Central Street Residences - Architectural Narrative

The proposed redevelopment is organized into two separate areas on the east and west of a stream which runs down the center of the site. To the east sit three proposed structures ranging from three to four stories which include apartment homes, plus a standalone one-story clubhouse. The west side is planned for two, four story buildings housing the balance of the apartments. The redevelopment is centered upon the stream as a natural amenity which is intended to be incorporated into the overall design via walking paths and trails connecting the eastern and western banks of the stream with other pedestrian connections across the site. The project will utilize an existing stream crossing to bridge the east and west sides of the community.

A deliberate approach has been taken into the site planning to take advantage of the property's depth and limit the building massing viewable from the street front. The depth of the site allows for the bulk of the project's density to be set back from the street and building height to step down sequentially as the site approaches East Central Street. The four-story structures are located furthest away from the street, followed by three-stories, and then the one-story clubhouse is the closest.

The Clubhouse is centrally located in the overall project and is designed to provide an identity at the front of the site near the entry drive. This +/- 10,000 SF building will serve as the social center of the project, with amenities such as a fitness center, in-ground swimming pool, social/media lounge areas, gaming functions, leasing offices and mail/package delivery for the project. There are 12 parking spaces directly outside the Club building that will serve both visitors and residents. The overall design will encourage the residents to gather at this location, and reinforce pedestrian connections across the site.

There are a total of 265 units in the five apartment buildings which are parked via 358 surface spaces including +/- 30 freestanding garage spaces. Parking is distributed proportionally across the site directly proximate to the residential buildings.

The building architecture features articulated walls with balconies on every unit and changes in plane on both the four-story and three-story buildings to break down the scale and massing. Traditional building elements such as projecting bays, walk-out decks, porches, and gable roofs are used to break down and articulate the building elevations. The sloped roofs of the residential buildings will be covered in shingles and exterior walls will be clad in a mix of plank lap and panel style siding with reveals to provide opportunities for both changes in color and texture. The Clubhouse given its prominent location is intended to stand-out as a gateway design feature including complex roof forms, ample glass and vaulted ceilings at the main public spaces within.

Within each building, the typical floor plan provides access to units off a central double-loaded corridor that is framed on each end by egress stairs. Typical one, two and three bedroom units are designed with open kitchen/living areas and roomy bedrooms with large walk-in closets and spacious bathrooms. Large windows provide abundant natural light at each unit. In addition to high-quality, modern finishes and individual environmental control, each unit will contain modern stainless steel appliances, in-unit laundry, and LED lighting fixtures to add to an overall sense of luxury and quality at Central Street Residences.

CUBE 3 Studio LLC | 370 Merrimack Street, Suite 337 | Lawrence, MA 01843 | 978.989.9900 | cube3.com

Town of Franklin

355 East Central Street
Franklin, Massachusetts 02038-1352

Phone: (508) 520-4907
www.franklinma.gov

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

DATE: **January 11, 2024**

TO: **Franklin Planning Board**

FROM: **Department of Planning and Community Development**

RE: **444 East Central Street**
Friendly 40B Application

DPCD has received an application for a friendly 40B (LIP) located at 444 East Central Street. The Applicant is proposing 265 units in 5 buildings that will be 3 or 4 stories (40-50 ft) in height, with 25% affordable units. Attached you will find the application submittal and plans. Please hold on to these for the Planning Board meeting.

As part of the friendly 40B process, the applicant has submitted the proposal to the Planning Board for feedback. The Planning Board should review the application and consider the pros and cons of the development.

After a formal discussion, DPCD recommends a written letter with their comments and suggestions to the Zoning Board of Appeals and the Town Council for review and consideration.

Application Submitted:

- Project Overview
- List of Waivers
- Limited Drainage Report
- Limited Traffic Plan
- Site Plan Concept

Some of the items to consider:

- Building height – It is common for building heights of 3 story and at times 4 story. The Planning Board may want to consider the 56 unit building located on the East side of the, and closet to an abutter, be 3-stories.
- Parking for the Clubhouse is located across the main drive. Consider adding parking spaces next to the building.
- Design review – color rendering
- Town benefits / incentives

FRANKLIN FIRE DEPARTMENT

TO : DPCD

FROM : J. S. BARBIERI, DEPUTY FIRE CHIEF

DATE : 9 JANUARY 2024

RE : 444 EAST CENTRAL ST. – SITE PLAN

Thank you for the opportunity to review the above referenced plan. We have met with the proponent and they have worked with us to meet out site access requirements. All of our concerns to date have been addressed. As such, we have no other comments at this time.

Please contact me should you have any question or require any additional information.

cc: file

MEMORANDUM

TO: TAG CENTRAL, LLC
c/o Mr. A.J. Alevizos
The Alevizos Group
1070 E Indiantown Road, Suite 308
Jupiter, FL 33477

FROM: Mr. Jeffrey S. Dirk, P.E.*, PTOE, FITE
Managing Partner *and*
Mr. Andrew J. Arseneault
Senior Transportation Engineer
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com
**Professional Engineer in CT, MA, ME, NH, RI and VA*

DATE: December 21, 2023

RE: 9883

SUBJECT: Preliminary Transportation Impact Assessment
Proposed Multifamily Residential Development – 444 East Central Street (Route 140)
Franklin, Massachusetts

Vanasse & Associates, Inc. (VAI) has conducted a Preliminary Transportation Impact Assessment (PTIA) in order to provide an initial assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 444 East Central Street (Route 140) in Franklin, Massachusetts (hereafter referred to as the "Project"). This assessment: i) reviews the existing conditions context of the transportation infrastructure serving the Project site; ii) qualitatively evaluates the potential impact of the Project along East Central Street; and iii) provides a preliminary evaluation of lines of sight at the Project site driveway intersection.

Based on this preliminary assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)[1] the Project is predicted to generate approximately 1,346 vehicle trips on an average weekday and 1,212 vehicle trips on a Saturday (both two way, 24-hour volumes), with approximately 123 vehicle trips expected during the weekday morning peak-hour, 126 vehicle trips expected during the weekday evening peak-hour and 105 vehicle trips expected during the Saturday midday peak-hour;
2. No apparent safety deficiencies were noted with respect to the motor vehicle crash history along the Route 140 corridor in the vicinity of the Project site based on a review of information available through the Massachusetts Department of Transportation (MassDOT);
3. Traffic volumes along the Route 140 corridor outside of the immediate proximity of the Project site are expected to be less than 10 percent on a daily and peak-hour basis, which is within the range on normal daily traffic volume fluctuations and would not be expected to result in a significant impact (increase) on motorist delays or vehicle queuing over existing or anticipated future conditions without the Project;

[1] *Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

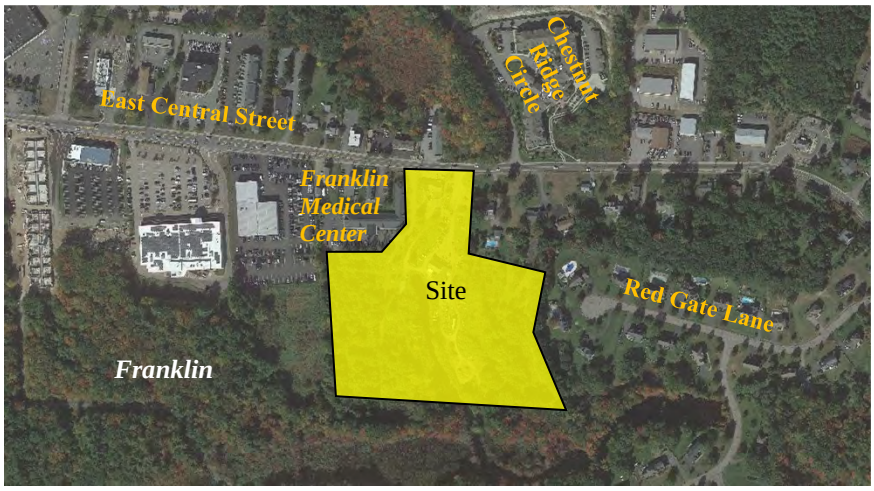
4. Given the incremental increase in traffic that the Project represents over existing conditions, the measures to off-set the predicted impact of the Project are expected to be limited to traffic signal timing improvements, sign and pavement marking enhancements and/or pedestrian and bicycle accommodations;
5. Based on the number of new parking spaces that are to be constructed at the Project site and the need to obtain a State Highway Access Permit from MassDOT, the Project may require the filing of an Environmental Notification Form (ENF); and
6. A review of Google© imagery indicates that the sight lines at the Project site driveway intersection appear to be unimpeded.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations defined herein. These findings will be further evaluated as a part of the formal Transportation Impact Assessment (TIA) that will be prepared in support of the local approval process.

The following details our preliminary assessment of the Project.

PROJECT DESCRIPTION

The Project will entail the construction of a multifamily residential development to be located at 444 East Central Street (Route 140) in Franklin, Massachusetts. As proposed, the Project will entail the construction of four (4) four-story multifamily residential buildings that will include a total of 229 units and one (1) three-story multifamily residential building that will include 36 units, or a total of 265 multifamily residential units, with a clubhouse, supporting amenities and parking.



Imagery ©2023 Google

The Project site encompasses approximately 15.00± acres of land that is bounded by the East Central Street, commercial and residential properties to the north; areas of open and wooded space and low-lying wetland areas to the south; residential properties to the east; and areas of open and wooded space and commercial properties to the west. The Project site currently contains several commercial buildings that operate as a nursery and greenhouse (Stobbart's Nurseries) with supporting parking areas and appurtenances, all of which will be removed to accommodate the Project.

Primary access to the Project will be provided by way of the existing driveway that serves the Project site and intersects the south side of East Central Street approximately 225 feet west of Chestnut Ridge Circle. Secondary access for emergency vehicles will be provided by way of an internal (to the Project site) drive connection to the adjacent property to the west (Franklin Medical Center) which also provides access to East Central Street by way of a driveway located approximately 400 feet west of Chestnut Ridge Circle. The abutting property owner will be allowed to use the secondary access to access their property by way of an access easement; however, the use of the secondary access by residents and visitors of the Project will be prohibited. The Project will require the issuance of a State Highway Access Permit from MassDOT for access to East Central Street (Route 140), a State Highway under MassDOT jurisdiction.

On-site parking will be provided for 358 vehicles, or a parking ratio of 1.35 parking spaces per unit, which is below the parking requirements of Section 185-21, *Parking, Loading, and Driveway Requirements*, of the Zoning Bylaws of the Town of Franklin,[2] but is within the range of values documented by the ITE for a multifamily residential community in a similar setting.[3] The ITE parking demand observations indicate that the peak parking demands ratio for a multifamily residential community range from 0.39 to 3.16 spaces per residential unit.

EXISTING CONDITIONS CONTEXT

In order to establish the existing conditions context of the Project with respect to the transportation infrastructure, a review of existing roadway geometrics; pedestrian and bicycle facilities; posted speed limits; traffic volumes; and land use information was completed along East Central Street in the vicinity of the Project site. The following provides a description of the transportation infrastructure serving the Project site.

Roadway

East Central Street (Route 140)

- Two-lane urban principal arterial roadway under MassDOT jurisdiction;
- Traverses the study area in a general east-west direction between the Wrentham Town Line (where East Central Street becomes Franklin Street) and Main Street (where East Central Street becomes West Central Street);
- Provides two approximately 12-foot wide travel lanes in the vicinity of the Project site that are separated by a double-yellow centerline, with 2± foot wide marked shoulders provided;
- Accommodates approximately 17,090 vehicles per day on an average weekday east of Chestnut Street and 16,620 vehicles on a Saturday,[4] with approximately 1,122 vehicles per hour (vph) during the weekday morning peak-hour (7:45 to 8:45 AM), approximately 1,538 vph during the weekday evening peak-hour (4:30 to 5:30 AM)[5] and approximately 1,645 vph during the Saturday midday peak-hour (12:15 to 1:15 PM);[6]

[2]In the Commercial II Zoning District, two (2) parking spaces per residential unit are required.

[3]*Parking Generation*, 6th Edition; Institute of Transportation Engineers; Washington D.C.; October 2023.

[4]*Transportation Impact Assessment*, Central Square Mixed-Use Development, 340 East Central Street (Route 140), Franklin, Massachusetts; VAI; May 2020.

[5]*Transportation Impact Assessment*, TAJ Estates of Franklin II – 230 East Central Street (Route 140), Franklin, Massachusetts; VAI; January 19, 2022.

[6]VAI, op. cit. 3, May 2020.

- The posted speed limit in the vicinity of the Project site is 40 mph;
- A sidewalk is provided along the north side of the roadway east of the Project site and along both sides of the roadway to the west;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, residential and commercial properties, and the Franklin Town Hall.

Pedestrian And Bicycle Facilities

Sidewalks are provided continually along the north side of East Central Street east of the Project site and along both sides to the west, with a marked crosswalk provided across East Central Street to the west of the Project site at the East Central Street/Big Y driveway/Franklin Town Hall driveway intersection that is incorporated into the traffic signal system at the intersection (i.e., pedestrian traffic signal equipment and phasing are provided). Formal bicycle facilities are not provided in the vicinity of the Project site; however, East Central Street generally provides sufficient width to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way),[7] with bicycle detection provided as a part of the traffic signal system at the East Central Street/Big Y driveway/Franklin Town Hall driveway intersection.

Public Transportation

Regularly scheduled, fixed-route, public transportation services are not currently provided within the study area or to the Project site. The Greater Attleboro-Taunton Regional Transit Authority (GATRA) operates an on-demand microtransit service which allows transit riders to request a ride within the Town of Franklin through the GATRA GO United program. To the west of the Project site, the Massachusetts Bay Transportation Authority (MBTA) provides Commuter Rail service to South Station in Boston on the Franklin Line from Franklin Station, which is located at 75 Depot Street (an approximate 6-minute driving distance from the Project site). Additionally, GATRA provides Dial-a-Ride paratransit services to eligible persons residing within the Town of Franklin who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA).

MOTOR VEHICLE CRASH DATA

A review of the MassDOT statewide high crash location list indicated that there are no locations along the Route 140 corridor between and including Chestnut Street and the Wrentham town line that are defined as Highway Safety Improvement Program (HSIP) eligible crash locations. Based on this review, ***no discernible safety deficiencies were apparent in the vicinity of the Project site***.

PROJECT-GENERATED TRAFFIC

As proposed, the Project will entail the construction of a 265-unit multifamily residential community, including 229 units to be located in four (4) four-story multifamily residential buildings and 36 units to be located in one (1) three-story residential building. In order to develop the traffic characteristics of the

[7] A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

Project, trip-generation statistics published by the ITE[8] for similar land uses as those proposed was used. ITE Land Use Codes (LUCs) 220, , *Multifamily Housing (Mid-Rise)*, and 221, *Multifamily Housing (Mid-Rise)*, were used to establish the base trip-generation calculations for the Project, the results of which are summarized in Table 1.

Table 1
TRIP-GENERATION SUMMARY[a]

	Vehicle Trips		
Time Period/Direction	(A) Proposed Low-Rise Residential Development Trips (36 units)	(B) Proposed Mid-Rise Residential Development Trips (229 units)	(C=A+B) Total Trips
Average Weekday Daily:			
Entering	153	520	673
Exiting	153	520	673
Total	306	1,040	1,346
Weekday Morning Peak Hour:			
Entering	8	21	29
Exiting	26	68	94
Total	34	89	123
Weekday Evening Peak Hour:			
Entering	23	55	78
Exiting	13	35	48
Total	36	90	126
Saturday:			
Entering	82	524	606
Exiting	82	524	606
Total	164	1,048	1,212
Saturday Midday Peak Hour:			
Entering	8	46	54
Exiting	8	43	51
Total	16	89	105

[a]Based on ITE LUC 220, *Multifamily Housing (Low-Rise).*
[b]Based on ITE LUC 221, *Multifamily Housing (Mid-Rise).*

As can be seen in Table 1, the Project is expected to generate approximately 1,346 vehicle trips on an average weekday and 1,212 vehicle trips on a Saturday (both two way, 24-hour volumes), with approximately 123 vehicle trips (29 vehicles entering and 94 exiting) expected during the weekday morning peak-hour, 126 vehicle trips (78 vehicles entering and 48 exiting) expected during the weekday evening peak-hour and 105 vehicle trips (54 vehicles entering and 51 exiting) expected during the Saturday midday peak-hour.

[8]Institute of Transportation Engineers, op. cit. 1.

PROJECT-RELATED IMPACTS AND IMPROVEMENT MEASURES

Project-Related Impacts

The Project is expected to add 1,346 vehicle trips to Route 140 on an average weekday, or an approximate 7.9 percent increase in traffic over existing conditions, and 1,212 vehicles on a Saturday, or an approximate 7.3 percent increase. Focusing on the peak hours, the project is expected to add 123 vehicle trips during the weekday morning peak-hour, or an approximate 11.0 percent increase, 126 vehicle trips during the weekday evening peak-hour, or an approximate 8.2 percent increase, and 105 vehicles during the Saturday midday peak-hour, or an approximate 6.4 percent increase.

The identified traffic volume increases outside of the immediate proximity of the Project site will be lower as trips are dispersed to the east and west along Route 140. For context, daily traffic volumes generally fluctuate by up to 10 percent over the course of a week. Accordingly, and with consideration of trip dispersal, the Project is not expected to result in a significant impact on traffic operations (i.e., increase in motorist delay or vehicle queuing) over existing or anticipated future conditions without the Project.

Improvement Measures

East Central Street and the intersecting roadways in the vicinity of the Project site appear to provide sufficient capacity to accommodate the additional traffic that will be generated by the Project with consideration of the dispersal of trips over the respective peak hours. That being said, it is expected that minor improvements may be required at the signalized intersections along East Central Street including King Street/Chestnut Street and the Big Y driveway/Franklin Town Hall driveway that may include the following:

- Traffic signal timing and phasing improvements
- Replacement/repair of pedestrian pushbuttons and/or signal indications
- Sign and pavement marking installation

These preliminary findings will be refined in conjunction with the preparation of the formal TIA.

STATE PERMITTING

East Central Street (Route 140) is a State Highway under the jurisdiction of MassDOT. As such, the Project will require the issuance of a State Highway Access Permit from MassDOT for: i) access to Project site; and ii) any necessary or required improvements along East Central Street, such as traffic signal timing adjustments. This will also subject the Project to review under the Massachusetts Environmental Policy Act (MEPA).

The MEPA Transportation thresholds are defined under 301 CMR 11.03 (6)(a) and 301 CMR 11.03 (6)(b). The MEPA Transportation thresholds that would be applicable to the Project would be as follows:

301 CMR 11.03 (6)(a) – Environmental Notification Form and Environmental Impact Report

1. Generation of 3,000 or more new ADT (average daily vehicle trips) on roadways providing access to a single location.
2. Construction of 1,000 or more new parking spaces at a single location.

301 CMR 11.03 (6)(b) - Environmental Notification Form

1. Generation of 2,000 or more new ADT (average daily vehicle trips) on roadways providing access to a single location.
2. Generation of 1,000 or more new ADT (average daily vehicle trips) on roadways providing access to a single location and construction of 150 or more new parking spaces at a single location.
3. Construction of 300 or more new parking spaces at a single location.

As documented as a part of this preliminary assessment, the Project is expected to generate an ADT (unadjusted average weekday traffic) of 1,326 vehicles per day and will include the construction of 358 parking spaces. To the extent that the nursey that occupies the Project site is currently in operation or has been operational within the past 2 years, the traffic generated by the nursery and the number of existing parking spaces within the Project site can be used to reduce the volume of new traffic generated by the Project and the number of new parking spaces provided.

Even with consideration of the existing use that operates within the Project site, it is expected that the net increase in parking at the Project site will be greater than 300 parking spaces and, as such, the filing of an Environmental Notification Form (ENF) will be required for the Project.

SUMMARY

VAI has conducted a PTIA in order to provide an initial assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 444 East Central Street (Route 140) in Franklin, Massachusetts. This assessment has: i) reviewed the existing conditions context of the transportation infrastructure serving the Project site; ii) qualitatively evaluated the potential impact of the Project along East Central Street; and iii) provided a preliminary evaluation of lines of sight at the Project site driveway intersection.

Based on this preliminary assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE[9] the Project is predicted to generate approximately 1,346 vehicle trips on an average weekday and 1,212 vehicle trips on a Saturday (both two way, 24-hour volumes), with approximately 123 vehicle trips expected during the weekday morning peak-hour, 126 vehicle trips expected during the weekday evening peak-hour and 105 vehicle trips expected during the Saturday midday peak-hour;
2. No apparent safety deficiencies were noted with respect to the motor vehicle crash history along the Route 140 corridor in the vicinity of the Project site based on a review of information available through MassDOT;
3. Traffic volumes along the Route 140 corridor outside of the immediate proximity of the Project site are expected to be less than 10 percent on a daily and peak-hour basis, which is within the range on normal daily traffic volume fluctuations and would not be expected to result in a significant impact (increase) on motorist delays or vehicle queuing over existing or anticipated future conditions without the Project;

[9]Institute of Transportation Engineers, op. cit. 1.

4. Given the incremental increase in traffic that the Project represents over existing conditions, the measures to off-set the predicted impact of the Project are expected to be limited to traffic signal timing improvements, sign and pavement marking enhancements and/or pedestrian and bicycle accommodations;
5. Based on the number of new parking spaces that are to be constructed at the Project site and the need to obtain a State Highway Access Permit from MassDOT, the Project may require the filing of an ENF; and
6. A review of Google© imagery indicates that the sight lines at the Project site driveway intersection appear to be unimpeded.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow. These initial recommendations will be revisited and refined in conjunction with the formal TIA.

RECOMMENDATIONS

Project Access

The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveway and internal circulating drives should be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- The emergency vehicle access lanes should be a minimum of 20-feet in width and paved or constructed of a stabilized base material that will support travel by the largest responding emergency vehicle.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[10]
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- A sidewalk should be provided within the Project site to link the residential buildings to the clubhouse and should extend thereafter to East Central Street.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps should be provided at pedestrian crossings to be modified or constructed in conjunction with the Project.

[10] *Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveways should be designed and maintained so as not to restrict lines of sight.

- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sight lines.

Transportation Demand Management Program

The following Transportation Demand Management (TDM) measures should be considered for implementation as part of the Project in an effort to encourage the use of alternative modes of transportation to single-occupant vehicles:

- A transportation coordinator should be assigned for the Project to coordinate the TDM program;

- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to residents;

- A "welcome packet" should be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options;

- Pedestrian accommodations should be incorporated within the Project site;

- A central maildrop should be provided; and

- Secure bicycle parking should be provided at appropriate locations within the Project site and include both exterior and interior (weather protected) bicycle parking.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

cc: File

ATTACHMENTS

PROJECT SITE PLAN
TRIP-GENERATION CALCULATIONS

PROJECT SITE PLAN

Project Summary

265 Units

1.35 Ratio

358 Parking Spaces

(30 Free-Standing Garages)

444 E. Central Street

Franklin, MA

12/20/2023

Conceptual Site Plan

CUBE 3 | 370 Merrimack Street, Suite 337 | Lawrence, MA 01843 | 978.989.9900 | cube3.com

TRIP-GENERATION CALCULATIONS

Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

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Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 220

LAND USE GROUP: (200-299) Residential

LAND USE : 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

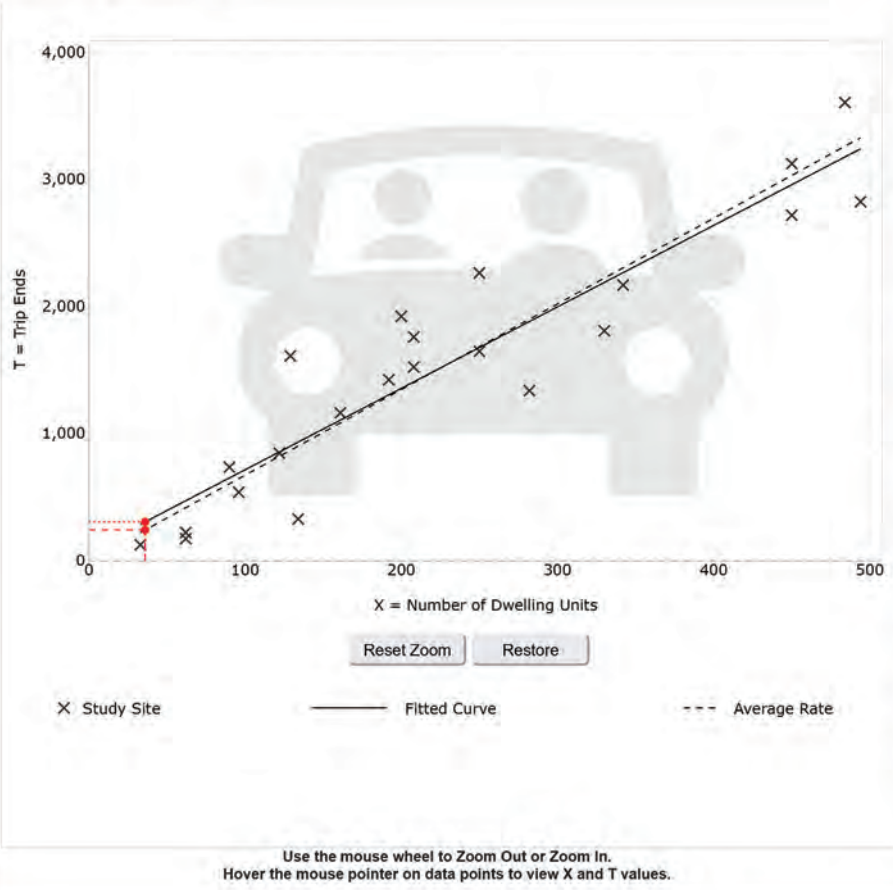
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 36 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
$T = 6.41(X) + 75.31$

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 243 (Total), 121 (Entry), 122 (Exit)
Fitted Curve: 306 (Total), 153 (Entry), 153 (Exit)

Graph Look Up

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 220

LAND USE GROUP: (200-299) Residential

LAND USE : 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

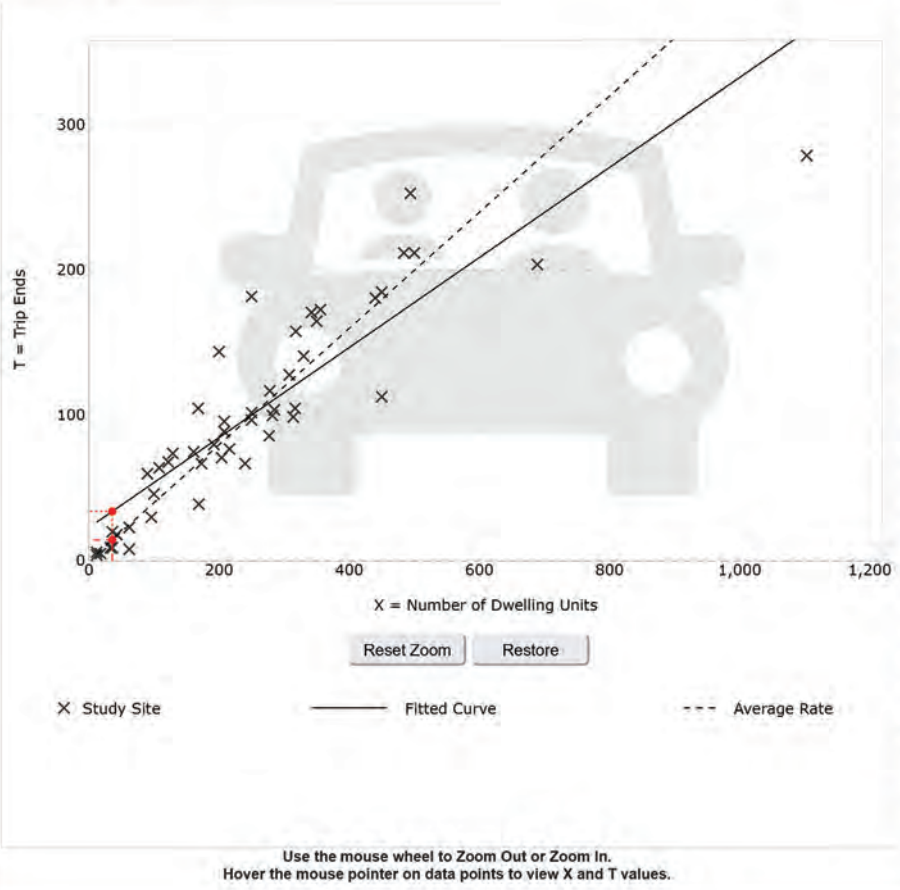
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 36 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 3 (Entry), 11 (Exit)
Fitted Curve: 34 (Total), 8 (Entry), 26 (Exit)

Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

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Query | Filter

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SETTING/LOCATION: General Urban/Suburban

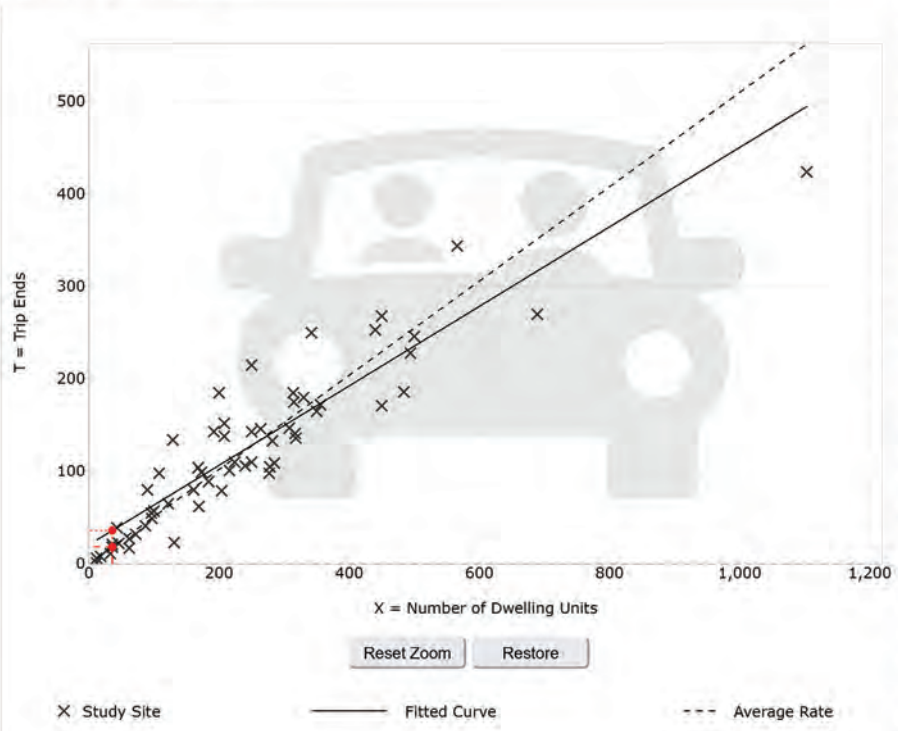
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 36 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 18 (Total), 12 (Entry), 6 (Exit)
Fitted Curve: 36 (Total), 23 (Entry), 13 (Exit)

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DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 220

LAND USE GROUP: (200-299) Residential

LAND USE : 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

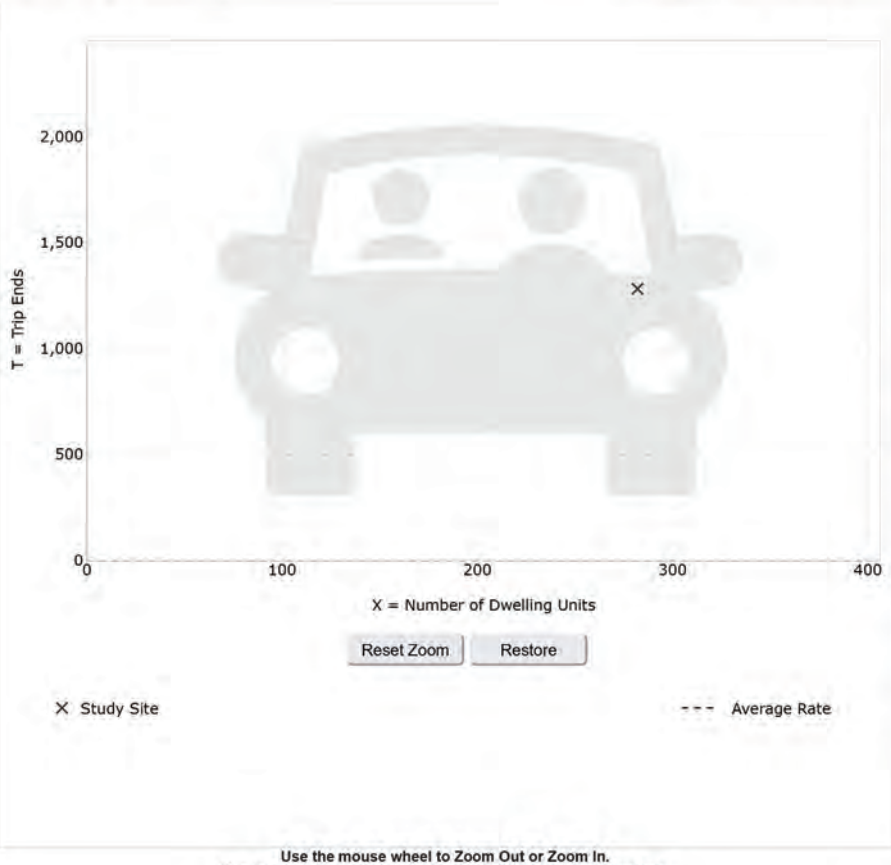
TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 36 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Saturday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
1

Avg. Num. of Dwelling Units:
282

Average Rate:
4.55

Range of Rates:
4.55 - 4.55

Standard Deviation:
****

Fitted Curve Equation:
Not Given

R^2:
****

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 164 (Total), 82 (Entry), 82 (Exit)

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Comments

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

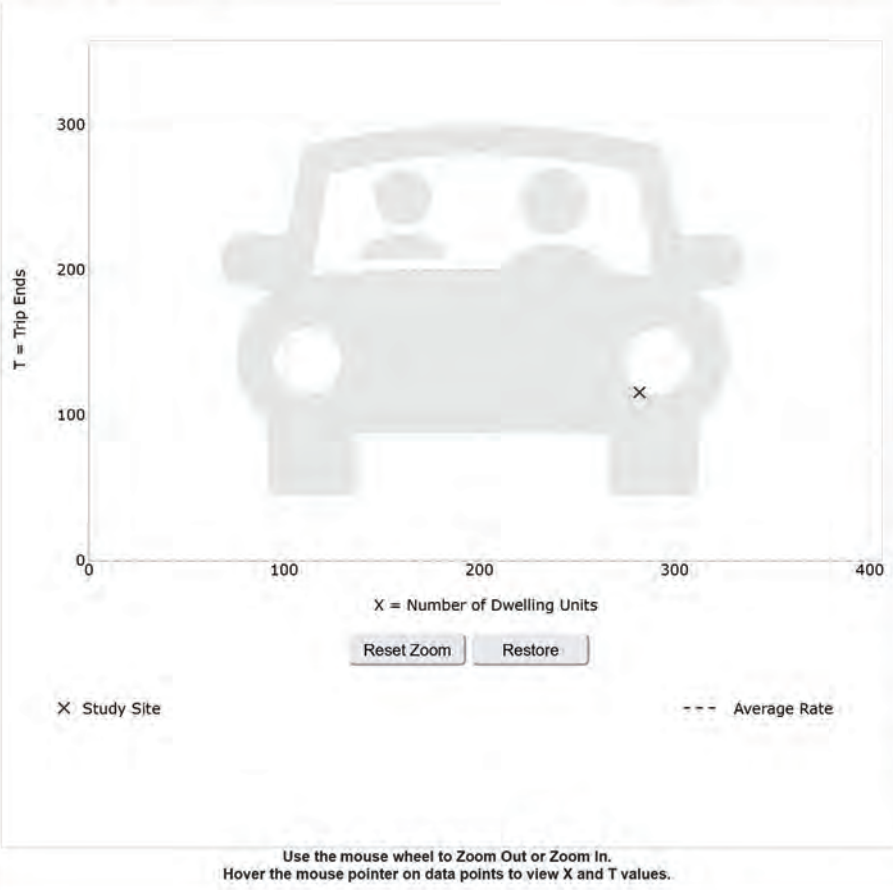
TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
36 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Saturday
Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
1

Avg. Num. of Dwelling Units:
282

Average Rate:
0.41

Range of Rates:
0.41 - 0.41

Standard Deviation:
****

Fitted Curve Equation:
Not Given

R^2:
****

Directional Distribution:
Not available

Calculated Trip Ends:
Average Rate: 15 (Total)

Add-ons to do more
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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 221

LAND USE GROUP: (200-299) Residential

LAND USE : 221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

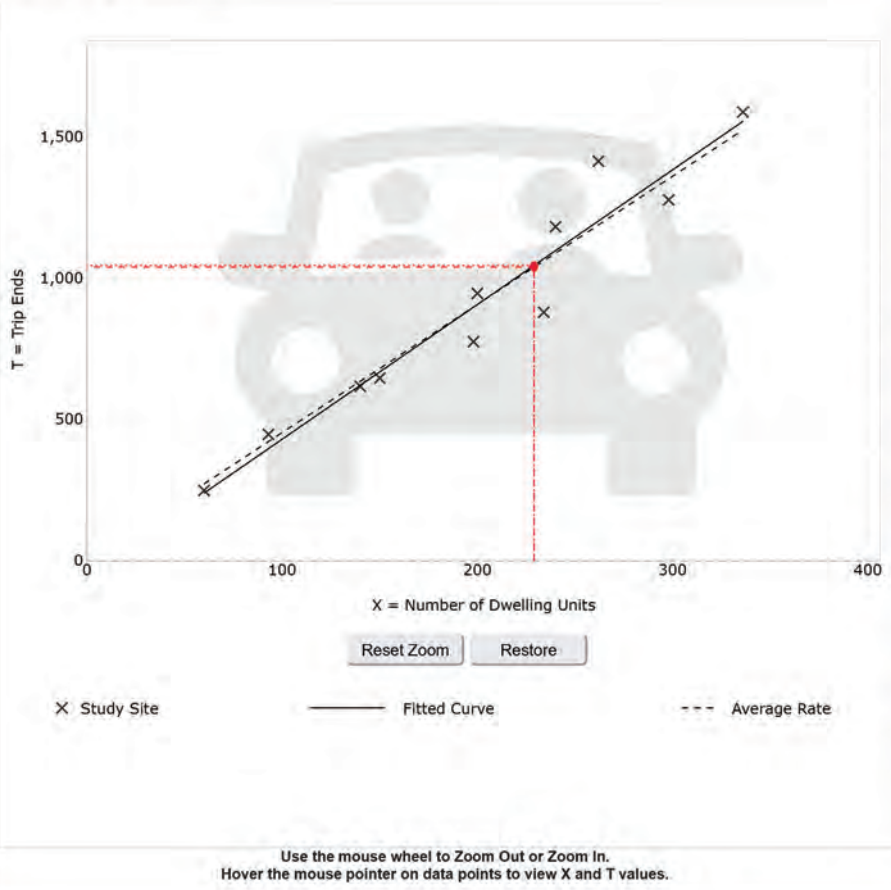
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 229 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
11

Avg. Num. of Dwelling Units:
201

Average Rate:
4.54

Range of Rates:
3.76 - 5.40

Standard Deviation:
0.51

Fitted Curve Equation:
T = 4.77(X) - 46.46

R^2:
0.93

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1040 (Total), 520 (Entry), 520 (Exit)
Fitted Curve: 1046 (Total), 523 (Entry), 523 (Exit)

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DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 221

LAND USE GROUP: (200-299) Residential

LAND USE : 221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

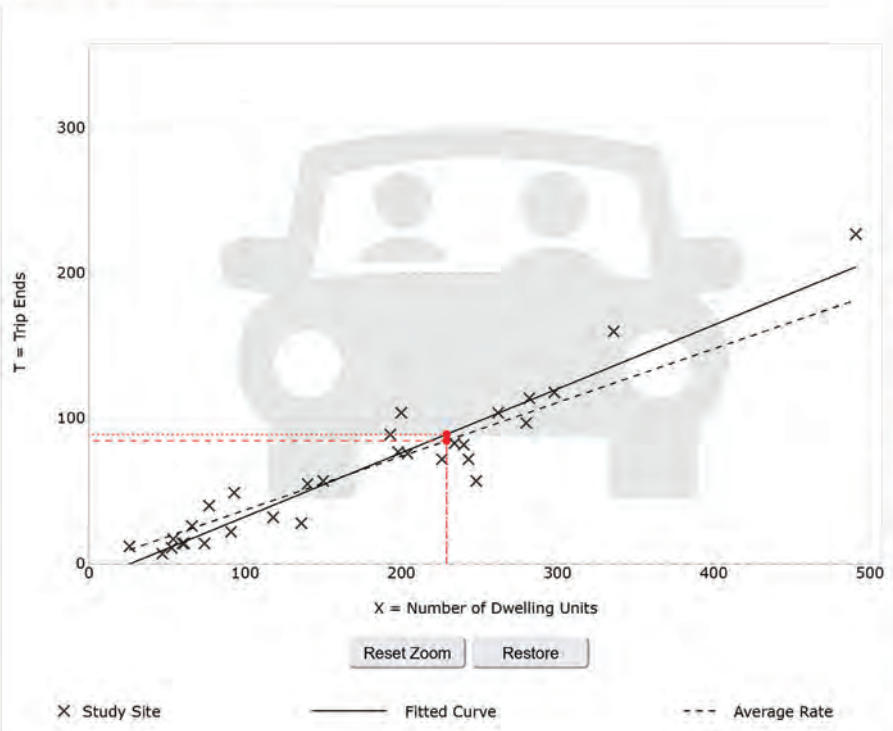
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 229 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
30

Avg. Num. of Dwelling Units:
173

Average Rate:
0.37

Range of Rates:
0.15 - 0.53

Standard Deviation:
0.09

Fitted Curve Equation:
T = 0.44(X) - 11.61

R^2:
0.91

Directional Distribution:
23% entering, 77% exiting

Calculated Trip Ends:
Average Rate: 85 (Total), 19 (Entry), 66 (Exit)
Fitted Curve: 89 (Total), 21 (Entry), 68 (Exit)

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Add-ons to do more

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Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 221

LAND USE GROUP: (200-299) Residential

LAND USE : 221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

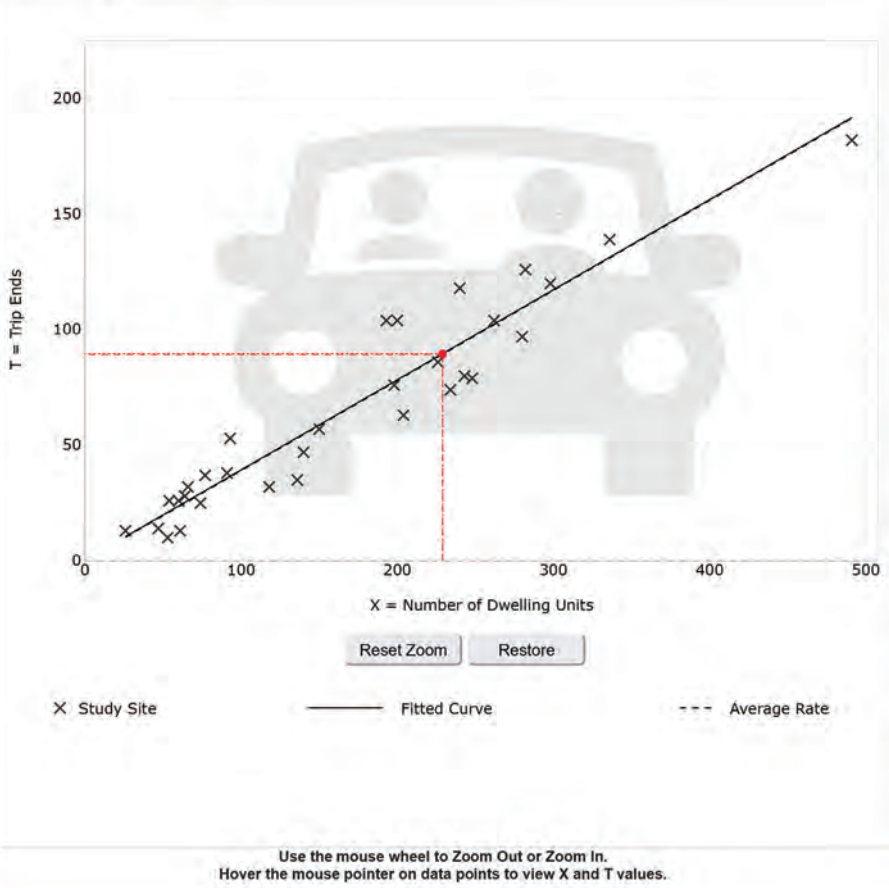
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 229 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
31

Avg. Num. of Dwelling Units:
169

Average Rate:
0.39

Range of Rates:
0.19 - 0.57

Standard Deviation:
0.08

Fitted Curve Equation:
T = 0.39(X) + 0.34

R^2:
0.91

Directional Distribution:
61% entering, 39% exiting

Calculated Trip Ends:
Average Rate: 89 (Total), 54 (Entry), 35 (Exit)
Fitted Curve: 90 (Total), 55 (Entry), 35 (Exit)

Graph Look Up

Graph Look Up
How to Use ITETripGen
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TGM Appendices
Support Documents
Add Users
Comments

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 221

LAND USE GROUP: (200-299) Residential

LAND USE : 221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

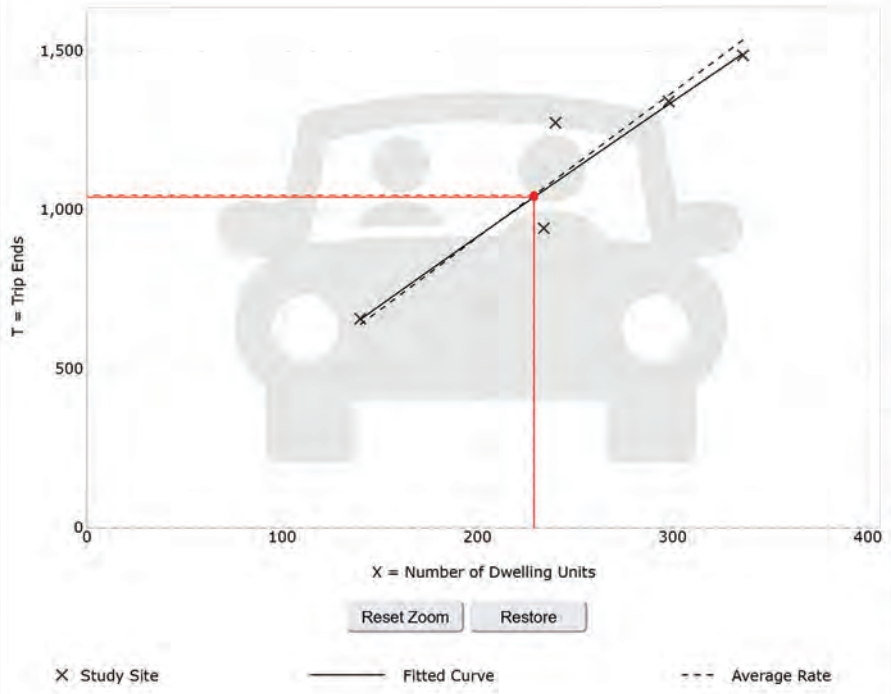
TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 229 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Saturday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
5

Avg. Num. of Dwelling Units:
250

Average Rate:
4.57

Range of Rates:
4.03 - 5.31

Standard Deviation:
0.46

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 1.84

R^2:
0.91

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1047 (Total), 523 (Entry), 524 (Exit)
Fitted Curve: 1041 (Total), 520 (Entry), 521 (Exit)

Add-ons to do more
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TGM Appendices
Support Documents
Add Users
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Add-ons to do more
Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 221

LAND USE GROUP: (200-299) Residential

LAND USE : 221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

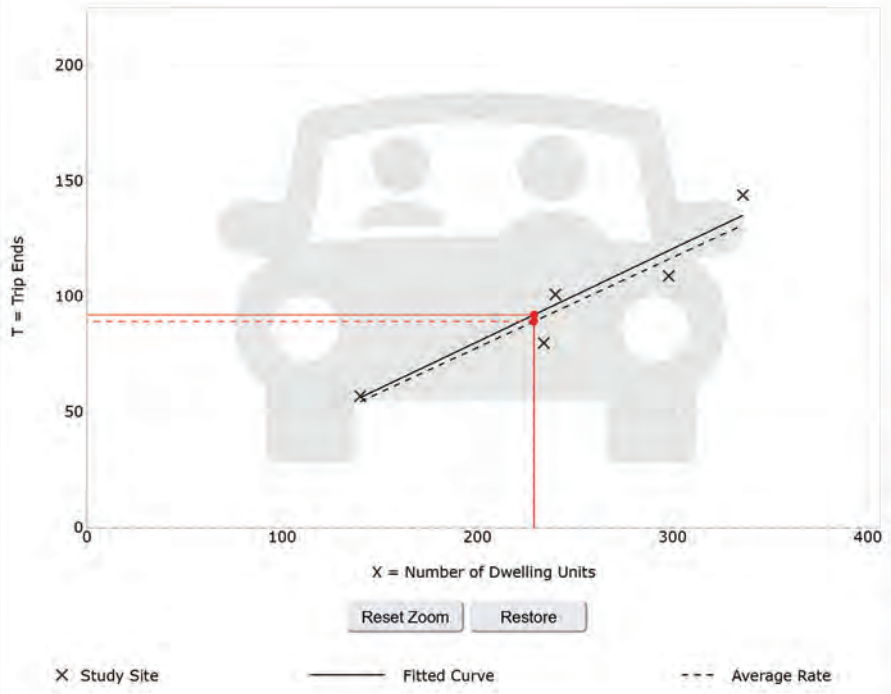
TIME PERIOD: Saturday, Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 229 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Saturday
Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
5

Avg. Num. of Dwelling Units:
250

Average Rate:
0.39

Range of Rates:
0.34 - 0.43

Standard Deviation:
0.04

Fitted Curve Equation:
Ln(T) = 1.00 Ln(X) - 0.91

R^2:
0.92

Directional Distribution:
51% entering, 49% exiting

Calculated Trip Ends:
Average Rate: 89 (Total), 46 (Entry), 43 (Exit)
Fitted Curve: 92 (Total), 47 (Entry), 45 (Exit)

Friendly 40B Project Preliminary Review Application

444 East Central Street

Submitted: December 22, 2023

1. Project Information

a. Project Name: Central Street Residences

b. Application Point of Contact:
   i. Name: A.J. Alevizos
   ii. Phone Number: 561.685.5336
   iii. Email: aj@tagdevco.com

c. Project Team:

Architect
Cube3
370 Merrimack Street, Suite 337
Lawrence, MA 01843

Civil Engineer/Landscape Architect/Surveyor
Allen & Major Associates, Inc.
100 Commerce Way, Suite 5
Woburn, MA 01801

Planning/Fiscal Impact Consultant
Fougere Planning and Development, Inc.
253 Jennison Road
Milford, NH 03055

Wetlands
Goddard Consulting, LLC
291 Main Street, Suite 8
Northborough, MA 01532

Geotechnical
KNM Geotechnical Consultants, LLC
7 Marshall Road
Hampstead, NH 03841

Traffic Engineer
Vanasse & Associates, Inc
35 NE Business Center Dr., Suite 140
Andover, MA 01810

Local Counsel
Doherty, Dugan, Cannon, Raymond & Weil, P.C.
124 Grove Street, Suite 220
Franklin, MA 02038

Environmental
EBI Consulting
21 B Street
Burlington, MA 01803

d. Project Location:
    i. 444 East Central Street
    ii. Parcel ID: 284-066-000
    iii. Please find the Project Summary attached hereto as Exhibit A.
e. Number of Units:
    i. 265
f. Bedroom Count/Unit Mix:
    i. 1 Bedrooms: 123 / 46.4%
    ii. 2 Bedrooms: 115 / 43.4%
    iii. 3 Bedrooms: 27 / 10.2%
g. Rental or Ownership:
    i. Rental
h. Waiver Requests List:
    i. Please find the Waivers Requests List attached hereto as Exhibit D.
i. Preliminary Plans:
    i. Please find the accompanying Preliminary Plans dated 12/20/23.

2. Criteria for Review

a. Precent of Affordable Units:
    i. 25%
b. Number of Affordable Units:
    i. 67
c. Number of Units to count on the SHI:
    i. 67
d. Public Benefits and Impacts:
    i. Please see Exhibit B attached hereto.

3. 30-Day Preliminary Project Review Process

a. The Applicant understands this application will be distributed to the Town's Administration and Technical staff, Planning Board and Conservation Commission for their review.

b. The Applicant looks forward to coordinating with the Town on any comments prepared by the Technical Staff and other town departments.

c. Technical Review Meeting
    i. Please note the Applicant previously attended a Technical Review Meeting for the project held on 11/1/2023.

d. Planning Board
    i. The Applicant is available to attend a Planning Board Meeting to present the proposed project at the Board's convenience.
    ii. Planning Board Project Review: Please see Exhibit C attached hereto.

e. Conservation Commission
    i. The Applicant is available to attend a Conservation Commission Meeting at the Commission's convenience.
    ii. Conservation Commission Project Review: Please see Exhibit E attached hereto.

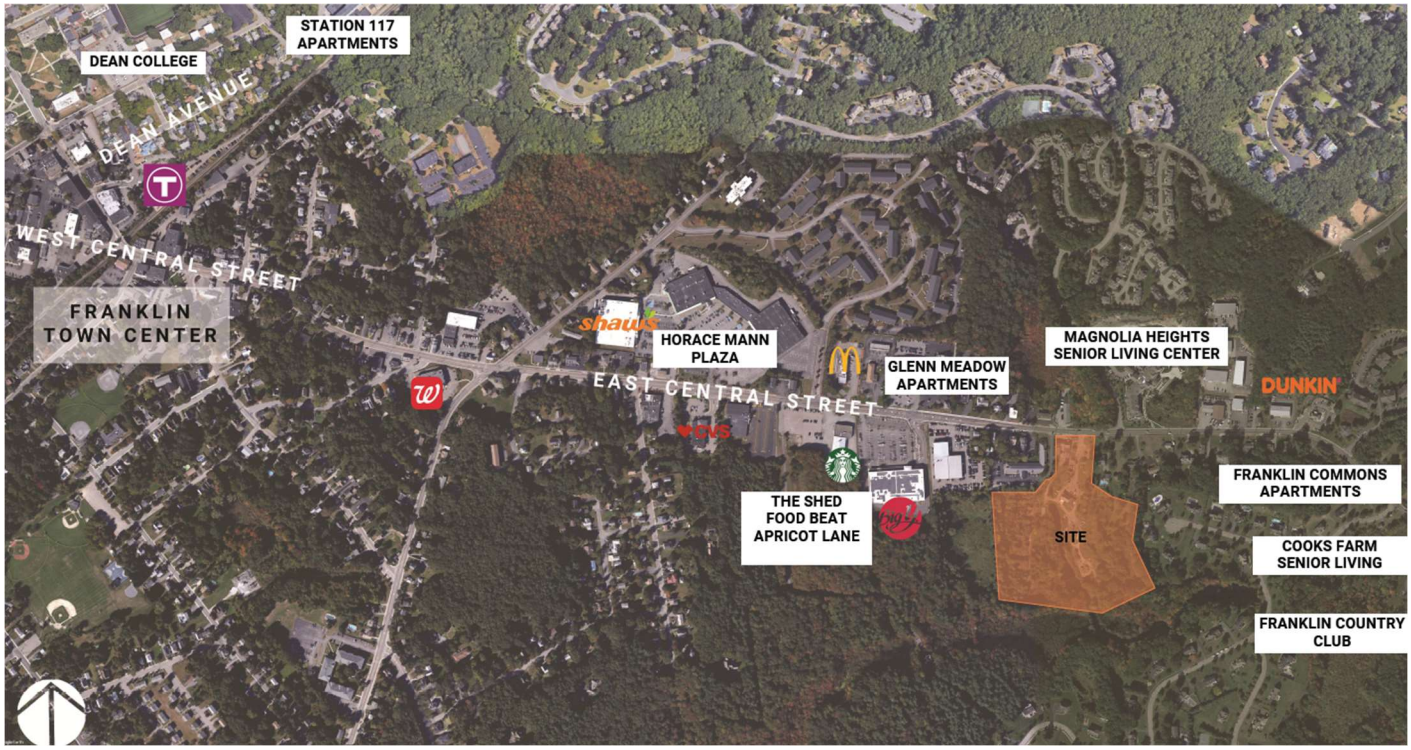
4. **Department of Housing and Community Development (DHCD)**
    a. If the results of this review indicate support from the Town, the Applicant will submit a request to DHCD for a letter acknowledging the number of units that will be accepted on the Town's Subsidized Housing Inventory (SHI) List.

5. **Town Council Presentation & Local Initiative Program (LIP) Determination**
    a. If the results of this review indicate support from the Town, the Applicant will present the proposal to the Town Council.
    b. The Applicant looks forward to coordinating with the Town Council on any comments relative to this application.
    c. The Applicant welcomes the Town Council's decision regarding support for the project and willingness to jointly submit an application to DHCD for project eligibility review.

6. **Zoning Board of Appeals Approval**
    a. Once the Project Eligibility Letter is issued by DHCD, the Applicant will prepare and submit a Comprehensive Permit application to the Zoning Board of Appeals.

Exhibit A: Project Summary

1. Location



The Project is located at 444 East Central Street, or Parcel ID #284-066-000, which is currently occupied by Stobbart's Landscape Nursery. The +/- 15 acre site features four structures containing a mix of office, greenhouses, warehouses, and sheds in use by the landscaping business. The balance of the property is currently used as a construction yard and outdoor storage yard for landscaping supplies, machinery, vehicles and other equipment. A stream bisects the center of the site and splits the site in roughly two equal halves on the east and west. The location is ideal for housing given its proximity to a significant number of area amenities including retail such as Shaws, Big Y, Starbucks, CVS and Walgreens, one (1) mile from Franklin MBTA Station and Town Center, and Town Hall as illustrated by the site locus aerial above.

2. Project Description

As illustrated by the Preliminary Plans, the project is proposed as 265 residential units housed in five separate structures ranging from three to four stories in height plus a standalone, one-story clubhouse including amenities commensurate with a first class, for-rent residential community such as a swimming pool, fitness center, dog-park and free-standing garage parking (Project). Parking for the community is provided via surface parking spaces at a ratio of 1.35 spaces per unit, or 358 parking spaces in total. Of the 265 total units, 25%, or 67 units, shall be affordable up to 80% of area median income (AMI) thresholds as per Chapter 40B and the balance shall be market rate.

Exhibit B: Public Benefits and Impacts

i. Roadway Improvements

East Central Street and the intersecting roadways in the vicinity of the Project site appear to provide sufficient capacity to accommodate the additional traffic that will be generated by the Project with consideration of the dispersal of trips over the respective peak hours. That being said, it is expected that minor improvements may be required at the signalized intersections along East Central Street including King Street/Chestnut Street and the Big Y driveway/Franklin Town Hall driveway that may include the following: 1) traffic signal timing and phasing improvements, 2) replacement/repair of pedestrian pushbuttons and/or signal indications, and 3) sign and pavement marking installation. Improvements associated with access to the Project site off East Central Street including curb cuts, grading, sign and pavement markings will also be required.

ii. Other Infrastructure Improvements

In addition, the existing sidewalk along the south side of the East Central Street Right of Way (ROW) may be extended east to the Project site driveway (a distance of approximately 175 linear feet) to provide connectivity between the Project and the Big Y Supermarket and other retail uses. In conjunction with the sidewalk construction, it is anticipated the curb line along the south side of East Central Street may need to be established to support the extension of 5-foot shoulders that serve as a bicycle accommodation to the west of the Project site. This may necessitate a minor widening of the roadway and minor modifications/adjustments to the drainage system.

As the Project progresses further through the permitting process, design and new information unfolds, other necessary infrastructure improvements will be considered in coordination with the Town.

iii. Public Access/Trails/Open Space

Subject to the filing of a Notice of Intent with the Conservation Commission, the Project is planned to incorporate open space and walking paths/trails surrounding the eastern and western banks of the stream that currently bisects the site. Project will restore and reestablish the associated wetland buffer protection zones of the stream and responsibly amenitize this natural feature through open space, elimination of onsite invasive species, planting of wetland buffer species and incorporation of walking trails which shall all be done in cooperation with the Conservation Commission. Access to the community will be limited to residents and their guests.

iv. Other Public Amenities

Given the mixed income component featuring a mix of affordable and market rate units, the Project provides much needed housing options for a wide array of demographics. The affordable units will remain affordable in perpetuity restricted to households earning equal to or less than 80% of the area median income. As the Project progresses through the permitting process, further opportunities for the development to implement or contribute towards additional public improvements will be considered in coordination with the Town.

v. Positive or Negative Impacts to the Town

- The site is poised for redevelopment. The existing use as a landscape contractor and nursery yard has contributed to dilapidation of the property overall. Some of these impacts include outdoor storage for heavy machinery, vehicles and other construction related equipment, fill and brush piles, and a wide variety of general debris which is generally visible from Central Street. The redevelopment will transform this longstanding underutilized parcel into a first class residential community.

- This also results in an opportunity for redevelopment to drastically improve existing conditions from a conservation and ecological standpoint.
    - Some of the land disturbance and related activity to the existing use mentioned above occurs right up to the banks of the existing stream and Isolated Vegetated Wetlands (IVWs). A focus of the redevelopment program is to mitigate these existing issues through restoration and re-establishment of buffer protection zones and replication of the IVWs.

- Nearly the entire site is non-naturally vegetated featuring an abundance of invasive species. The Project will mitigate via removal of the invasive species and replacement with healthy non-invasive species including wetland specific plantings within the buffer zones conducive to the overall function of the wetlands.
- Current conditions result in unmitigated, sheet flowing surface runoff directly into the wetlands. Redevelopment will provide a modern stormwater management system in compliance with MassDEP Stormwater Management Standards.

- The Project will result in a significant increase to the tax assessment and as such tax revenue to the Town. The Applicant's planning/fiscal impact consultant, Fougere Planning & Development Inc, estimated annual revenues to the Town including property taxes, CPA surcharge and vehicle excise tax will increase by ~$650,000 per year.

- The increase in population living in the area associated with the Project will result in an increase in emergency services calls. Additionally, given the proposed two and three bedroom units, there will be an increase in the number of school-aged children who will attend the local public school system. Fougere Planning & Development Inc. estimated the proposed community is anticipated to generate approximately 51 new school aged children utilizing comparable analysis of the number of school aged children living at existing Franklin apartment communities (Table 4 below). That said, the substantial increase in tax revenue is expected to cover the increase in costs associated with emergency services and school aged children.

Table Four
Estimated School Age Children

Complex	Total Units	SAC	Per Unit Ratio
Union Place	300	68	0.227
Westerly at Forge Park	281	45	0.160
Average	581	113	**0.194**
Proposed Apartment Community	**265**	**51**	

vi. Impacts to Abutters

- Impacts to abutting property owners is limited given the existence of largely vacant land bordering the western edge of the property and the substantial distance and naturally vegetated buffer between the site and its southerly abutters. In regards to the residential abutters to the east, thoughtful planning has gone into limiting the height of the proposed structures nearest to these neighbors. The proposed buildings along the easterly border have been limited to one story (clubhouse) and three stories, but for one, four story building at the back of the property. The majority of the four story structures have been positioned west of the stream in the area which abuts the undeveloped land and commercial property. In the same way the proposed heights step down sequentially in general from west to east, the same occurs from south to north as the site approaches Central Street. The taller structures and density overall is strategically focused towards the back of the site, as far away from the street front as possible, resulting in less massing being viewable from the street front.

- While the Project will result in additional trips/cars on the road, the Project's Traffic Engineer, Vanasse and Associates Inc, prepared a Preliminary Transportation Impact Assessment and concluded that the identified traffic volume increases outside of the immediate proximity of the Project site is not expected to result in a significant impact on traffic operations (i.e., increase in motorist delay or vehicle queuing) over existing or anticipated future conditions without the Project. East Central Street and the intersecting roadways in the vicinity of the Project site appear to provide sufficient capacity to accommodate the additional traffic that will be generated by the Project with consideration of the dispersal of trips over the respective peak hours. A full traffic study and associated impacts will be conducted, presented and peer-reviewed in detail should the Project progress to the Zoning Board of Appeals level.

vii. Safety/Fire Impacts to Town

Table Three
Estimated Emergency Calls

Project	Units	Avg. Police Calls Per Year	Avg. Call Per Unit	Projected Yearly Calls
Union Place - Franklin	300	186	0.620	
Weston Woods - Franklin	281	100	0.356	
Total Average	581	286	**0.492**	
Proposed Apartment Community	**265**			**130**
Project	**Units**	**Avg. Fire Calls Per Year**	**Avg. Call Per Unit**	**Projected Yearly Calls**
Union Place - Franklin	300	42	0.140	
Weston Woods - Franklin	281	21	0.075	
Total Average	581	63	**0.108**	
Proposed Apartment Community	**265**			**29**
Project	**Units**	**Avg. EMS Calls Per Year**	**Avg. Call Per Unit**	**Projected Yearly Calls**
Union Place - Franklin	300	53	0.177	
Weston Woods - Franklin	281	47	0.167	
Total Average	581	100	**0.172**	
Proposed Apartment Community	**265**			**46**

- A detailed analysis of the estimated impacts to emergency services will be presented to the ZBA, however, the Applicant's planning consultant prepared the above preliminary analysis relative to the estimated number of emergency calls at the Project. Based upon emergency call data from the Union Place and Westerly at Forge Park apartments, the proposed 265 unit project is estimated to generate 130 police calls annually, 29 fire related calls and 46 EMS calls.

- Please note that the Applicant has coordinated the site plan with the Fire Department to review and revise certain aspects related to fire safety and access. The Fire Department has confirmed the latest site plan addresses all concerns to date and the Department has no further comments on the site plan at this time. The Applicant will coordinate with the Police and Fire Department to ensure all of their respective comments are addressed during the Zoning Board of Appeals process.

Exhibit C: Planning Board

1. Compliance with Section 185-31 of Town Zoning By-Law
   Applicant is seeking a waiver from proceeding under the Site Plan Review Process outlined in Section 185-31. Per Chapter 40B regulations, the Zoning Board of Appeals is required to act in place of all local permit granting authorities through the Comprehensive Permit process, and as such, site plan review is not applicable for this application. Please find the Waivers List including this waiver request in Exhibit D on the following page.

2. Special Permit Criteria
   State statute, Chapter 40B, provides for all local approvals to be contained in one Comprehensive Permit issued under the Zoning Board of Appeals rather than through separate permits and approvals such as a special permit issued by other local department(s). As such, a special permit is not relevant for this application.

3. Stormwater Review
   Please refer to the accompanying Limited Drainage Report prepared by Allen & Major Associates.

4. Parking Review
   The proposed parking at the Project is 1.35 spaces per unit, or 358 spaces per unit, all contained in the surface parking lot including free-standing garages and uncovered surface spaces. Multiple factors are weighed to determine the appropriate parking count including the unit mix, the anticipated number of onsite staff, proximity to public transportation, visitor parking and market data. The proposed parking ratio is further verified by a comparable parking analysis, specifically, a review of parking demand ratios at existing comparable communities in similar MA suburban settings (ie. the number of parking spaces actually utilized divided by the number of units at the subject property). Further, Traffic Engineer, VAI, has reviewed the proposed parking ratio and verified it "is within the range of values documented by the ITE for a multifamily residential community in a similar setting" (Preliminary Transportation Impact Assessment, Page 3).

5. Traffic Review
   Please find the Preliminary Transportation Impact Assessment ("PTIA") submitted as a separate attachment.

Exhibit D
Waiver Requests

Waiver Requests as of December 21, 2023

Through a Comprehensive Permit, the Franklin Zoning Board of Appeals has the authority under M.G.L. Chapter 40B and its implementing regulations to waive requirements of local bylaws; further, the Board of Appeals can act on behalf of any local permitting authority through the Comprehensive Permit process. The project plans reflect an attempt to minimize the number of waivers requested. Please find a table of the preliminary waivers necessary to permit the proposed project. The waiver requests list will be updated, if necessary, as the permitting process and design progresses.

WAIVERS FROM ZONING BYLAW OF THE TOWN OF FRANKLIN FOR 444 EAST CENTRAL STREET			
LOCAL REGULATION	**REQUIREMENT**	**PROPOSED**	**EXPLANATION**
Section 185-7 Attachment 7– Use Regulations Schedule	Multifamily Use is not allowed in the Commercial II Zoning District	Waiver granted to allow Multifamily Use is not allowed in the Commercial II Zoning District	This is a customary waiver request for a 40B proceeding. As the regulations mandate, the Zoning Board is required to act in place of all local permit granting authorities as part of the issuance of the Comprehensive Permit.
185-11 – Number of Buildings on a Lot	Not more than one single-family or two-family dwelling shall be erected on a lot. More than one principal building other than a single-family or two-family dwelling may be erected on a lot, provided that access, drainage and utilities serving each structure are functionally equivalent to that required for separate lots by the Planning Board rules and regulations, as certified to the Commissioner of Buildings by the Department of Public Works regarding access and drainage and by the Water Department and Fire Department regarding water; and further provided that lot area requirements are met for each building and use without counting any lot area twice.	Waiver granted to allow more than one principal building regardless of if the lot area requirements are met for each building and use without counting any lot area twice.	The final design will be needed to verify if the waiver will be required.

Section 185-13 Attachment 9 – Schedule of Lot, Area, Frontage, Yard and Height Requirements	Maximum Height of Building shall be 3 stories and/or 40 feet.	Waiver granted to allow height of building to be greater than 3 stories and 40 feet.	The final design will be needed to verify if the waiver will be required.
185-16 – Setback from Streams and Ponds	No building, parking area or leaching field shall be located within 35 horizontal feet of the normal bank of any stream or pond. A "stream" is a body of regularly running water having a year-round flow. A "pond" is a body of water which contains 1,000 square feet or more of water 11 months of the year.	Waiver granted to allow buildings and parking lots within 35 horizontal feet of a stream.	A final ANRAD will be needed to verify if the waiver will be required.
Section 185-21.B.3.a.i – Parking Schedule	Each dwelling unit, regardless of number of bedrooms requires 2 parking stalls	Waiver granted to provide less than 2 parking stalls per dwelling unit	Project proposes 1.35 parking stalls per unit.
Section 185-30 – Tree Planting	Any lot abutting a right-of-way of 75 feet or more in which a building is constructed within 150 feet of the right-of-way must have trees planted at least every 30 feet in a row between 30 and 50 feet back from the right-of-way, unless a sufficient number of trees already exists. Trees must be of two-inch caliper and approved by the Tree Warden. If any of the trees do not live through the first winter, they must be replaced.	Waiver granted to not require trees be required for a building constructed within 150 feet of the right-of-way.	The final design will be needed to verify if the waiver will be required. The clubhouse is currently proposed to be partially within 150' of the right-of-way.
Section 185-31 – Site Plan Review	No building permit shall be issued for, and no person shall undertake, any construction, alteration, or other improvements unless they have first obtained site plan review	Waiver granted from Site Plan Review by Planning Board	This is a customary waiver request for a 40B proceeding. As the regulations mandate, the Zoning Board of Appeals is required to act in place of all local permit granting authorities as part of the issuance of the Comprehensive Permit.

	approval from the Planning Board.		
Section 185-40.D.1.I.i – Impervious Coverage	Rendering impervious coverage up to 80% of the upland area of a lot located within the Water Resource District is permitted only in nonresidential zones provided an application for site plan approval has been provided. An applicant for site plan approval must provide artificial recharge that does not degrade groundwater quality. The proposed water recharge efforts shall be permitted only upon the approval of a hydrogeologist retained by the Town of Franklin at the expense of the applicant, under the provisions of MGL c. 44, § 53G	Waiver granted to allow impervious coverage up to 80% of the upland area within the Water Resource District without an application for site plan approval being provided.	This is a customary waiver request for a 40B proceeding. As the regulations mandate, the Zoning Board of Appeals is required to act in place of all local permit granting authorities as part of the issuance of the Comprehensive Permit.
Section 185-40.E.4 – Drainage	Drainage. Provision shall be made for on-site recharge of all stormwater runoff from impervious surfaces unless, following consultation with, and written approval from, the Conservation Commission, the Building Inspector determines that either recharge is infeasible because of site conditions or is undesirable because of uncontrollable risk to water quality from such recharge. Recharge shall be by surface infiltration through vegetative surfaces unless otherwise approved by the Building Inspector following consultation	Waiver granted to allow subsurface infiltration without the approval of the building inspector.	This is a customary waiver request for a 40B proceeding. As the regulations mandate, the Zoning Board of Appeals is required to act in place of all local permit granting authorities as part of the issuance of the Comprehensive Permit.

	with the Conservation Commission. Dry wells shall be used only where other methods are infeasible and shall employ oil, grease and sediment traps. Drainage from loading areas for hazardous materials shall be separately collected for safe disposal. Floor drainage systems in commercial/industrial process areas which discharge to the ground without a Department of Environmental Protection permit are specially prohibited.		
WAIVERS FROM STORMWATER MANAGEMENT BYLAW OF THE TOWN OF FRANKLIN FOR 444 EAST CENTRAL STREET			
Franklin Stormwater Management By-Law Chapter 153	Requires local approvals for stormwater management.	Waiver granted from Stormwater Management By-law by Planning Board	This is a customary waiver request for a 40B proceeding. As the regulations mandate, the Zoning Board of Appeals is required to act in place of all local permits granted by authorities as part of the issuance of the Comprehensive Permit. The project will be permitted under the MassDEP Stormwater Guidelines.
WAIVERS FROM WETLANDS PROTECTION BYLAW OF THE TOWN OF FRANKLIN FOR 444 EAST CENTRAL STREET			
Franklin Wetlands Protection Bylaw Chapter 181-2	Wetlands permit under local bylaw	Waiver granted for issuance of permit under local bylaw issued from Franklin Conservation Commission.	Waiver from local bylaw requirement. Project will comply with MA Wetlands Protection Act.
Franklin Wetlands Protection Bylaw Chapter 181-8(C)(1)	No adverse effect from work in 200-foot Riverfront Area	Waiver granted for expansion of impacted area within Riverfront Area	Proposed work is likely to result in an expansion of impervious area within Riverfront Area.
Franklin Wetlands Protection Bylaw Regulations 4.2.1	25′ "No Disturb" Buffer Zone Protections	Waiver granted for work in 25′ No Disturb Buffer Zone	Work in 25′ No Disturb Buffer Zone to consist primarily of reuse of previously degraded Riverfront Area and/or restoration of previously degraded Riverfront Area.

Franklin Wetlands Protection Bylaw Regulations 4.3.1	25-50' "No Structure" Buffer Zone Protections	Waiver granted for work in 25-50' No Structure Buffer Zone	Work in 25-50' No Structure Buffer Zone to consist primarily of reuse of previously degraded Riverfront Area and/or restoration of previously degraded Riverfront Area (May be permitted under 4.3.2. if disturbed prior to 6/29/2006).
Franklin Wetlands Protection Bylaw Regulations 4.4.1	50-100' Buffer Zone Protections	Waiver granted for work resulting in >30% impervious area in 50-100' Buffer Zone	Work in 50-100' Buffer Zone may result in greater than 30% impervious surface area. Impervious surfaces will be located in previously degraded Riverfront Area to the greatest extent possible, and stormwater management will be provided per MassDEP Stormwater Guidelines.
Franklin Wetlands Protection Bylaw Regulations 7.13	Submittal of Alternatives Analysis	Waiver granted for Alternatives Analysis submittal for: - Riverfront resource area - Alteration of riparian zone - Wetland filling up to 5,000 square feet - Structures proposed within the 50-foot buffer zone resource area	Waiver from local regulation requirements for Alternatives Analysis.
Franklin Wetlands Protection Bylaw Regulations 7.14.2	Functions and values included in Replication Plan and Protocol	Waiver granted for evaluation of functions and values of lost wetlands and inclusion of these functions and values in Replication Plan/Protocol	Waiver from local regulation requirements. Project will comply with MA Wetlands Protection Act.
Franklin Wetlands Protection Bylaw Regulations 7.15	Construction Sequence and Schedule	Waiver granted for submittal of Construction sequence and schedule	Waiver from local regulation requirements.

By requesting the foregoing waivers from local bylaws and regulations, it is the intention of the Applicant to request a Comprehensive Permit to permit construction of the Project as shown on the Plan. If, in reviewing the Applicant's building permit application(s), the Building Commissioner determines that any additional waiver from local bylaws or regulations is necessary to permit construction to proceed as shown on the Plan, the Applicant requests that the Building Commissioner proceed as follows: The Applicant shall be informed of any additional waiver required and (a) any matter determined by the Building Commissioner to be of a de minimis nature shall be deemed within the scope of the waivers granted by the Comprehensive Permit; or (b) for any matter determined by the Building Commissioner not of a de minimis nature, including but not limited to potential adverse impacts on public health, safety, welfare or the environment, Applicant may submit a request to the Board for a determination under 760 CMR 56.05(11).

Exhibit E: Conservation Commission Project Review

Site Locus: 444 East Central Street, Franklin MA
Prepared by: Goddard Consulting LLC, 291 Main St, Suite 8, Northborough MA 01532
Date: 12/21/2023

1. Wetland Resource Impacts
Several wetland resource areas are present on the locus site. Wetland resources include a perennial stream that roughly bisects the site, its associated 200-foot Riverfront Area, adjacent Bordering Vegetated Wetlands and/or Bank associated with the perennial stream, an expansive Bordering Vegetated Wetland system near the southern property boundary, and three small Isolated Vegetated Wetlands in the interior of the site. All of these resource areas are jurisdictional under the Franklin Wetlands Protection Bylaw. Apart from the three Isolated Vegetated Wetlands, all other wetland resources are jurisdictional under the MA Wetlands Protection Act.

The areas on site within Conservation Commission jurisdiction currently contains large areas impacted by fill and brush piles, impervious surfaces, and a wide variety of general debris. Nearly the entire site is non-naturally vegetated. Many areas are comprised of mowed turfgrass fields, large stands of invasive species including common reed (*Phragmites australis*), Japanese knotweed (*Reynoutria japonica*), and mugwort (*Artemisia vulgaris*), or remnants of historic nursery growing operations where large stands of mature, nonnative landscape plant species dominate.

Some southern portions of the site, along the perennial stream, are located within a FEMA Flood Zone A, which constitutes the resource area Bordering Land Subject to Flooding (BLSF). The precise extent of BLSF on the site will be determined with topographic survey data.

According to the MassGIS data layers for NHESP, the site is not located within Priority Habitat of Rare Species or Estimated Habitat of Rare Wildlife. The site has no mapped certified or potential vernal pools. The site is not located in an Area of Critical Environmental Concern or within an Outstanding Resource Waters area.

2. Abbreviated Notice of Resource Area Delineation (ANRAD)
Goddard Consulting LLC (Goddard) has conducted an inspection of the site, traced approximate resource area boundaries with GPS and generated mapping of the various wetland resources with GIS software for planning purposes. Precise field delineation has not yet occurred. Prior to submission of a Notice of Intent to the Franklin Conservation Commission, Applicant will file an ANRAD with precise field-delineated wetland boundaries.

3. Wetland Crossings
One stream crossing is required for access to the western portion of the site. However, this crossing will be located at the exact same location as the existing stream crossing onsite (which occurs along the proposed main access drive) and therefore reusing/reconstructing the existing crossing is proposed rather than creating a new, additional crossing. The existing crossing and culvert will likely need to be repaired or reconstructed entirely with a more modern concrete box culvert. Temporary impacts to BVW and/or Bank will likely be required. While field measurements have verified the width of the existing crossing is adequate for the proposed access drive, the crossing may need to be widened slightly subject to further design progression. Reconstruction of this crossing also provides an opportunity to install a larger culvert which will improve hydraulic connectivity.

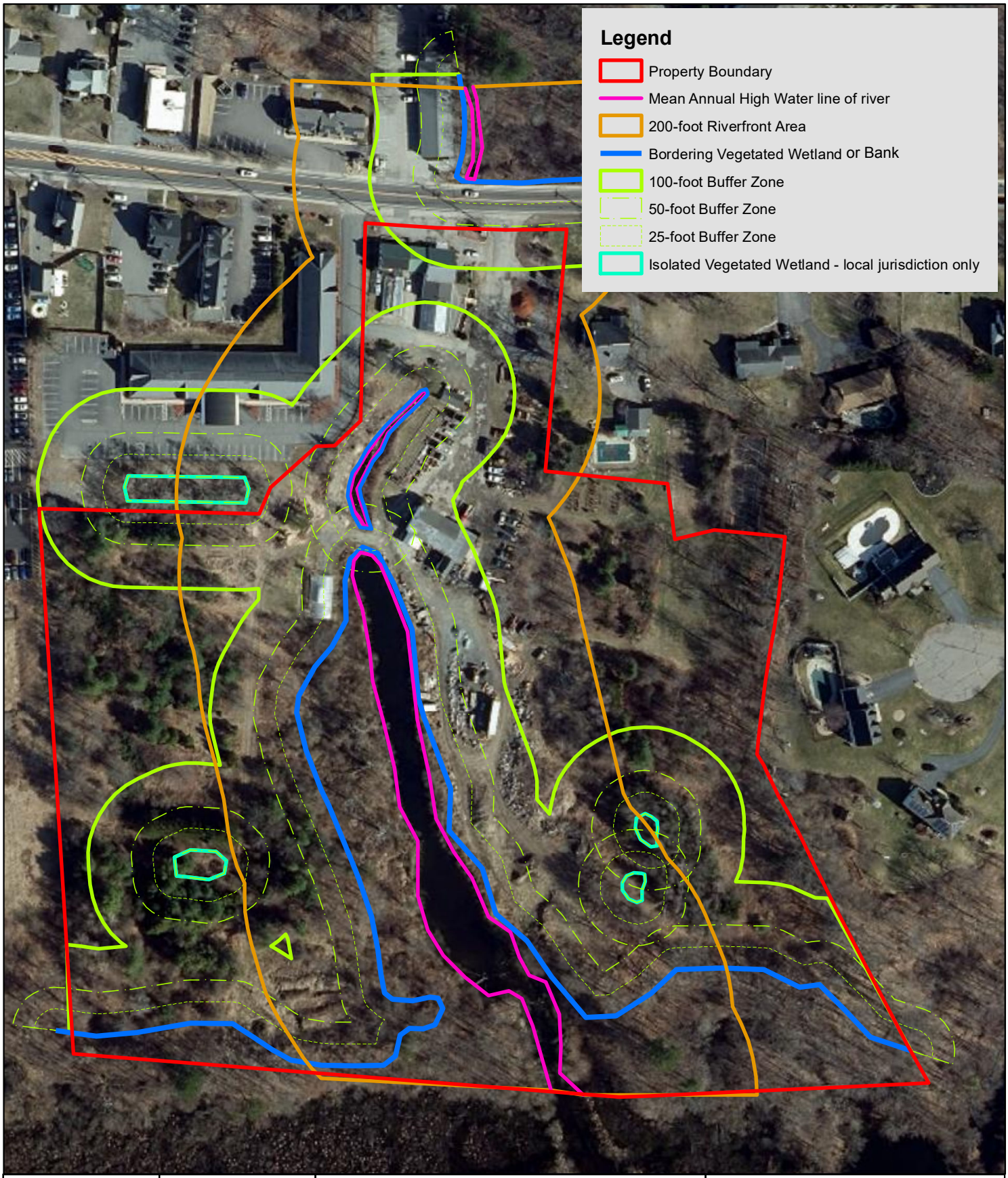
4. Area Wetland Maps and Disturbance

Redevelopment of the site will make use of the substantial amount of existing degraded areas and previously developed areas within the Riverfront Area, pursuant to section 310 CMR 10.58(5), to the greatest extent possible. These areas consist of an absence of topsoil, existing structures, existing roads, dumping grounds/junkyards including general debris, fill/brush piles, abandoned vehicles, etc., storage yard for heavy machinery, vehicles and other equipment, and other degraded/previously developed areas associated with the existing landscape contractor business use which meet the examples/definition provided in the regulations. Many of these activities take place right up to the banks of the stream particularly on the east side of the property. The existing degraded areas can be observed on the Wetland Recon Sketch dated 10/13/23 attached on the following page and the previously developed areas are shown in the historical site aerial dated 1996 included in this section. Reuse of these areas will require the least amount of restoration or mitigation under 310 CMR 10.58(5). Expansion of development beyond such degraded areas will require restoration of degraded areas at a 1:1 ratio, or mitigation in the form of invasive species management, native plantings, or similar, at a 2:1 ratio. Work to redevelop the previously developed/existing degraded areas will conform to the criteria outlined in 310 CMR 10.58(5.a-h); the Project will result in a vast improvement over existing conditions of the capacity of the riverfront area to protect the interests identified in MGL c. 131 sect. 40.

Fill of three small Isolated Vegetated Wetlands (IVWs) is proposed. As stated above, the wetland resources have not been field-delineated, but based on GPS/GIS estimations, the loss of IVW will total approximately 1,500 square feet. Replication of the lost wetland areas is proposed at a 2:1 ratio and has been reflected on the site plan.

As discussed above, temporary impacts to BVW and/or Bank will likely be required for the reconstruction of the existing stream crossing.

Work in the 0-25' and 25-50' Buffer Zones onsite is proposed but will consist primarily of the reuse and/or restoration of previously degraded Riverfront Area. The Applicant seeks a waiver for work in the Buffer Zones. Specific mitigation measures have not yet been finalized, but the degraded nature of the site provides sufficient opportunity for a variety of mitigation measures to be implemented.



Date: 10/13/2023	GC Job Number: 101-088	Wetland Recon Sketch	0 75 150 Feet
GODDARD CONSULTING Strategic Ecological Consulting			1 in = 150 ft
		444 E. Central St. Franklin MA	Map: 284, Lot: 66

N W E S