

**FRANKLIN FORD, LLC**  
**APPLICATION FOR APPROVAL OF**  
**SITE PLAN & SPECIAL PERMIT**

**FINDINGS FOR SPECIAL PERMIT**

**Zoning Bylaw 185 Attachment 3 Part II – 2.6.a**  
**Motor Vehicle Service, Repair**

**a. Proposed project addresses or is consistent with neighborhood or Town need.**

The additional service area at Franklin Ford is consistent with the neighborhood and Town need because it is located in the CII zoning district where the expansion of such a use to 9 Chestnut Street is allowed by special permit from the Planning Board.

The Town will benefit substantially from this project because the residential curb cut of 9 Chestnut so close to the King Street intersection has long been in need of improvement.

Additionally, the applicant will be improving the existing parking and drainage currently servicing Franklin Ford.

The result of the applicant's investment in Franklin will be an improved intersection, and drainage, and increased service capacity to better service Franklin residents.

**b. Vehicular traffic flow, access, parking, and pedestrian safety are properly addressed.**

Traffic flow and access will improve off of both East Central and Chestnut Streets. The removal of the old residential building from 9 Chestnut will improve intersection visibility for both traffic and pedestrians as well as eliminate the current residential curb cut at 9 Chestnut. A well-defined emergency vehicle access will be maintained to allow emergency vehicles to easily navigate through the site from E. Central Street to Chestnut Street.

The parking for Franklin Ford will be improved with new paving and striping. This will allow pedestrians safer access from provided parking to the Franklin Ford facility. The curb cuts off of Chestnut Street will be reduced from two to one and relocated to a location further from the King Street intersection.

**c. Public roadways, drainage, utilities and other infrastructure are adequate or will be upgraded to accommodate development.**

1. Public Roadways

Access from and to locus will remain via E. Central and Chestnut Streets, both of which are more than sufficient to support the proposed expansion. In addition, the removal of the old residential structure from 9 Chestnut will eliminate that additional curb cut off Chestnut Street. The moving of the access point to Franklin Ford off of Chestnut Street away from the intersection is a further upgrade to accommodate the additional service bays.

2. Drainage

The applicant will upgrade the on-site drainage system which must be approved by the Board with the help of the Board's expert consultant, and the facility is connected to the municipal sewer system to handle all effluent and waste water.

3. Utilities & Other Infrastructure

The applicant already has more than sufficient utility service to the site and will be improving the parking facilities to better service the Franklin Ford business.

**d. Neighborhood character and social structure will not be negatively impacted.**

Franklin Ford has long been a deep-rooted commercial presence at the Chestnut Street & King Street intersection – one of the oldest and busiest intersections in town. The elimination of the old residential building from 9 Chestnut will improve the commercial nature of the intersection and eliminate a residence that is out of place with the intersection today. As a result the social structure and neighborhood character will experience little change and will not be negatively impacted.

**e. Project will not destroy or cause substantial damage to any environmentally significant natural resources, habitat, or feature or, if it will, proposed mitigation, remediation, replication, or compensatory measures are adequate.**

The expansion will not destroy or cause substantial damage to any environmentally significant natural resource, habitat or feature. In fact the applicant will be improving the manner in which the parking for Franklin Ford impacts nearby wetland resources.

**f. Number, height, bulk, location, and siting of buildings and structures will not result in abutting properties being deprived of light or fresh air circulation or being exposed to flooding or subjected to excessive noise, odor, light, vibrations, or airborne particulates.**

Franklin Ford proposes to construct a additional service bays and improved parking area on what is now mostly existing parking area. Locus is in the CII zoning district surrounded mostly by other commercial and industrial uses at the intersection of Chestnut and King Streets. Homes on Milliken Avenue and Chestnut Street will retain the dense vegetated buffer that presently exists. Accordingly, abutting properties will not be deprived of light or fresh air

circulation or be exposed to flooding or subjected to excessive noise, odor, light, vibrations, or airborne particulates.

1. No Deprivation of Light

The proposed building is not close enough to any other structures to deprive them of light.

2. No Deprivation of Fresh Air Circulation

The proposed building is not close enough to any other structures such that fumes, odors, or airborne particulates generated on locus will adversely impact the fresh air circulation of abutting properties.

3. Flood Exposure

All improvements to locus will be subject to Site Plan Approval such that all drainage will be improved and constructed in compliance with up-to-date stormwater management requirements. In addition, given the distance that the improvements will be from other properties, no flooding risk will be created for any abutting properties.

4. Excessive Noise, Odor, Light, Vibrations, or Airborne Particulates

The proposed expansion will utilize lighting to minimize impacts on abutting properties, and while it will generate some noise, odor, and vibrations, they will be minor compared to what is generated on a daily basis from the traffic through the Chestnut Street and King Street intersections. Plus the existing vegetated buffer protecting most other surrounding buildings in the neighborhood will ensure they are not exposed to very much additional noise, odor, light, vibrations, or airborne particulates.

**g. Water consumption and sewer use, taking into consideration current and projected future local water supply and demand and wastewater treatment capacity, will not be excessive.**

The expansion will be connected to the municipal water and sewer systems. While there will be some further demand by Franklin Ford, it will not be “excessive” and will be well within the town’s capability to absorb some small increase in demand.