DEVELOPMENT IMPACT STATEMENT

For The

Wendy's Restaurant

located at
1699 & 1701 Worcester Road
(Tax Map 463 Block 9 Lots 28A&28B)
Framingham, Massachusetts

Submitted to:
Town of Framingham
Planning Board
150 Concord Street
Framingham, MA

Prepared for:
The Wendy's Company
40 General Warren Blvd.
Malvern, PA 19335

Prepared by

Engineering Alliance, Inc.
Civil Engineering & Land Planning Consultants

194 Central Street
Saugus, MA 01906
Tel: (781) 231-1349
Fax: (781) 417-0020

1950 Lafayette Road
Portsmouth, NH 03801
Tel: (603) 610-7100
Fax: (603) 610-7101

February 9, 2015

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A. Site Plan Review Application.

B. Special Permit Application

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Development Impact Statement

Project History

The subject property consists of a parcel totaling approximately 58,049 square feet, known as 1699 Worcester Road and located at the intersection of Route 9 and California Avenue. The property is located within a General Manufacturing Zone and is subject to the Highway Corridor Regulations of the Highway Overlay District.

The Premises has been used as a restaurant for decades. The Premises has approximately 133 feet of frontage on Route 9 and approximately 210 feet of frontage on California Avenue. The existing building on the property consists of approximately 5,900 square feet and there are 106 parking spaces. The property is accessed by a driveway on California Avenue and an easement over 1701 Worcester Road (Hess Station). The site complies with the Area, Frontage, FAR and Setback Requirements of the By-Law.

The existing landscape is minimal and there is little to no buffer along California Avenue. Additionally, there is very little tree or shrub coverage, and the existing Open Space Coverage is only approximately 10%. As a result, the lot currently does not comply with the Landscape Requirements of the Highway Overlay District, which were adopted subsequent to the prior development of the property.

Project Description

The proposed improvements consist of the redevelopment of the subject property for a Wendy's restaurant with a drive-through service lane. Technically, the use is categorized as a Fast Food Establishment under the Zoning By-law requiring a Special Permit from the Planning Board. The existing restaurant will be demolished and a new Wendy's restaurant will be constructed, consisting of approximately 3,825 square feet. The indoor seating capacity is 100, there will be eight (8) employees during the largest shift and a seasonal outdoor seating area of 16 seats is also proposed.

The location of the restaurant is such that it complies with the setback requirements of the Zoning By-Law. Specifically, the building is set back over 50 feet from the right of way of Route 9 and California Avenue. In addition, the building is set back over 22 feet from any side lot line.

The building is one-story. Based upon the total area of the site of 58,049 (3,825 square feet) and the size of the building, the Project will have a Floor Area Ratio of 0.06, well below the allowed Floor Area Ratio of .32.

The Wendy's restaurant requires 62 parking spaces under the Zoning By-Law. One (1) space is required per 2 occupants of the restaurant which has 100 seats. Also, one (1) space for every 2 employees, or eight (8) spaces is needed. This totals 54 required spaces. As depicted on the Plans, 56 spaces can be provided on the site. However, Wendy's is advised that the 16 outdoor seats also count against the parking requirement even though outdoor seating is essentially used in place of, not in addition to, indoor seating during the warm weather. Adding the outdoor seating increases the total required parking to 62 spaces.

A Special Permit has been requested to reduce the required parking by six (6) spaces from 62 to 56 spaces. This effectively omits the parking spaces otherwise required by the seasonal

outdoor seating spaces from the parking calculation. Further, data from Wendy's shows that a Wendy's restaurant requires at most 35 parking spaces per location nationally. As a result, Wendy's seeks to landbank 17 spaces in an effort to increase green space. As a result, 39 parking spaces are proposed to be constructed and will be more than sufficient to service the proposed use.

The design of the parking spaces and aisles also comply with the dimensional requirements of the By-Law. As depicted on the Plan, one (1) handicapped parking space and two (2) van accessible parking spaces are provided to satisfy the handicapped parking requirements. The handicapped spaces are located immediately adjacent to the proposed entrance on the northerly side of the building.

As noted, the Project includes the installation of a drive-through facility. The drive-through is clearly separated from the parking lot and the access for non-drive-through customers. A separate aisle is provided around and separate from the parking facility to the back of the building. Two parallel ordering stations are provided, and there is both a cash window and a pickup window. The side by side ordering stations effectively cut the ordering time in half, which results in vehicles moving more efficiently through the drive thru. Additional efficiencies are realized by the separation of the cash window and pickup window, with a stacking space provided between the two. The proposed lane includes a minimum of an 11 car stack (10'x20' stacking space) and a minimum of five (5) cars located between the order speaker and pay window. As required under the By-Law, the drive aisles and drive-up window are separated from parking fields by curbing. The drive aisle is 10 feet in width with a 9-ft wide escape lane. On exiting the drive-through, vehicles connect to the one-way traffic pattern with clear visibility. As a result, there will be no conflict between the drive-through operations and the non-drive-through parking operations. The drive-through areas are marked similar to the markings for the rest of the site to identify traffic flow. Pedestrian flow is shown on the Site Plan.

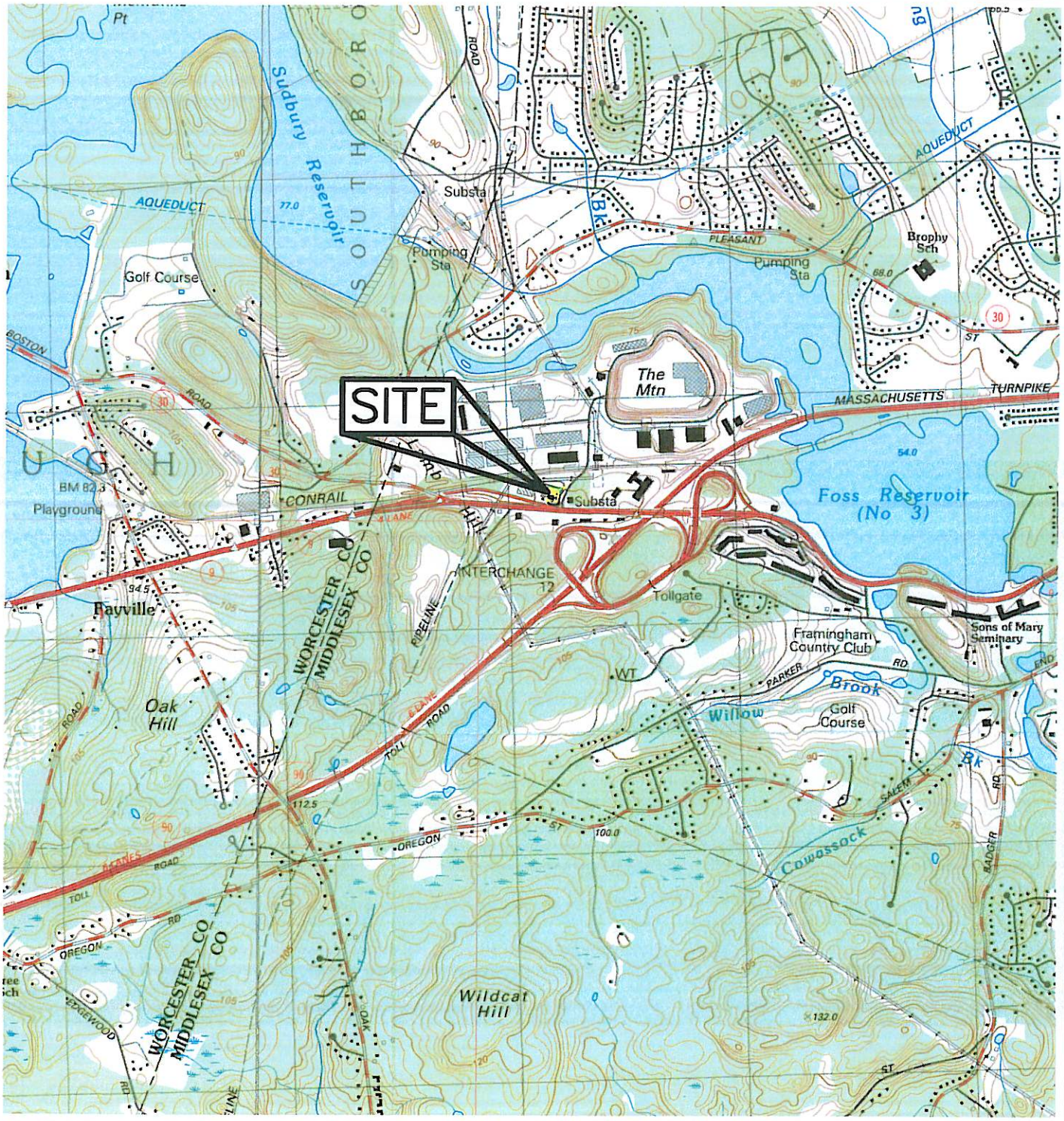
The Project also includes significant landscape improvements and buffering along both Worcester Road (Route 9) and California Avenue. Landscaping around the building is also proposed. The full details of the landscaping are shown on the Landscaping Plans.

In accordance with the requirements of the Overlay District Requirements, a minimum of 20% of the site is required to be landscaped. At present, there is only approximately 10% Landscaped Open Space. However, with the completion of the Project, the Landscaped Open Space will increase to over 32%. The increase in landscape areas also results in a reduction in the impervious coverage of the site, thereby lessening storm water flows generated by the site.

Environmental Impact Assessment

Potential Impacts

The Project consists of the construction of a Wendy's Restaurant, the demolition of the existing restaurant, and modifications to the existing parking. The re-development will maintain the current access to the Premises at California Avenue and modify the access off of Route 9 such that it will serve as an entrance only. Any long-term impacts should not be detrimental, as the Project will result in more landscaping (pervious surfaces), improvements to the closed drainage system and an increase in open space.



PREPARED BY:

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1950 Lafayette Road
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Tel: (603) 610-7100
Fax: (603) 610-7101

Plan of Land

1699 Worcester Road
Tax Map 463, Block 9, Lot 28A and Lot 28B
Framingham, Massachusetts

PROJECT: 14-49001	DATE: July, 21 2014
SCALE: 1:25,000	DWG FILE NAME: Figures.dwg
DESIGNED BY: Hourmat Abdul Rauf	CHECKED BY: Richard A. Salvo, P.E.

DRAWING TITLE:
FIGURE 1 - USGS LOCUS MAP

DRAWING #: 1of5

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SCALE: 1"=250'	DWG FILE NAME: Figures.dwg
DESIGNED BY: Hourmat Abdul Rauf	CHECKED BY: Richard A. Salvo, P.E.

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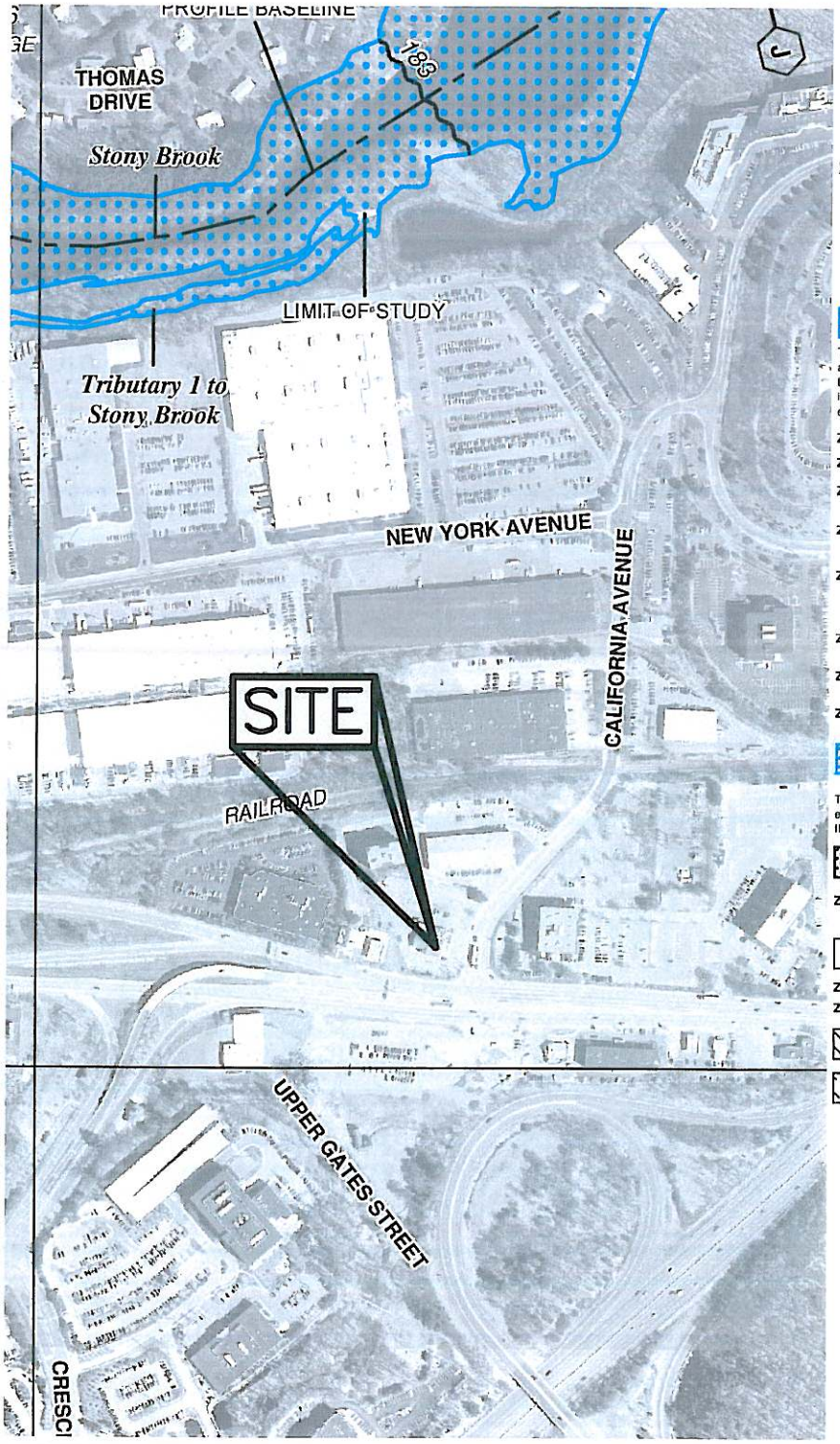
FIGURE 2 - ORTHO PHOTO

DRAWING #: 2of5



MAP SCALE 1" = 500'

250 0 500 1000 FEET

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that ha a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard includa Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluv al fan flood ng, velocities also determine
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevatic determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Food Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodpla n.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

NATIONAL FLOOD INSURANCE PROGRAM
ESSEX COUNTY

COMMUNITY PANEL NO: 25009C0418F

EFFECTIVE DATE: JULY 3, 2012

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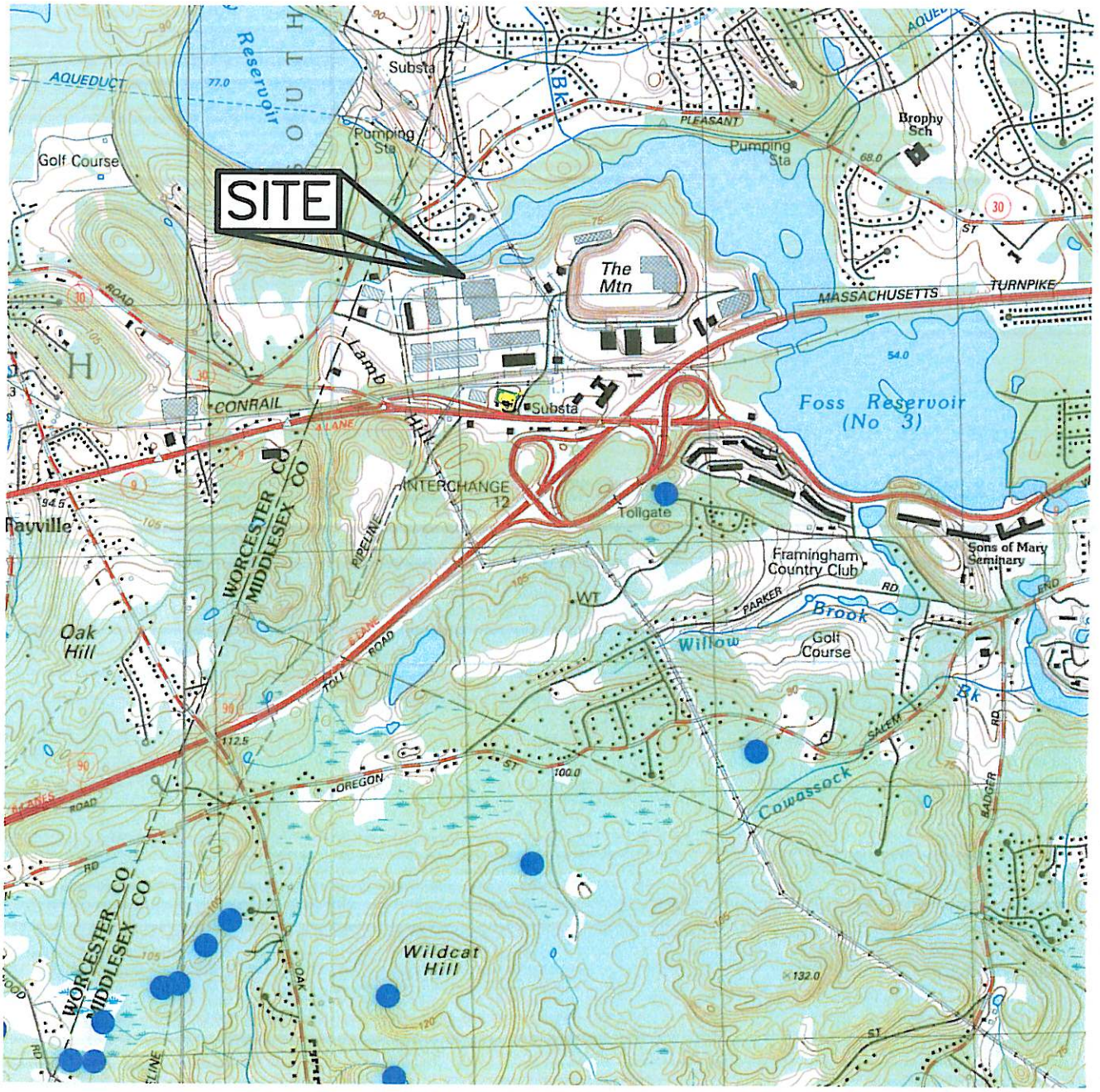
FIGURE 3 - FEMA FLOOD MAP

DRAWING #: 3of5



LEGEND:

● = NHESP CERTIFIED VERNAL POOLS

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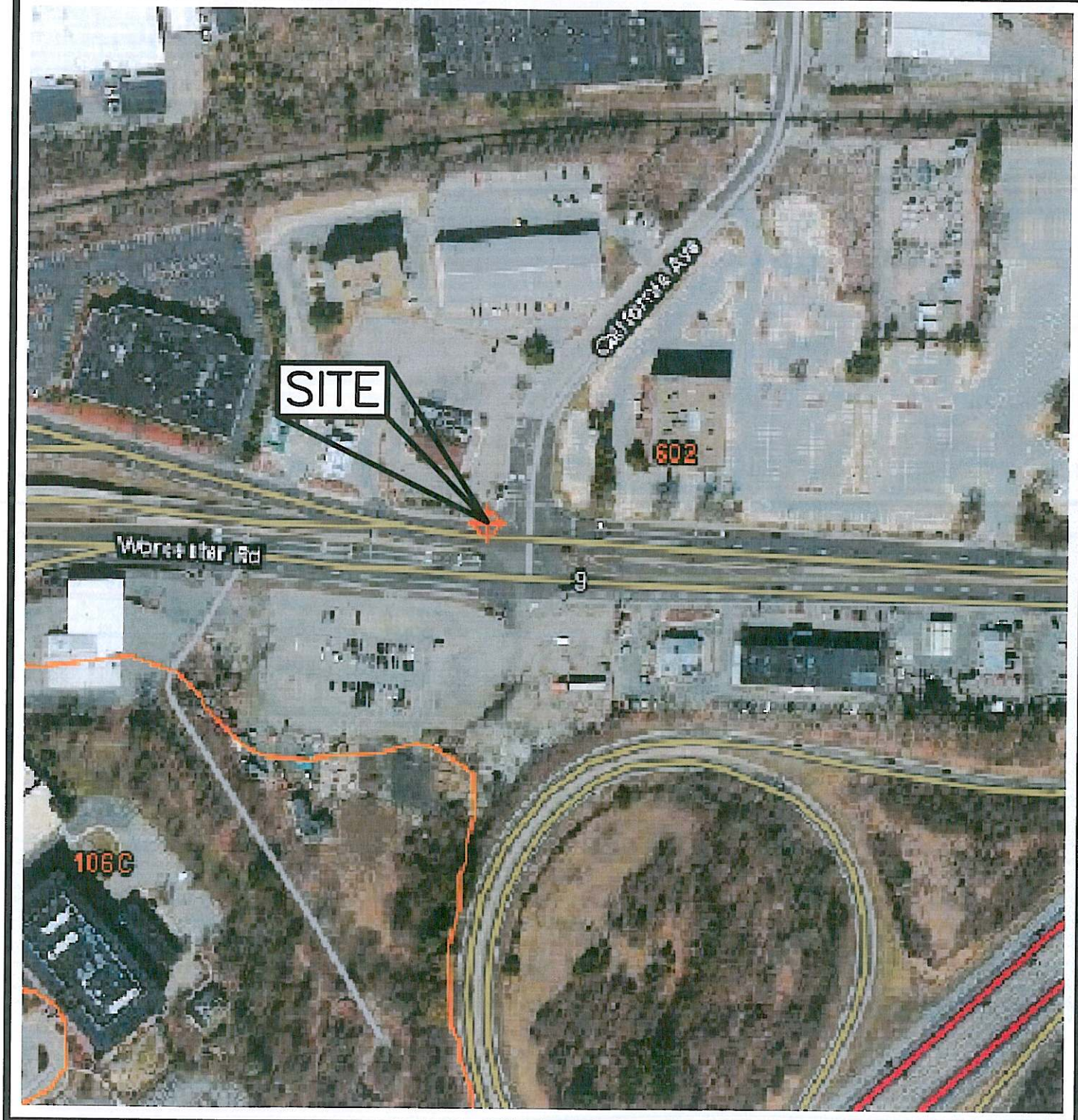
FIGURE 4 - NATURAL HERITAGE MAP

DRAWING #: 4 of 5



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DESIGNED BY: Hourmat Abdul Rauf	CHECKED BY: Richard A. Salvo, P.E.

DRAWING TITLE:
FIGURE 5 - SOILS MAP

DRAWING #: 5 of 5

Air Quality
Although there will be some short-term air quality impact resulting from construction activities, it should be insignificant and should not effect abutting properties. Construction activities will be conducted in accordance with all regulatory requirements.

Surface Water
Although there will be a decrease in the impervious surfaces, the Project design includes a significant upgrade to the drainage system. The rate of storm water being discharged by the site will be significantly reduced with the added landscaped areas. In addition, the quality of storm water entering the municipal closed drainage system will be renovated by two Contech CDS water quality units. As a result, the Project will not result in a negative impact to the area.

Ground Water
There are no wells on the Premises or in the area. The drainage improvements, which include deep sump catch basins with oil and gas traps, will provide for the proper protection of ground water resources.

Flooding, Erosion & Sedimentation
As shown on the Plans, construction controls are proposed so flooding, erosion or sedimentation problems are not anticipated.

Hazardous Materials
There will be no hazardous materials except cleaning materials which will be disposed of in accordance with all regulatory requirements.

Temperature and Wind Conditions
As the building area on the site will be decreased, (5,900 square feet existing building compared to 3,825 square feet for the new facility) and as the new building, like the old building, will remain as a single story, there will not be any impact to temperature and wind conditions.

Light and Noise Impacts
The replacement of the existing restaurant with a new, smaller restaurant, use will not create any significant light or noise impact.

Systems Capacity
The Plans depict the municipal service lines to the Premises. Due to the reduction in the size and seating capacity of the development on the Premises, there will be no detrimental impact to the municipal systems.

Water Demand
The Project similarly will not have any significant impact upon the water system. Under Title V, the former Restaurant demanded 8,190 g.p.d. (234 seats). The Wendy's Restaurant with 100 seats demands 2,000 g.p.d. (20 g.p.d. per seat). The new Wendy's Restaurant therefore requires less water demand than that of the former restaurant use. User fees for water service will be paid.

Sewerage Disposal
Similarly, sewer flows will decrease, as a result of the change in use to a fast food facility with reduced seating. The former restaurant with china being washed vs. a fast food restaurant with disposable containers will result in a significant decrease in effluent flows. Sewer services will connect to the line on California Avenue which is of sufficient size to accommodate the needs

of the facility. In addition, the site will be equipped with a brand new 6-inch PVC (SDR-35) sewer service and 1,500 gallon exterior grease trap.

Solid Waste Disposal
A private waste disposal company will be hired, so there will be no impact upon municipal services. The dumpster, as shown on the Plans, is screened.

Fiscal Impact Assessment

Upon completion of the Project, the Town will receive substantial direct and indirect financial benefits. Direct benefits will be in the nature of increased employment and tax revenue, filing fees and building permit fees.

The proposed development will renovate an aging property and increase the value of the real estate thereby increasing the tax base. All utilities are presently located in California Avenue so there is no cost to the Town to bring these services to the property. There will be costs associated with providing water and sewer service to the site but these costs are passed through by the Town to property owners through property taxes and user fees. Moreover, water and sewer use will be lower than that of prior sit-down restaurant. The project will create temporary construction jobs and permanent retail jobs which are typically filled from residents of the local community. The overall fiscal impact will be positive. The estimated five-year project increase in town revenue by redeveloping this site is estimated to be approximately $73,000.

Abutting Property Impact
The proposed use is authorized in the zoning district by Special Permit. The proposed structure will meet the Zoning By-law's setback and dimensional requirements. The project will bring major improvements to the site landscaping and drainage will result in an overall enhancement to the overall area. The proposed project will replace an abandoned structure and paved lot with an attractive building and landscaping. As a result, there should be no detrimental impact upon abutting properties.

Community Impact Assessment

Site Design Compatibility
The Restaurant will provide services to residents and workers in a manner consistent with the commercial uses in the area.

Development Goals
The proposed use is an allowed use by Special Permit and is consistent with the commercial uses in the area and the historic restaurant use of the site.

Land Disturbance
The proposed Project does not trigger the Requirements of the Land Disturbance Provisions of the By-Law since there are no steep slopes on the site either pre- or post-development. Further, the Project will also not result in earth removal or earth fill of more than 400 cubic yards, nor the earth moving of more than 1,000 cubic yards of earth. Finally, there are no significant natural features on the site as it has already been altered. There will also be no excessive clearing as defined under the By-Law. As a result, Land Disturbance Approval does not appear to be required.

Historical Impact
There are no historic buildings on the Property. Although historic properties are located on the other (southerly) side of Route 9, they are separated from the site by not only Route 9 but a large parking area adjacent to Route 9. The new structure will not have any detrimental impact upon historic properties.

Signage
The Project includes both a freestanding sign and wall signage for which relief will be sought from the Zoning Board of Appeals (ZBA).

The Applicant proposes the installation of a standing sign located at the intersection of Route 9 and California Avenue. The freestanding sign details are included in the submission package. The sign will be 19-ft, 6-inches tall. The sign will include the identification of the address of the property. The area of the sign is 71 s.f., which exceeds allowed sign area (40 s.f.). Accordingly, relief will be sought from the ZBA. The freestanding sign will be located at the same location as the existing sign for the former Tin Alley Restaurant.

The Plans also detail the proposed wall signs. As the site is located on two streets, two wall signs are allowed. The plans depict three wall signs, one on the "blade" facing California Avenue, one above the main entrance and one above the drive-thru. The letter height is 36", which will require relief from the ZBA. The building is set back greater than 76 feet (85-ft +/-) from Route 9, at the sign's proposed location, allowing for a letter height of 24 inches. A second sign is proposed along California Avenue of the same size as the sign proposed along Route 9. The building setback is just over 50 feet from California Avenue, allowing for a letter height of 18 inches. The third sign is located above the entrance which does not front on a street. Although the area of the wall signs are well below the allowable square footage, the number of signs and the channel letter height appear to require ZBA relief.

Standards for Approval

The information submitted with this Application, including the Development Impact Statement, the Drainage Report, Traffic Report and the Site Plans detail the development of the Wendy's restaurant as being in compliance with applicable requirements, thereby allowing for the approval of these Applications.

Conclusion

Wendy's respectfully requests that the Framingham Planning Board grant Site Plan Approval; Special Permits for Fast Food Establishment, Parking Reduction (6 spaces) and a Drive-Through; and a Public Way Access Permit thereby authorizing the construction and maintenance of a Wendy's restaurant with a drive through on the subject property.