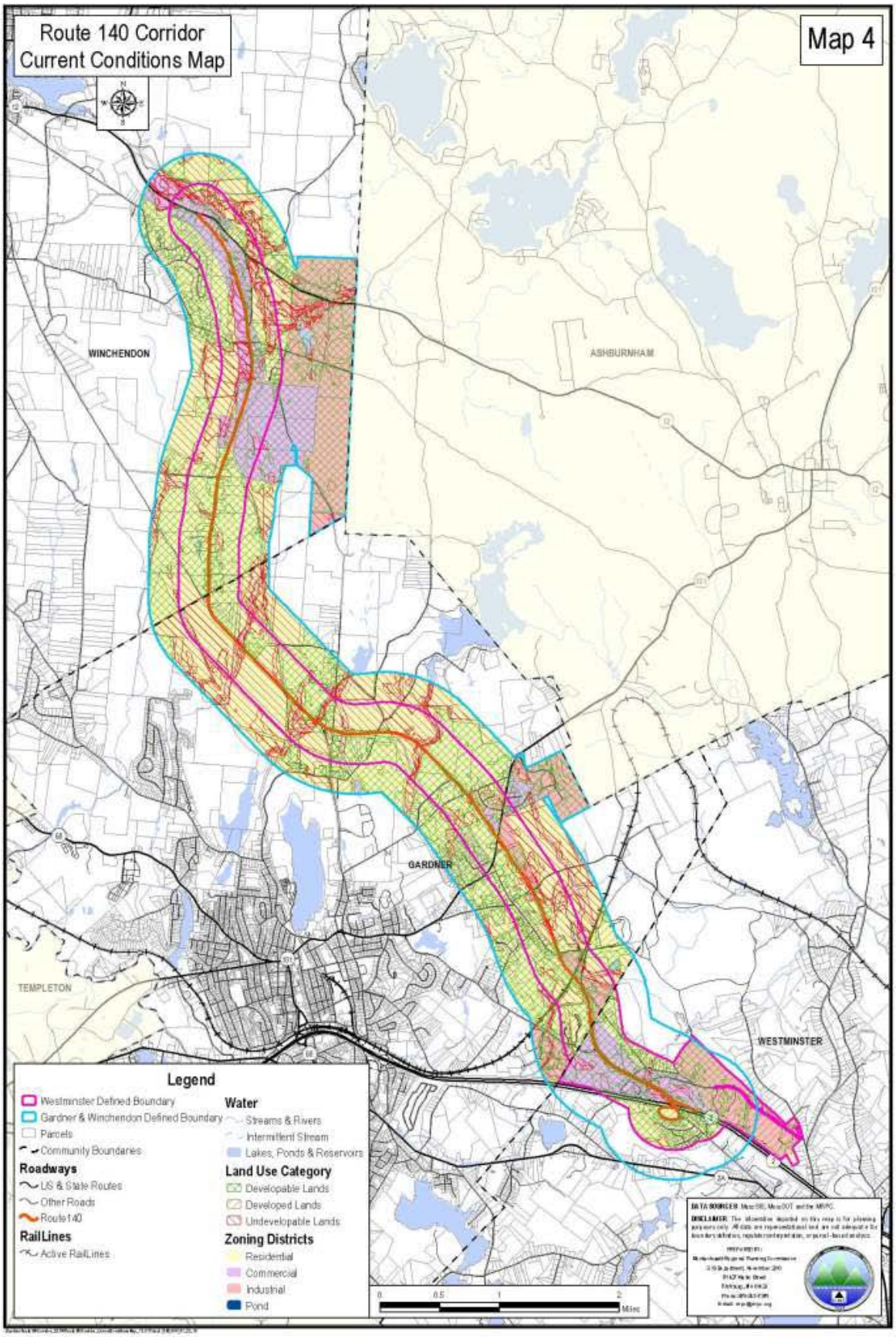
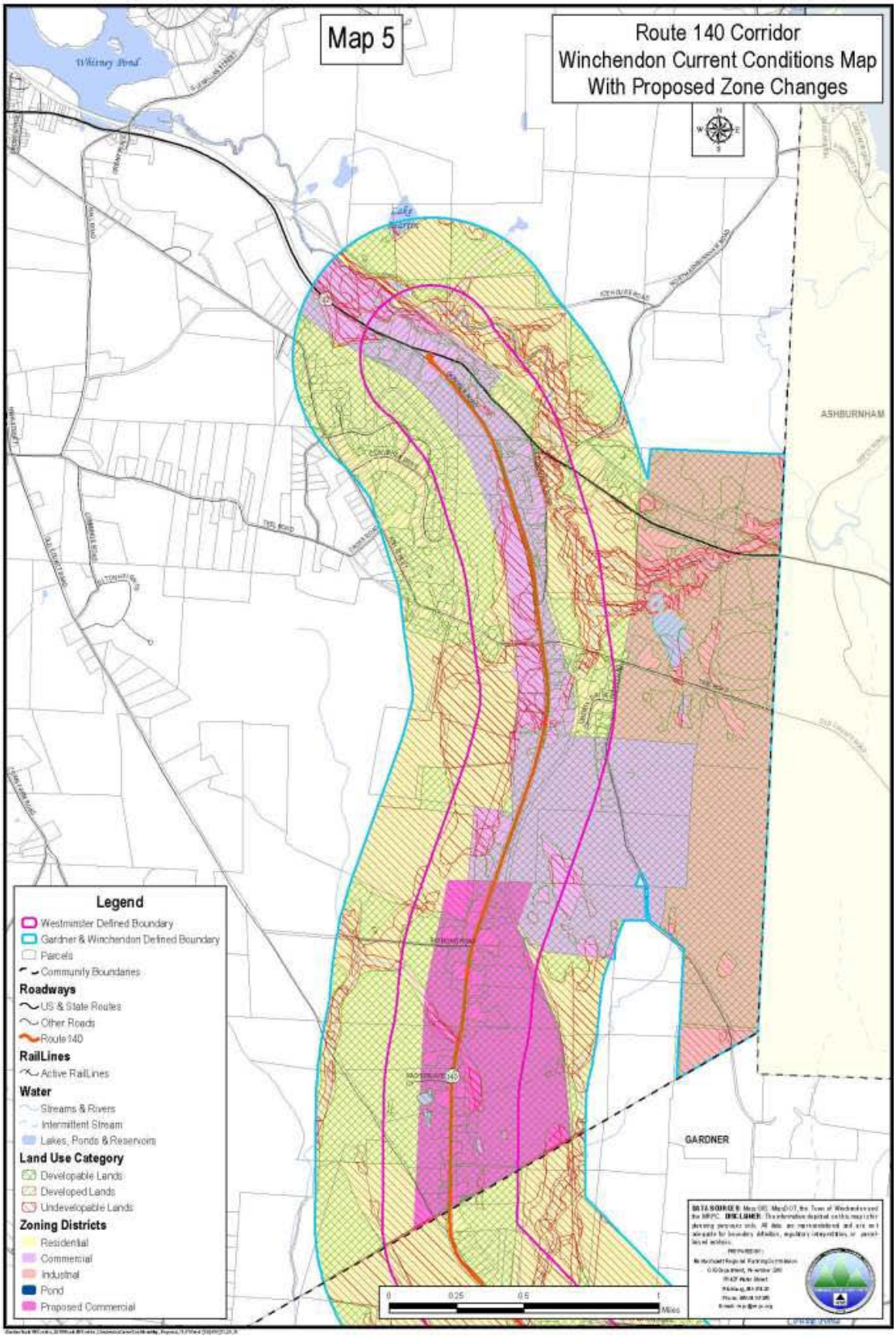
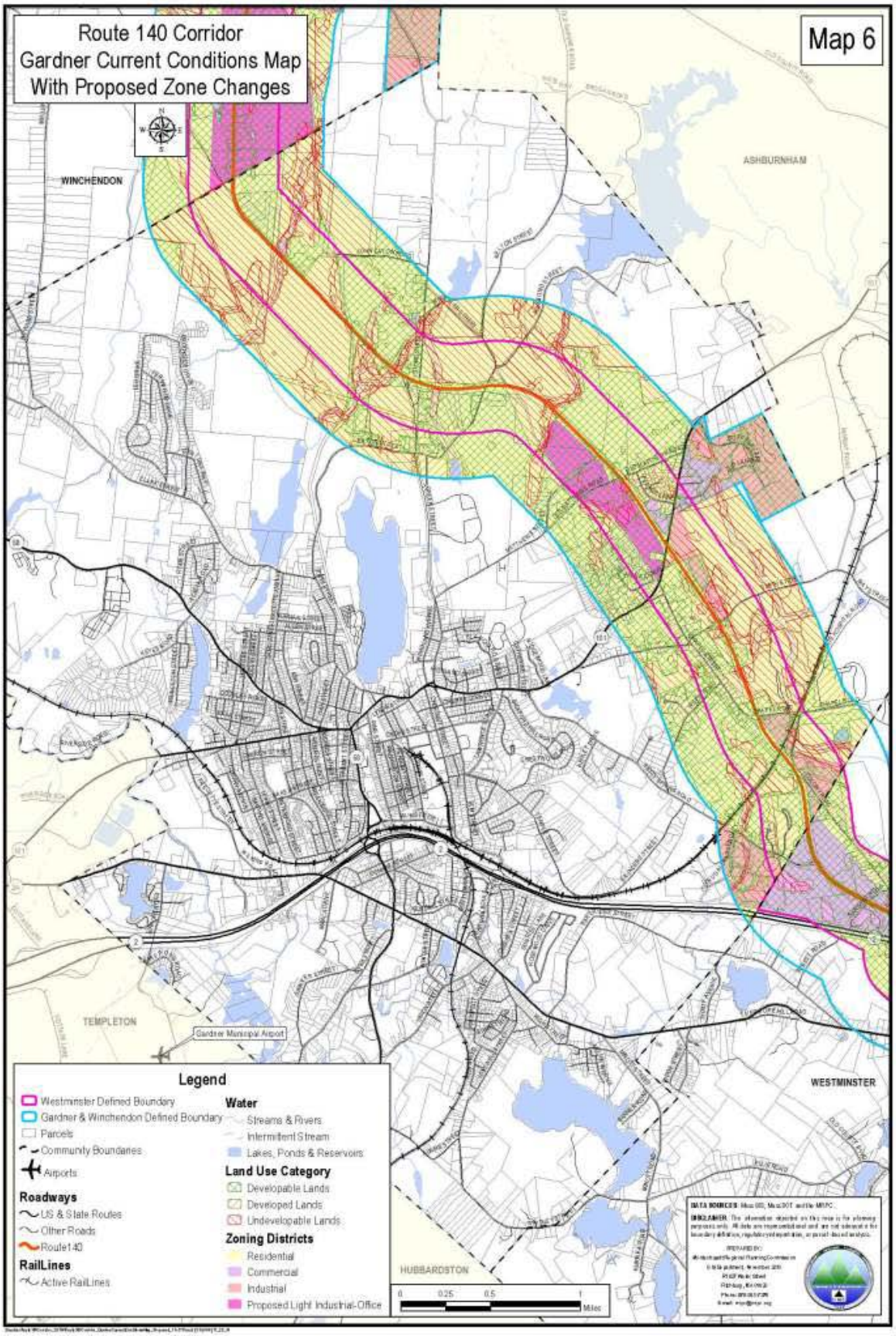
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Zoning Districts
Residential
Commercial
Industrial
0 0.25 0.5 1
Miles


Map 3
Route 140 Corridor
Winchendon Current Conditions Map
Whitney Pond
ASHBURNHAM
GARDNER
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
Community Boundaries
Roadways
US & State Routes
Other Roads
Route 140
RailLines
Active RailLines
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Zoning Districts
Residential
Commercial
Industrial
Pond
0
0.25
0.5
1
Miles


Route 140 Corridor
Current Conditions Map
Map 4
WINCHENDON
ASHBURNHAM
GARDNER
TEMPLETON
WESTMINSTER
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
Community Boundaries
Roadways
US & State Routes
Other Roads
Route 140
RailLines
Active RailLines
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Zoning Districts
Residential
Commercial
Industrial
Pond
0
0.5
1
2
Miles


Map 5
Route 140 Corridor
Winchendon Current Conditions Map
With Proposed Zone Changes
Whitney Pond
ASHBURNHAM
GARDNER
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
Community Boundaries
Roadways
US & State Routes
Other Roads
Route 140
RailLines
Active RailLines
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Zoning Districts
Residential
Commercial
Industrial
Pond
Proposed Commercial
0
0.25
0.5
1
Miles


Route 140 Corridor
Gardner Current Conditions Map
With Proposed Zone Changes
Map 6
WINCHENDON
ASHBURNHAM
TEMPLETON
Gardner Municipal Airport
WESTMINSTER
HUBBARDSTON
Legend
Westminster Defined Boundary
Gardner & Winchendon Defined Boundary
Parcels
Community Boundaries
Airports
Roadways
US & State Routes
Other Roads
Route 140
RailLines
Active RailLines
Water
Streams & Rivers
Intermittent Stream
Lakes, Ponds & Reservoirs
Land Use Category
Developable Lands
Developed Lands
Undevelopable Lands
Zoning Districts
Residential
Commercial
Industrial
Proposed Light Industrial-Office
0 0.25 0.5 1
Miles