

# Sudbury River Landing

## Definitive Development Plan Submission

March 23, 2006

**Applicant:**



Pulte Homes of New England, LLC  
115 Flanders Road, Suite 170  
Westborough, MA 01581



Pulte Homes of New England, LLC  
115 Flanders Road  
Westborough, MA 01581  
Telephone: 508-870-9999  
Fax: 508-870-0408

March 23, 2006

Town of Framingham  
Planning Board  
Room B37  
Memorial Building  
Framingham, MA 01702

**Re: Sudbury River Landing  
Definitive Development Plan**

Dear Board Members:

Pulte Homes is grateful for the opportunity to present to you the Definitive Development Plan for Sudbury River Landing for your approval. We believe the plan retains and enhances the important features and characteristics of the approved Villages at Danforth Farm PUD Special Permit. We look forward to working with the Planning Board to further refine and enhance the plan so that ultimately we can build a project that will surely be seen as a tremendous success for the Town of Framingham.

We have included the following information for your review.

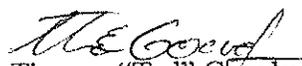
1. Application and Development Impact Statement (20 copies)
2. Application fee of \$18,375 (525 units @ \$35/unit) (1 original)
3. Site Renderings and Building Elevations package (20 copies)
4. Stormwater Management Report (6 copies)
5. Definitive Development Site Plans (10 full-size and 10 11x17 sets)

Peter R. Barbieri, Esquire is authorized to sign the application on behalf of Pulte Homes of New England, LLC.

Thank you in advance for all the hard work you will put towards this application in the coming months.

Very truly yours,

Pulte Homes of New England, LLC

  
Thomas "Ted" Gowdy  
Land Entitlement Manager

Enclosures



FRAMINGHAM PLANNING BOARD  
Planned Unit Development  
Definitive Plan Review Application

INSTRUCTIONS TO OWNER/APPLICANT

Please complete this entire form and submit the original to the Planning Board. The application *must* be accompanied by the following:

- Twelve (12) copies of the application together with ten (10) full size copies of the site plan and eight (8) 11x17 downsized copies of the site plan and seventeen (17) copies of all supporting documents accompanying the application.
- The Treasurer's Certification that no municipal charges are outstanding (see page 3 of this form).
- Full payment of Application Fee
- Certified List of Abutters within 300 feet of the site (see attached request for certified list of abutters).

When *all* information is submitted and deemed complete, the application will be date and time stamped by the Planning Board. *Incomplete applications will be not accepted by the Planning Board.*

Please read Sections IV.B. and IV.I. of the "ZONING BY-LAWS OF THE TOWN OF FRAMINGHAM" pertaining to Off-Street Parking requirements and the Site Plan Review process and the attached description of the review process before completing this form.

*Please Note: All plans must contain a signature block for the Planning Board's endorsement which shall include five signature lines and a date line.*

You or your duly authorized agent will be expected to appear before the Planning Board to answer any questions and/or submit such additional information as the Board may request in connection with this application. You are encouraged to attend the Planning Board meeting that will be scheduled to consider your application and your absence may result in a delay in its review or its disapproval.

Date of Application: March 23, 2006

Owner's Name: RTM Framingham, LLC

Phone Number: 508 870-9999

Owner's Address: c/o Pulte Homes of New England, 115 Flanders Rd., Westboro, MA 01581

(Number and Street, Town or City, State, Zip Code)

Applicant's Name (other than owner): Pulte Homes of New England, LLC

Phone Number: 508 870-9999

Applicant's Address: 115 Flanders Road, Westboro, MA 01581

(Number and Street, Town or City, State, Zip Code)

Project Contact's Name (if different from above): Peter R. Barbieri

Project Contact's Phone Number: 508 626-9382

Project Contact's Fax Number: 508 626-1543

Address of Lot or Parcel: See Attached

Precinct # \_\_\_\_\_

Framingham Assessor's Plan: Sheet # \_\_\_\_\_, Block # \_\_\_\_\_, Lot(s) # See attached

Sheet # \_\_\_\_\_, Block # \_\_\_\_\_, Lot(s) # \_\_\_\_\_

The record title stands in the name of: Owner

Parcel Size (square feet/acres): 4,687,056 D.S.F. 107.6 Developable Acres

Gross Floor Area of Building(s) on the Site (see Section I.E.1. of the Zoning By-Laws): 1,267,000 s.f.

Floor Area Ratio (gross floor area of building(s) ÷ size of parcel): .27

Current Zoning of Property: Manufacturing and PUD Overlay

Current Use of Property: Gravel Pit

Proposed Use of Property (if different): Planned Unit Development

Brief Description of project (attach additional pages as necessary): See Impact Statement

**Parking Requirements**  
 Minimum number of parking spaces required (see Section IV.B.1.(a) of the Zoning By-Laws): 1,251  
 Number of existing parking spaces: 50 +/-  
 Number of additional parking spaces proposed: 1,601  
 Method of calculating required number of off-street parking spaces to be provided (include no. of employees, occupants, dwelling units, seating capacity, gross floor area, etc., as applicable): See Impact Statement

- Yes  No The lot is on a Scenic Road. [A list of scenic roads is available in the Planning Board Office]
- Yes  No The project involves alteration or demolition of buildings which are at least 50 years old? If yes, the applicant must obtain a determination of historical or architectural significance from the Framingham Historical Commission in conformance with §17A of Article V. of the Town of Framingham's By-Laws (See Appendix 9 of the Zoning By-Law).
- Yes  No The lot is situated in an Historic District? (See Article V. §5 of the Town of Framingham's By-Laws and Appendix 9 of the Zoning By-Law)
- Yes  No The proposal has an impact on interests and values protected by the Framingham Wetland Protection By-law. (See Article V. §18 of the Town of Framingham's By-Laws and Appendix 8 of the Zoning By-Law) Notice of Intent to be applied for.

The following plans, reports and information must be submitted with this form, in accordance with Section IV.1.5. of the Zoning By-Law ("Contents and Scope of Application") in order for your application to be deemed complete. To ensure that all information has been supplied, you should complete the following checklist. Please indicate if any of the listed items will not be provided and whether a waiver will be requested. Also provide a justification for any requested waivers.

#	ITEM	ATTACHED	NOT ATTACHED
1	Site Plan/Parking Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Landscape Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Isometric Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Locus Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Building Elevation Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Traffic Impact Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Environmental Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Fiscal Impact Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Community Impact Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Parking Impact Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please provide an explanation for any item not identified in the table above as attached to the application:

Item Number	Reason for waiver

**Summary of Project Fiscal Impacts**

Current Assessed Value of Site:	\$ 7,000,000.00
Estimated value of project-related improvements:	\$95,000,000.00
Current total local tax revenue from site:	\$ 205,000.00
Estimated post-development local tax revenue:	\$ 925,000.00
Estimated number of project related jobs created:	
Construction <u>100</u>	Permanent/Part time <u>5 / 3</u>

The Planning Board is entitled to rely on this representation as being the full and complete statement of the applicant(s)/owner. Therefore, the undersigned certifies that the information provided on the plan and this application is a true and accurate representation of facts pertinent to the subject parcel of land.

Signature of Applicant/Owner  
*[Handwritten Signature]*  
Signature of Applicant (non-owner)

Ⓐ NOTE: You will be billed for publication of required public notices.

ⓈNOTE: In accordance with Article IX of the By-Laws of the Town of Framingham, the Planning Board may withhold permits and approvals in the event that an applicant has neglected to pay local taxes, fees, assessments or other municipal charges. In order to satisfy the objective of this By-Law, please obtain the Town Treasurer's signature below to verify that no such outstanding charges have accrued relative to this application. This application will not be accepted without the following confirmation:  
  
The signature below confirms that the applicant/owner has paid all local taxes, fees, assessments or other municipal charges and has no outstanding obligations due the Town of Framingham.

\_\_\_\_\_  
TOWN TREASURER  
  
\_\_\_\_\_  
DATE OF SIGNATURE

*To be completed by the Framingham Planning Board*

Date completed application received: \_\_\_\_\_  
Date Application distributed to other Boards/Departments: \_\_\_\_\_  
Filing Fee of: \_\_\_\_\_ Paid: \_\_\_\_\_  
Scheduled Hearing Date: \_\_\_\_\_  
Advertisement date(s): \_\_\_\_\_  
Affidavit of Notice submitted on: \_\_\_\_\_  
Decision: \_\_\_\_\_  
Date of Decision: \_\_\_\_\_

Publication \_\_\_\_\_  
Date Abutter's notice mailed \_\_\_\_\_

**DEVELOPMENT IMPACT STATEMENT**

**FOR**

**SUDBURY RIVER LANDING**

**PLANNED UNIT DEVELOPMENT**

**DATED: MARCH 23, 2006**

**DEVELOPMENT IMPACT STATEMENT**  
**Sudbury River Landing**  
**March 23, 2006**

**Owner:** RTM Framingham, LLC  
115 Flanders Road, Suite 170  
Westboro, MA 01581  
Tel: (508) 870-9999

**Developer/Applicant:** Pulte Homes of New England, LLC  
Ted Gowdy, Land Entitlement Manager  
115 Flanders Road, Suite 170  
Westboro, MA 01581  
Tel: (508) 870-9999

**Architect:** Dave Griffiths  
10600 Arrowhead Drive, Suite 325  
Fairfax, VA 22030  
Tel. (703) 279-8273

**Attorney:** Peter R. Barbieri, Esq.  
24 Union Avenue Suite 30  
Framingham, MA 01702  
Tel. (508) 626-9382

**Civil Engineer/Traffic Consultant :** Vanasse Hangen Brustlin, Inc.  
Steve Chouinard, Project Manager  
101 Walnut Street  
Watertown, MA 02472  
Tel: (617) 924-1770

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## LIST OF EXHIBITS

<u>Exhibit</u>	<u>Title</u>
A.	Special Permit
B.	The Agreement
C.	RTM Authorization
D.	Wellington Below Grade Parking Plans
E.	Landscape Palette
F.	Traffic Update
G.	Truck Route Plan
H.	Irrigation Well Analysis
I.	DEP Sewer Connection/Extension Permit

## **I. Description of Project**

### **1.1 Development History**

This application is for the Definitive Development Plan Approval of the Sudbury River Landing project at the New England Sand & Gravel site off Danforth Street. Formerly known as The Villages at Danforth Farm, the project was authorized by a Special Permit dated April 2003 issued by the Framingham Planning Board (the "Special Permit"). The property is currently owned by RTM Framingham, LLC ("RTM"). Pulte Homes of New England, LLC ("Pulte") is the Applicant. The property consists of approximately 131 acres within the Planned Unit Development Overlay District and is bisected by the MWRA's Hultman Aqueduct. The property has been and continues to be used by New England Sand & Gravel for gravel operations.

On April 15, 2003, the Planning Board issued the Special Permit for the Planned Unit Development ("PUD"), The Village at Danforth Farm (the "Special Permit"), a copy of which is attached (Exhibit A). The Special Permit was appealed and then subsequently settled by the parties. Settlement Agreements have been executed and the appeals have been dismissed.

In the Special Permit, the Board granted a waiver from Section 3.H.6.e (1) requiring setbacks from abutting districts. This is as a result of the Planned Unit Development District Line splitting the lots upon which the twelve single-family dwellings are to be constructed (Fox Creek Lane Subdivision Lots). The Subdivision Plans for Fox Creek depict the approximate location of the proposed dwellings. Those Subdivision Plans are on file with the Planning Board.

In addition to receipt of the Special Permit, an Agreement with the Town of Framingham relative to the Planned Unit Development was executed (the "Agreement"). A copy of the Agreement is attached (Exhibit B). RTM is the successor to National Development Associates, which was defined as the Developer in the Agreement. Pulte is the Applicant and authorized to act on behalf of RTM (Exhibit C).

## 1.2 Project Description

The Sudbury River Landing design concept is focused on creating traditional neighborhoods that help foster a true sense of community, while respecting the design concepts and goals developed through the PUD Special Permit process.

The Pulte development team has taken a holistic planning approach in the design of this challenging site by incorporating today's new urbanism principles. These principles focus on; creating a complementary hierarchy of civic and private places found in a traditional village, providing a diversity of housing opportunities, establishing a circulation system that provides access to a variety of pedestrian scale spaces that creates a walk-able community, and defining usable public open space that is integrated with the natural ecology of the area.

Various site perspectives, referred to as Views 1 through 8 and included in the Site Renderings and Building Elevations package submitted with this application, convey the character of the site components. Access into the community down Riverpath Drive from the east is designed with the new urbanism principles in mind, as depicted in Views 1 through 3. On the north side of the road pedestrian oriented architecture provides welcoming front porches with main entries that face the street and garage access and curb cuts provided via a smaller lane at the back. This orientation reinforces the desire of the Special Permit to leave Riverpath Drive unencumbered by multiple driveways or other curb cuts. The homes in these structures look towards a natural open area that doubles as storm water retention and wildlife habitat area.

Riverpath Drive leads to the Community Center, consisting of clubhouse, pool and commercial/retail building. The clubhouse; a 3,300 square foot community building, depicted in View 4, offers a large gathering room, smaller multi-purpose and meeting rooms and locker rooms for use with the outdoor pool. The clubhouse also contains storage areas for pool equipment, and furniture and a management office. The outdoor terrace adjacent to the pool provides a place to relax, socialize and meet new friends while enjoying the pool and adjacent public commons.

At the heart of the community is the Central Commons, as shown in View 5. This public open space and the adjacent Community Center are linked to the surrounding neighborhoods via

formal sidewalks and meandering walking paths. As a walkable community each neighborhood is connected via series of open spaces that provide both active and passive recreation.

Neighborhoods are grouped in a hierarchy from the more intimate village core around the Central Commons with its community and retail amenities and public open space to a decreased density near the periphery of the community as depicted in Views 6 through 8. Each neighborhood has its own 'central green' be it more formal such as east and west North Street neighborhoods or the more informal Middle Road/South Street and Riverpath Drive / Hialeah Lane neighborhoods.

Housing types vary with each neighborhood and their location. At the heart of the community there are medium-scale and large-scale buildings providing condominium flats. Townhouses are located throughout the surrounding neighborhoods. The townhouses provide both first floor and second floor master bedroom options ('master-down' and 'master-up', respectively) to meet a wide variety of buyer preferences. The architectural character of all the housing reflects the New England architectural tradition. Individuals can select a variety of material options to allow for a customized home style within a 'family of options', reflecting the overall nature of Sudbury River Landing.

In accordance with the terms and conditions of the Planned Unit Development Special Permit, a Homeowners Association shall maintain the infrastructure including the roadway system and common utilities. The Homeowners Association documents are being reviewed and will be submitted for Planning Board Approval.

### **1.3 Project Design**

The Plans and Reports submitted with this Definitive Development Plan depict the development of a Project that fulfills the purpose and intent of the Overlay District and the conditions of the Special Permit. One difference, resulting from the Settlement of the Appeals of the Special Permit, is the reduction in the number of units from 665 to 525. The Definitive Development Plans propose the construction of 60 condominium flat units (11%), 238 low-rise condominium units (45%), and 227 townhouse units (43%). Of these units, 132 units will be age-qualified (25%) and 53 units will be affordable (10%). Despite the reduced number of units and the resulting impact from

the Development to the area, the Applicant remains committed to fulfilling all of the offsite improvements required in the Special Permit.

The intent of the roadway design for the Definitive Development Plan is to establish a sense of “place” and identifiable neighborhoods. To accomplish that goal, the design establishes a simple and direct vehicular and pedestrian circulation system. There is a main boulevard, which extends to and through the Central Commons. From the Central Commons secondary roads and trails lead to the peripheral units and open spaces. The Central Commons abut the Community Center. The combination of these design elements and the pedestrian and vehicle circulation to the open space areas establish the Central Commons as the focal point of the development from which access to any of the units and open space areas is easily provided.

The Definitive Development Plan has been designed to provide a transition from the abutting single-family residences to the large-scale buildings in the interior of the site. Smaller structures generally abut the perimeter to provide a smooth transition from the single-family uses to the higher density multi-family uses located further into the site.

The PUD design contains various traditional New England Village Elements, including the location of dwellings in proximity to streets, front porches, street trees, on-street parking and meandering sidewalks along roadways. In addition there are common areas or open spaces adjacent to each area of the Development. The combination of these elements is intended to create a sense of community and to promote resident interaction.

The Community Center provides the heart of the Development’s own recreational amenities. The elegant clubhouse building provides space for a wide variety of community interests, including a meeting room, a multi-purpose room for arts, crafts, and athletic activities, and a large gathering room for multiple small groups or large events. The clubhouse also provides bathrooms and lockers for use of the pool and patio. The pool and patio have been located to maximize the sun exposure (no shading from adjacent buildings) to lengthen the number of days it can be comfortably enjoyed.

Adjacent to the Community Center, the Central Commons provides an open space amenity specifically designed for active entertainment and open play. This area has been graded ‘flat’ with a

slight slope to drain away water and has appropriate landscaping to enable ball play and other open area recreation.

The Community Center also includes approximately 4,000 square feet of commercial and retail space. The space will be used to provide services to residents and is anticipated to include a small convenience store, a bank kiosk and other neighborhood services (i.e. dry cleaner).

Extending and connecting the active recreation areas described above, an extensive trail system will be incorporated to provide more passive recreational opportunities as well as a means of getting from point A to point B. The Definitive Development Plans, as submitted, shows over 19,400 linear feet of sidewalks and trails. In addition to the walking trail system, a canoe loading area along the Sudbury River with a parking area for the general public will be constructed upon receipt of appropriate governmental approvals.

The Development includes a significant variety of housing types, including attached townhouses, 10-unit townhouse/flats and three-story low-rise flats. The townhouse units, available in several models, comprise a mix of two and three bedroom floor plans, with either the master bedroom on the first floor or the second floor. They include two car garages and a basement. The Princeton, a 10-unit townhouse/flat building lines Riverpath Drive to enhance the road's pedestrian orientation. This building type consists of both one-story and two-story floor plans, each of which includes a single-car garage in the rear. The Wellington, a low-rise building, has three-stories of single-level floor plans built over a basement parking garage. With elevator service to all floors, these floor plans are highly desirable to age-qualified (over 55) buyers and we have designated 132 of these units as only for the age-qualified buyer. All buildings use typical New England architectural themes and materials to enhance the overall aesthetic.

To address and establish a natural setting throughout the Development, the design includes the use of detention areas as landscape features. The site will be re-graded (restoration of disturbed gravel operation areas) to establish a more natural, pleasing environment. This design, coupled with the significant open space areas and the trail systems, will create a Development that preserves, protects and enhances natural features. With the exception of a few improvements, mostly centered around the future canoe landing area and its parking lot, the entire Development is contained within

areas that were altered during the many years of sand and gravel operation. The Plans show compliance with the required 400-foot radius protecting the adjoining Town of Framingham Birch Road wells. Accordingly, as a result of the prior alteration of the Site, the Development, with its re-grading and landscaping, will create a more natural environment.

As required under the Bylaw, the Development provides a minimum of 10% of the units as affordable. Each of the proposed unit types will include a 10% affordable housing element. The exterior designs of the affordable units and the construction standards are the same as the market rate units.

Ryan Associates, the Site Design Consultant hired by the Planning Board to review the Special Permit Plans made various recommendations. The recommendations have been incorporated into the Definitive Development Plan. Specifically, the density of the Project has been focused on the center of the site, as suggested. The current plans locate 11 buildings in the area from the main crossing of the Aqueduct to the west as compared to 19 buildings as shown on the Special Permit Plans. The development east of the power line has also been reduced from a total of five (5) structures to only one (1) structure. These changes respond to the request to focus the density in the units at the center of the site.

The roadway layout has been designed to reflect the comments made by Ryan Associates. Specifically, the main roadway has been relocated further from the 400-foot well offset. The units abutting the new road location now have uninterrupted flow to behind them from the street. A third roadway over the MWRA Aqueduct has not been provided, as no authority exists for a third connection. In accordance with the recommendations, the clubhouse and retail area have been relocated to abut the main entry road in the area of convergence of the higher density buildings at the center of the site. These facilities also abut the Central Commons, which includes pedestrian amenities.

The Special Permit required offsite improvements to the water and sewer systems. Specifically, SEA's correspondence dated September 31, 2003 sets forth the requirements of the Department of Public Works (Exhibit C to the Special Permit). Pulte stands committed to the completion of the offsite improvements in accordance with the requirements of the Special Permit.

Upon submission of this application, Pulte's engineer, VHB, will turn its attention to preparing construction level documents for the water and sewer system improvements. In addition, they will prepare an amendment to the DEP Sewer Extension Permit to reflect the minor changes in the system required by the new Definitive Development Plan. All required permits and approvals will be secured prior to proceeding with the work. This process will be performed simultaneously with the Definitive Development Plan approval in order to ensure that all timeframes required in the Special Permit are complied with.

With the exception of the requirements relating to the front setbacks for buildings within the Development and the height of the buildings, the dimensional requirements of the Bylaw are satisfied. All of the buildings will be setback a minimum of 50 feet from the District Boundary, with the exception as authorized by the Special Permit of the single-family residences on Fox Creek Lane. A number of dwellings, particularly along the main boulevard, are located approximately 20 feet from the street line thereby not complying with the front setback requirement. This approach was discussed during the Special Permit Process and accepted. This approach promotes the traditional New England Village appearance. The Applicant will request a waiver from the front setback requirement.

The Planned Unit Development Bylaw specifically limits the height of structures to three (3) stories and no more than 40 feet. In order to provide for the higher density buildings, the proposal is to provide three (3) story buildings for a portion of the housing types. In order to maintain a residential design, a pitched roof is proposed. The pitching of the roof on a three-story building, however, brings the total height of the structure beyond the 40-foot limitation. Accordingly, the Applicant will request a waiver from the 40-foot height limitation in order to maintain a residential architectural style for the dwellings.

In addition to compliance with the dimensional requirements, except as noted, the Development complies with the density requirements. As noted, the Bylaw authorizes 735 Units, however only 525 Units will be constructed. In addition, under the Bylaw, the Floor Area Ratio of the Development is not to exceed 0.32. Based upon an estimated 1,267,000 gross square feet of space, the Development results in a Floor Area Ratio of 0.27 (1,267,000 gross square feet of development divided by 4,687,056 square feet of Developable Land Area). The ground coverage is

also within the lot impervious coverage limitation, which is not to exceed 40%. The ground coverage depicted on the Definitive Development Plan is approximately 25.7%. The ground coverage of the commercial buildings is less than .25% as compared to the allowed 2%. Further, the requirement of 25% Common Open Space has been satisfied. In fact, the Open Space is estimated to be 71% (76.3 acres, as compared to the 24.4 acres that are required). The Common Open Space is to be part of the Condominium Association and available for use by the general public. Copies of the Condominium Documents will be submitted for review. As with the responsibility for maintenance of the roadway and utilities, the Condominium Association will be responsible for the maintenance of the Open Space.

In regards to parking, each unit will have either its own parking garage or a common parking garage underneath the building will be provided. The Definitive Development Plans depict a number of the spaces along the roadways in keeping with the traditional New England Design. In addition, additional surface parking will be provided throughout the project. The Development complies with the numbers of parking spaces required (minimum two spaces per single-family dwelling, minimum of two spaces or one per bedroom, whichever is greater for two-family and multi-family dwellings and a minimum of one per dwelling plus one space for visitor parking per ten spaces of required resident parking for age-qualified units). Based upon the proposed Development unit composition, 1,160 parking spaces are required for the 166 one and two-bedroom units, 227 three-bedroom units and 132 age-qualified units. As shown on the Definitive Development Plans 1,601 spaces are provided.

Sufficient parking is provided at all residential units. The parking for the attached townhouses typically provides for a minimum of four (4) spaces per unit, with two cars parked in the garage and two cars parked in the driveway. This tandem approach is also used for the multi-dwelling units. The Princeton has two (2) spaces per unit, with a one-car garage and one car parked in the driveway. The larger Wellington buildings have 31 or 36 spaces in the basement garage, depending on the location of the driveway, with some of these spaces tandem spaces. The side-entry garages have 31 spaces in the basement while the end-entry garages have 36. Copies of the basement parking plans are attached (Exhibit D). Pursuant to the Zoning Bylaw tandem parking is allowed for residential parking facilities requiring less than five (5) stalls. Accordingly, the Applicant will request a waiver allowing the use of tandem parking.

The Definitive Development Plans also provide parking as required for the Community Center, which includes the commercial space, clubhouse and pool. Pursuant to the requirements of the Bylaw, one (1) space for every 200 square feet is required for the commercial facility plus one space for every two employees. With 4,000 sq ft of space anticipated and four employees, 22 spaces will be required. The parking for the clubhouse and the pool is based upon one (1) space for every three (3) persons the facility is intended to accommodate. The clubhouse facility, which consists of approximately 3,300 square feet and of which approximately 1,650 square feet is function area, is intended to allow for an occupancy of 127 people. The pool and the patio area are intended for an occupancy of 82 people. Based upon an intended occupancy of 209 people, 69 spaces are required for the clubhouse and pool. As shown on the Plan, there are 52 spaces of on-street parking along East Street, Middle Road, and South Street. In addition, there are 54 parking spaces available for the use of Community Center patrons in the parking lots in front of buildings 22, 64 and 66 as these buildings are designated as age-qualified and have been designed with excess parking. A total of 106 spaces are therefore available for the parking for the Community Center patrons, exceeding the required amount. In addition, it is anticipated that the majority of the patrons at the Community Center will be by residents walking to the Center, and therefore the parking provided should more than adequate.

The table below summarizes the above Community Center parking requirements.

<b>Description</b>	<b>Requirement</b>	<b>Parking Spaces</b>
Commercial Area	4,000 sf @ 1 space per 200 sf 4 employees @ 1 space per 2 employees	20 spaces 2 spaces
Clubhouse: 1,650 sf function space 1,650 sf "other" space	1 person per 15 sf and 1 space per 3 people 1 person per 100 sf and 1 space per 3 people	37 spaces 5 spaces
Pool: 400 sf kids area 1,100 sf adult area	1 person per 15 sf and 1 space per 3 people 1 person per 20 sf and 1 space per 3 people	9 spaces 18 spaces
<b>Total Parking Required</b>	20 + 2 + 37 + 5 + 9 + 18 =	<b>91 spaces</b>
On-Street Parking Provided	Riverpath Drive East Street Middle Road	5 spaces 22 spaces 25 spaces
Off-Street Parking provided	Building 22 Building 64 Building 66	18 spaces 18 spaces 18 spaces
<b>Community Center Parking</b>	<b>Net {91 – (5 + 22 + 25 + 18 + 18 + 18)} =</b>	<b>+ 15 spaces</b>

In summary, a total of 1,251 parking spaces are required and the Definitive Development Plans provide 1,601 spaces, thereby satisfying the parking requirement.

Despite the submission of a single Definitive Development Plan, it is anticipated that development will be completed in a period of time up to eight (8) years.

### **1.3.1 Landscape Design**

The Sudbury River Landing plant material palette draws upon predominantly native plant species in naturalized areas surrounding the introduced pond and visual buffers adjacent to nearby properties, while offering a rich spectrum of flowering trees, shrubs, ornamental grasses and perennials in residential neighborhoods for seasonal interest. A copy of the plant palette is attached (Exhibit E).

The entrance design features lawn areas framed by elegant sweeps of sugar maple, river birch and dogwood set against a contrasting backdrop of mixed conifers. The gatehouse features native stone facing which is carried into the landscape by stone piers and walls, providing a strong New England quality. The boulevard median beyond features pink flowering okame cherry, enlivening the landscape with a show of springtime color.

Street trees are featured along major sections of all project drives and include a diverse selection of attractive and durable plant types. Larger species include red maple, pin oak, red oak, summit ash and lacebark elm. Intermediate size species including chanticleer pear and zelkova are worked into the drive plantings to add a variety of texture, scale and flowering effect.

Portions of the roadside open up to views of ponds and open areas, providing a rich sequence of spaces to residents and visitors. Of special interest is the major pond that has been introduced centrally along the entrance drive. Naturalizing plantings of serviceberry, river birch and red maple provide a strong vertical aspect, and large beds of native shrubs lead down to the waters edge. The plantings have been designed to allow for varied open and filtered views of the pond from both the drive and the walkway.

Additional public greenspace has been developed leading from the Clubhouse to the neighborhood west of it. The design again features a varied treatment of outdoor spaces, introducing a pair of tree lined village greens near the Clubhouse for informal open play activities, and a richly planted naturalized path which wends its way through the central greenspace of the westerly neighborhood. Conifers are interspersed along edges to provide a sense of privacy to residents, and a palette of flowering ornamental and taller shade trees introduced along the stone dust path.

Wildflower seed mix is used extensively in areas between the neighborhoods and nearby preserved naturally vegetated areas. A naturalizing seed mix is introduced in visual buffer areas along with conifers, shade and ornamental trees. Conifer seedlings will also be introduced in the buffers to allow for a long term dense reforestation of these areas, and sweeping lines alongside lawn areas will add an aspect of informality to the edges.

These measures, along with the introduction of New England wet seed mix in detention basins, reduce the need for watering and fertilizing in keeping with current sustainable landscape design practices. Higher maintenance lawn areas are limited to active areas of the project to minimize their environmental impacts.

## **II. Traffic Impact Assessment**

### **2.1 Traffic Report**

A Traffic Impact Assessment was submitted as part of the Special Permit Process. That Report was reviewed and analyzed by the Board, the staff of the Town of Framingham and the Planning Board's Consultant. Additional submissions were filed in response to comments and questions received. The result of the review was the inclusion of the list of improvements on Exhibit A to the Special Permit.

The traffic review during the Special Permit was predicated on a certain distribution of trips coming and going from the site. The project is committed to maintaining that distribution as outlined in the attached Traffic Update (Exhibit F).

Trucking and construction access is to be via Riverpath Drive. Access to and from the site shall be in accordance with the construction truck route agreed upon for the MWRA aqueduct project. The copy of the plan for the truck routing is attached (Exhibit G).

Despite the reduction in the number of units and therefore a reduction in the traffic impact, the Applicant is committed to completing the traffic mitigation as required under the Special Permit. Pulte stands committed to the completion of the offsite traffic improvements in accordance with the requirements of the Special Permit. Pulte's engineer, VHB, has performed site survey work and initial design analysis at all of the intersections with proposed improvements. After internal review, VHB will confer with the appropriate Town staff prior to proceeding with full design drawings. All required permits and approvals will be secured prior to proceeding with the work. This process will be performed simultaneously with the Definitive Development Plan approval in order to ensure that all timeframes required in the Special Permit are complied with.

### **III. Environmental Impact Assessment**

#### **3.1 Potential Impacts**

The design of the Development includes all reasonable and appropriate engineering procedures for the mitigation of any impact from the changes to the Site.

##### **3.1.1 Air Quality**

There may be some short-term Air Quality impacts resulting from the construction activities. The impact should be insignificant and should not affect adjoining properties because of the size of the site and its surrounding environment. Construction activities will be conducted in accordance with all regulatory requirements. If necessary, on site watering will be used to minimize dust emissions during construction. There should not be any long-term Air Quality impacts resulting from the Project due to its residential use.

##### **3.1.2 Surface Water**

The sand and gravel operation and the MWRA Project have altered the majority of the site. Impervious coverage of the buildings and parking includes approximately 1,202,260 square feet (25.7% of the entire PUD Area). The drainage system is shown on the Plans and described in the

Stormwater Management Report submitted with this application. Best management procedures will be used to control runoff from the Development.

### **3.1.3 Ground Water**

There are no public wells on the site. The 400-foot Well Protection Zone to the adjacent Birch Road Town wells has been maintained and a Conservation Restriction over the area has been established under the Agreement. An irrigation well is proposed and will be located with a minimum of an 800 foot setback between the proposed irrigation well and the existing Town well. There is no impact of the irrigation well on the Birch Road well field as confirmed by the analysis prepared by Northeast GeoSciences, Inc. in the letter dated March 23, 2006 (Exhibit H).

### **3.1.4 Flooding, Erosion & Sedimentation**

Provision has been made in the grading of the Site so that the sloped sections of the Site will be protected. No flooding, erosion or sedimentation problems are anticipated.

### **3.1.5 Hazardous Materials**

The residential use generates standard household waste. Waste disposal will be contracted for and any waste generated will be treated in accordance with all local, state, and federal regulations.

### **3.1.6 Temperature and Wind Conditions**

The three-story high buildings with their pitched roofs should not impact temperature or wind conditions due to the minimum 50-foot setback from the perimeter of the Development.

### **3.1.7 Light and Noise Impacts**

The residential use will not create any significant light or noise impact. The proposed residential uses are consistent with the uses that are allowed in the Overlay District and should not have any light or noise impact to abutting property owners. The selection of site lighting was specifically chosen to minimize ambient light and to maintain a more rural character. The use of 18-foot pole mounted lights has been restricted to only Riverpath Drive and certain key intersections or other areas as needed.

### 3.2 Systems Capacity

The systems capacities have been reviewed with the Department of Public Works and its Consultants and are adequate for the intended use subject to the Conditions of the Special Permit.

#### 3.2.1 Water Demand

The water demand requirements for the Project are estimated at approximately 144,320 gallons per day (gpd) as calculated in the table below. This represents a reduction of almost 40,000 gpd from the demand estimated for the 665 unit PUD Special Permit Plan, due to the reduction in the size of the Project. The water lines in the surrounding roadways are to be upgraded in accordance with the requirements of the Special Permit. The water system, with the improvements, will be able to handle the increased demand. Water connection fees will be paid at the time of issuance of Building Permits. User fees will be paid in accordance with the Town’s fee structure.

**Water Use and Sewer Generation Estimate**

Use	Generation Rate (gpd)*	Quantity**	Average Daily Flow (gpd)
Residential	110 per bedroom	1,291 Bedrooms***	142,010
Retail	5 per 100 sf	4,000 sf	200
Community Center	10 per person	127 People	1,270
Pool	10 per person	84 People	840
<b>Total:</b>			<b>144,320</b>

\*Rates are based on 314 CMR 7.15 Calculations of Flows for Sewer Extension or Connection Permits.

\*\*Design Occupancy used in calculating quantity.

\*\*\*Includes the 12 Single Family Residences at Fox Creek Lane.

Water demand for the landscape improvements is anticipated to be 90,000 gallons per day or less. The landscape design minimizes areas requiring permanent irrigation and all irrigation water will be supplied by the proposed irrigation well. As previously noted, the proposed irrigation well will have no adverse impact on the adjacent Town well.

#### 3.2.2 Sewerage Disposal

Similarly, the sewer flows have been studied. As a result, Inflow and Infiltration work and/or the appropriate mitigation fees paid will be completed to handle the sewer gallonage to be generated by the Project, as reduced.

The Projected Average Wastewater Flow for the Master Plan Development is approximately 145,000 gallons per day (gpd) using the Massachusetts Department of Environmental Protection Regulation 314 CMR 7.15 "Calculation of Flows" (for sewer connection permits) as calculated in the *Water Demand and Sewer Generation Estimate* table above. A Sewer Connection/Extension Permit was issued by the Department of Environmental Protection on April 21, 2005, authorizing a discharge of 165,060 gpd from the project (Exhibit I). The project will need to submit for approval of an amendment to the Sewer Extension Permit, to incorporate the final design of the sewer pump station.

### **3.2.3 Solid Waste Disposal**

A private waste disposal company will be hired, at the expense of the homeowners associations, resulting in no impact to municipal services.

## **IV. Fiscal Impact Assessment**

### **4.1 Fiscal Impact**

Upon completion of the Development, the Town will receive substantial direct financial benefits. Direct benefits will be in the nature of increased real estate taxes, permit fees and revenues and offsite improvements.

#### **4.1.1 Project Impact Cost v. Revenue Analysis**

As noted in this Development Impact Statement, all municipal services are or will be available to the Site and accordingly, there will not be any uncompensated cost to the Town to provide water or sewer service. The only increased cost to the Town will be for increased costs associated with the provision for water and sewer on an annual basis. This is applicable to all properties and passed along to the property owners through property taxes and user fees. As noted, the system infrastructures will be the responsibility of the Homeowners' Association.

The Town presently values the land (Fiscal Year 2006) at \$6,569,100.00. There are buildings on the premises that are valued as \$458,200.00. These buildings are to be removed and are not used in the calculation of the Build Revenue Analysis. The land value has been increased by 4% to establish a value for Fiscal Year 2007. Every year thereafter, this No-Build (Land) Value has been increased by 4%. The Build Value includes only the improvement value based upon the phasing of

the improvements (\$80.00 per s.f.). The Increased Revenue represents the difference between the Build Tax Liability as compared to the No Build Tax Liability. The additional tax benefit (Increased Revenue Build versus No-Build) exceeds \$1,791,000 over the five-year period.

The Projected tax revenue from the property for the next five years is as follows:

Fiscal Year	Assessed Value <sup>1</sup>		Tax Rate <sup>3,4,5</sup>		Tax Revenue		Increased Revenue
	No-Build	Build <sup>2</sup>	Comm.	Res.	No-Build	Build	
2008	\$7,600,727	\$7,105,138	\$30.26	\$11.79	\$229,997	\$83,769	(\$146,228)
2009	\$7,904,756	\$23,666,880	\$30.87	\$12.03	\$244,019	\$284,712	\$40,693
2010	\$8,220,946	\$50,965,840	\$31.48	\$12.27	\$258,795	\$625,350	\$366,555
2011	\$8,549,784	\$70,228,020	\$32.11	\$12.52	\$274,533	\$879,254	\$604,721
2012	\$8,891,776	\$95,325,840	\$32.76	\$12.77	\$291,294	\$1,217,310	\$926,016
							\$1,791,757

<sup>1</sup> Value Assumes 4% increase annually for No-Build Condition only.

<sup>2</sup>(a) Build Value Improvements for FY08 (land only).

(b) Build Value Improvements for FY09 (complete 50% of Phase A).

(c) Build Value Improvements for FY10 (complete Phase A and 25% of Phase B).

(d) Build Value Improvements for FY11 (complete Phase B and 25% of Phase C).

(e) Build Value Improvements for FY12 (complete Phase C).

<sup>3</sup>Rate increase 2% annually.

<sup>4</sup>No Build Use Commercial Rate (Manufacturing Zone) (\$29.09 FY06).

<sup>5</sup>Build Use Residential Rate (\$11.34 FY06).

Based upon the anticipated unit and bedroom counts, there will not be a detrimental impact to the school system. An analysis of the impact to the school system was completed as part of the Special Permit Review. It was ultimately determined and accepted that the Project as originally approved (665 Units) would have minimal impact upon the school system. With a reduction of 140 Units the impact as previously analyzed and determined will be further reduced.

#### 4.2. Abutting Property Impact

As the proposed use is authorized in the Overlay District, there should be no detrimental impact upon abutters' property, as the Project will establish a residential use of the Site as opposed to manufacturing uses (allowed by underlying zoning), which could have a significant impact.

## **V. Community Impact Assessment**

### **5.1 Site Design Compatibility**

As noted, in 1989, the Town voted to rezone the property to authorize a Planned Unit Development of up to 735 units. The Special Permit authorized the construction of 665 Units. Accordingly, the proposed use of the site for 525 units is consistent not only with the Zoning of the site, but also the Special Permit.

### **5.2 Historical Impact**

There are no identified historical properties in the area. There is an area of archeological importance located in the area adjacent to the Fox Creek Development, which is being preserved in accordance with the requirements of the Massachusetts Historical Commission (MHC). Accordingly there will be no historical or archeological impact resulting from the construction of the Project.

### **5.3 Development Goals**

The proposed use is consistent with the purpose and intent of the Rezoning of the site, which authorizes up to 735 units and the Special Permit, which authorized up to 665 units. The proposed single and multi-family uses are allowed within the Zoning Overlay District and the layout and design of the Planned Unit Development complies with applicable standards except as noted. The intent of the Town, as evidenced by the past approvals, including the rezoning by Town Meeting of the land and the issuance of the Special Permit will be fulfilled by the approval of the Definitive Development Plan.

## **VI. Standards for Approval**

The information submitted with the Definitive Development Plan, including the Development Impact Statement and the various Reports; detail the development of the Site as being in compliance with applicable requirements except as noted and the Special Permit thereby allowing for the approval of the Definitive Development Plan.

**VII. Conclusion**

The Applicant respectfully requests that the Framingham Planning Board approve the Definitive Development Plan.

Pulte Homes of New England, LLC  
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