

**PROJECT NARRATIVE**  
**FOR**  
**AUTUMN HILL SENIOR VILLAGE**  
**FRANKLIN, MA**  
July 18, 2024

**INTRODUCTION**

This proposed development is for the construction of a townhouse-style 40-unit Senior Village at 488 & 496 Summer Street.

**DEVELOPMENT DESCRIPTION**

**EXISTING SITE**

The existing site at 488 & 496 Summer Street is developed with two single-family residential dwellings along Summer Street. Much of the site consists of wooded land that slopes downwards towards the east. Uncas Brook itself runs through the very back corner of the property and flows north away from the site. An existing walking trail cuts through the woods near the brook.

**PROPOSED DEVELOPMENT**

The proposed development consists of 40 senior dwelling units, which are anticipated to have between 40 and 80 total residents. The site also includes amenity areas and walking trails, along with all appurtenant driveways, parking areas, utilities, and stormwater management facilities.

**DENSITY CALCULATIONS**

The density of units is calculated using the base density allowed plus bonus units granted for meeting incentives.

**Base Density**

- For each acre of the site, 1.5 units may be constructed, 15% of which must be affordable. The maximum number of units is found by multiplying the base density by 5.
  - Base Units = 12.39 acres x 1.5 units = 19 units, 3 of which are to be affordable.
  - Maximum Density = 19 units x 5 = 95 units

### **Bonus Units**

- For each additional affordable unit proposed by the applicant, 2.5 market rate units may be constructed when Franklin residents have the first right of refusal. The applicant proposes to construct 6 additional affordable units.
  - Market Rate Unit Bonus = 6 affordable units x 2.5 = 15 units

### **Total Units**

- The total number of units are:
  - Base Units: 3 Affordable, 16 Market Rate
  - Bonus Units: 6 Affordable, 15 Market Rate
- Total: 9 Affordable, 31 market Rate = 40 Total Units

### **CONSTRUCTION/DEMOLITION**

There is no proposed demolition on the site, as the two existing dwellings are to remain as units. Construction will be completed in two phases. The first phase will focus on infrastructure, while the second phase will construct the dwelling units.

### **SENIOR VILLAGE STANDARDS COMPLIANCE**

The proposed development meets the standards of section F of the senior village zoning requirements as outlined below:

- Required Open Space: 30%
  - The development is provided with a credited total of 37.8% open space.
    - This includes 4.22 acres of upland area and a portion of the wetland resource areas on the site, for a total credited open space of 4.67 acres.
    - The open space land includes additional wetland resource areas (riverfront area) that will also be preserved, for a total open space area of 5.28 acres (42.7%).
  - All open space is suitable for either passive or active recreation.
  - For much of the site, the proposed walls will act as the open space boundary. Where there are no walls, monuments will be placed along the open space boundary to delineate it.
  - The open space will be maintained by the condo association.
- Parking Standards
  - Two parking spaces are required per unit. Each unit is provided with one garage space and one driveway space. An additional 8 visitor parking spaces are also provided.

## **TRAFFIC ANALYSIS**

### **TRIP GENERATION**

The proposed development consists of 38 new residential dwelling units and two existing residential units, for a total of 40 units. According to ITE's Trip Generation Manual, the average number of trips generated per day from attached senior adult housing (Use Code 252) is 3.7 trips per unit. This amounts to a total of 148 trips per day. The peak hour number of trips generated is 0.33 trips per unit, which is 13.2 trips. As a senior residential development, the peak hour number of trips is significantly less than that of a typical single or multiple family residential development, as many of the residents will be retired.

### **SIGHT DISTANCE**

At the proposed driveway intersection with Summer Street, the sight distance to the south is approximately 750', while the sight distance to the north is approximately 1,000'. The travel speed for this section of Summer Street is assumed to be 5 mph over the posted speed limit of 30 mph. According to the AASHTO Stopping Sight Distance charts, the stopping sight distance along this segment of Summer Street for 35 mph is 200' uphill and 205' downhill. According to the AASHTO Intersection Sight Distance charts, the left turn sight distance is 335', and the right turn sight distance is 290'. The proposed driveway provides ample stopping sight distance and intersection sight distance.

### **INTERNAL TRAFFIC CIRCULATION**

The proposed driveway is 22' wide with an internal loop. In order to provide a secondary means of access, a gated emergency access driveway is provided from the #488 frontage on Summer Street. The posted speed limit for the site will be 15 mph. A sidewalk runs the length of the driveway allowing for pedestrian access throughout the site.

## **REQUESTED WAIVERS**

### **Franklin Town Code Chapter 185: Zoning**

- 185-48.E.(1).(a).(ii).d: To not require locating 15"+ diameter trees.

## VIEWSHED ANALYSIS

Views from Summer Street at 496 Summer Street



Views from Summer Street at 490 Summer Street



Views from Summer Street at 488 Summer Street



Views from Summer Street are wooded and will remain so except for the entry driveway area. The development is located behind the existing dwellings along Summer Street, which will block views of the development from the public road. The rear of the site abutting the Town Forest, is wooded and will remain so, preserving views from existing walking trails in the Town Forest.