

DEVELOPMENT IMPACT ASSESMENT

***Jennings Road Management Corp. d/b/a
The Herb Chambers Companies***

***Proposed Automotive Sales and Service Facility
71 Bishop Street, Framingham***

Prepared for: ***The Herb Chambers Companies
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Development Impact Statement

Proposed Redevelopment of 71 Bishop Street, Framingham, Massachusetts

A. PROJECT SUMMARY

The Applicant, Jennings Road Management Corp. d/b/a The Herb Chambers Companies, has entered into a Purchase and Sale Agreement with Clinton CPI LLC, c/o Calare Properties, owner of the land and building at 71 Bishop Street, Framingham (the "Premises") to purchase the Premises. The Premises are zoned Manufacturing ("M") and are located on the easterly side of Bishop Street, the southerly side of Lawrence Street and northerly side of Clark Street, formerly a public way that was abandoned by the Town of Framingham.

The Applicant will form a new, real estate holding entity to purchase the Premises. The sale is anticipated to occur in the early part of 2016. Upon purchase and redevelopment of the Premises, it will become owned and occupied by entities of the Herb Chambers Companies.

The proposed redevelopment will consist of the demolition of the existing building and construction of a new building and off-street parking. The proposed building will have a gross floor area of approximately 65,162 square feet. The proposed uses are automotive sales and service, including collision repair, and parts storage and distribution.

The Applicant is applying to the Planning Board for Site Plan Review Approval, a Special Permit for Use for automotive sales and service and a Public Way Access Permit. An Application for Variances from the landscaped open space requirements will be filed with the Zoning Board of Appeals.

A plan was previously filed and endorsed by the Planning Board pursuant to the provisions of M.G.L. Chapter 41, Section 81P and accordingly, the applicable Zoning By-Law provisions governing the project are those that were in effect as of August 28, 2015.

B. EXISTING CONDITIONS

The Premises were formerly owned by the Dennison Manufacturing Company and consist of a now vacant industrial building containing an area of approximately 88,116 on a lot having an area of 273,206 square feet or 6.27 acres. As shown on Framingham Assessors plans, the land previously contained additional, large buildings which have since been demolished. The Premises were previously used for warehouse and manufacturing by the Dennison Manufacturing Company. The northerly portion of the building contains four loading docks which are accessed from Bishop Street through a curb cut of approximately 73 feet in width. The remainder of the Bishop Street elevation of the building is located approximately on the front lot line. There are extensive paved

areas behind the building which are accessed from Clark Street. The area which previously was the layout of Clark Street is now owned by each abutter up to the center line subject to an access and utility easement. It currently serves as the primary access to both 71 Bishop Street and the abutting commercial building which is owned by the South Middlesex Non-Profit Housing Corporation. Vehicular access to the site is from Bishop Street, Clark Street and Lawrence Street. As depicted on the site plans, access/egress will continue to be along these three streets.

The soil at the Premises is contaminated with various chemical compounds, and Restrictive Covenants (activity and use limitations) were recorded with the Middlesex South District Registry of Deeds by the Dennison Manufacturing Company. Residential uses and various other uses are prohibited. Various commercial and industrial uses are allowed, but access to the soils under the building and pavement is restricted. Restriction A.1. of the Restrictive Covenants provides as follows: "No portion of the impervious asphalt pavement covering any portion of the Property shall be permanently removed or destroyed." Restriction A.2. provides that "No building now extant shall be removed without the subsequent placement of a permanent barrier (i.e. another building or asphalt pavement) limiting access to the soils on the Property." The uses proposed by the Applicant are allowed under these Restrictive Covenants. However, they do limit and restrict the Applicant from excavating the topsoil and then adding loam and planting trees and other landscaping along Bishop Street, Lawrence Street and Clark Street in order to comply with the landscaped open space requirements of the Zoning By-Law. Accordingly, the Applicant will apply for a variance to the Zoning Board of Appeals and waivers from the Planning Board from the landscaped open space requirements of the Zoning By-Law.

A portion of the parking lot on the Premises is used for employee parking by the commercial tenants at 100 Clinton Street. The property is being conveyed to the Applicant subject to a parking easement for 120 automobiles for the benefit of 100 Clinton Street. This will be provided within a separately demarcated area behind the proposed new building. The remainder of the parking lot will be for the exclusive use of the Applicant. The off-street parking spaces proposed on the site plans are exclusive of the 120 spaces within the parking easement area.

There was formerly rail access onto the Premises by means of a rail spur from the main freight lines along Waverly Street. This spur has been removed from the site and the rail easement has been terminated by the current owner.

C. PROPOSED DEVELOPMENT

The proposed project consists of the demolition of the existing building and the construction of a new, commercial building to be used as an automotive sales and service facility and parts distribution center for The Herb Chambers Companies. The primary purpose of the project is to consolidate existing automotive services and facilities offered by The Herb Chambers Companies in Natick, Sudbury and Ashland into a central location at 71 Bishop Street which will be owned by an entity of The Herb Chambers Companies. The building will have three components: (1) collision and general automotive repair, (2) showroom for sales of the Mercedes-Benz Sprinter commercial vans, and (3) parts distribution and storage. With the exception of Sprinter sales and service, this proposed facility will serve existing Herb Chambers dealerships.

The collision center will be relocated from its current location at 240 Eliot Street, Ashland, approximately 3.5 miles away. No expansion of its current business operations are proposed, as the existing and proposed facilities are comparable in size. It primarily services Herb Chambers customers who own Mercedes Benz, BMW and Land Rover. Currently vehicles needing collision repair are transported to the 240 Eliot Street, Ashland location primarily from Herb Chambers Mercedes Benz in Natick, Herb Chambers BMW in Sudbury or driven or transported directly to the collision center. No changes are proposed to this operation.

The Herb Chambers Companies also proposes to locate a Mercedes Benz Sprinter sales and service facility on the Premises, subject to approval from Mercedes Benz. Sprinter is a commercial van sold directly to businesses. It is used for either cargo transport or as a passenger van. As this is a specialty product marketed to businesses, the amount of activity is expected to be limited. A portion of the front of the building would be used for Mercedes Benz Sprinter display and sales. The interior vehicle display would consist of two, Mercedes Benz Sprinter vans. The service bays would be for general repair of Mercedes Benz Sprinter vans and support Mercedes Benz of Natick.

Wholesale parts storage and distribution will be relocated from its current location within the Herb Chambers BMW dealership in Sudbury to 71 Bishop Street. This facility primarily serves four, existing Herb Chambers dealerships in the Metrowest area and carries parts for Mercedes Benz, BMW, Land Rover and Rolls Royce. No change in the scope of this operation is proposed.

Proposed hours of operation will be within the hours of 7:00AM to 8:00PM Monday through Friday and 7:00AM to 5:00PM on Saturday. The Sprinter showroom would also be open on Sunday from 11:00AM to 5:00PM.

The total number of persons projected to be employed on a full-time basis at the Premises is 45.

Construction is expected to begin as soon as possible after the issuance of all permits and approvals. It is anticipated that construction and fit-up of the project will be completed within a year of issuance of a building permit.

D. COMMUNITY IMPACT ASSESSMENT.

1. Neighborhood Impact.

The project is located within a Manufacturing (M) Zoning District and a short distance from the intersection of Bishop Street/Howard Street and Waverly Street. The adjacent properties include another former Dennison Manufacturing building to the south which is now owned and used by South Middlesex Non-Profit Housing Corporation. A United Way distribution center is also located in this building. There is an industrial building located immediately to the north and an office building on the opposite side of the street which is leased to Phillips Lifeline. There are two residences at the end of Lawrence Street and several two-family residences on the westerly side of Bishop Street between Lawrence Street and Everit Avenue. The former Dennison Manufacturing Buildings along Howard Street and Clinton Street are mixed uses, including various industrial,

commercial, office and apartment uses. The neighborhoods to the north and northwest along Bishop and Grant Streets (and the intersection streets) are a mix of single-family, two-family and multi-unit dwellings. Commuter and freight railroad tracks are located on the southeasterly side.

As discussed above, the Premises contain contaminated soils and have activity and use limitations that prohibit its use for residential purposes and various other uses. The existing building is now obsolete, unsightly and in need of replacement. A portion of the front façade contains four loading docks accessible from Bishop Street by means of a long (73 feet) open curb cut. The remainder of the front façade does not contain any windows. The proposed building will have windows on the front façade, as the Sprinter display and sales area and offices will be located at the front portion of the building. It will be more compliant than the existing building with urban design objectives while complying with required front yard setbacks in the General Manufacturing District. All collision and general automotive repair will be conducted inside the new, state-of-the-art building and will comply with all applicable, state and federal clean air standards, which should minimize any potential adverse neighborhood impacts with respect to noise and air quality.

The building will have a 56 feet front setback in compliance with the minimum requirement of 50 feet in the Manufacturing Zoning District. There will be two, 24 feet wide curb cuts along Bishop Street which will provide access to the front parking area which will have two rows of parking with a single drive isle. As shown on the site plans, most of the parking for the project will be located behind the building. The parking layout, lighting and stormwater drainage will comply with all required regulations. The project represents a substantial investment in the neighborhood by The Herb Chambers Companies, as the project cost is approximately \$5,000,000.00 and the facility will employ 45 full-time persons.

As detailed in the Transportation Impact Assessment, the project is predicted to generate only 53 vehicle trips during the weekday morning peak hour, 62 vehicle trips during the weekday evening peak hour and 51 vehicle trips during the Saturday midday peak hour. The Applicant is proposing mitigation as detailed in the report, and will implement Transportation Demand Management measures, including the provision of the required bicycle parking on-site. Overall, the project is expected to have a positive impact upon the neighborhood and the downtown area.

2. Fiscal Impact Assessment.

The project is also expected to have a positive economic benefit to the immediate area and to the Town of Framingham. The anticipated project cost is approximately \$5,000,000.00. The project is expected to provide annual real estate tax revenues to the Town of Framingham of at least \$180,000.00 following completion and full occupancy, an increase of over \$120,000 over the existing revenue from this site. The project will have no impact on the public school system and is expected to have minimal impact upon other Town services.

3. Best Management Practices, Lighting and HVAC Equipment

As described in the Stormwater Management Report by Metrowest Engineering, low impact development features are proposed to be implemented into the stormwater management design. According to the project architect, Regent Associates Inc., the proposed design of the building will

meet or exceed the Massachusetts Energy Code in all respects, utilizing insulated metal panels and Low-E coated insulating glass in thermally-broken framing systems for exterior walls. The roof will be insulated with R-25 insulation. HVAC equipment will include high efficiency motors and will be screened as required. All lighting will be newest generation LED fixtures, including site lighting. Site lights will automatically dim after close of operations each day.

E. PARKING IMPACT ASSESSMENT.

The number of off-street parking spaces required by Section IV.B.1.a. for the proposed uses are calculated as follows: (1) one space per 400 square feet of gross floor plus one space per repair bay (17,706 square feet for Sprinter and general automotive repair = 44 spaces plus 9 bays = 9 spaces required, 30,920 square feet for the collision center = 77 spaces plus 20 bays = 20 spaces required for a total of 150 spaces for the repair space); (2) one space per 250 square feet of vehicle sales area (3,500 square feet for Sprinter sales area = 14 spaces); and (3) one space per 1,200 square feet of warehouse space for the parts storage and distribution center (19,634 square feet = 17 spaces) for a total of 181 parking spaces required. The proposed parking lot will contain a total of 355 parking spaces, which will also include spaces for vehicle inventory and display and vehicles awaiting repair and awaiting pick-up.

As the building at 100 Clinton Street does not have sufficient parking on-site, an easement for 120 parking spaces is reserved on the Premises for that site. This easement area will be separately demarcated and employees using the area will have a direct vehicular and pedestrian access from Clark Street. The parking lot on this site will accordingly provide sufficient parking for the Premises upon completion and full occupancy and still provide for the parking needs at 100 Clinton Street to enable that property to be fully utilized without having to resort to on-street parking which is very limited (both in terms of available parking and the time limitations imposed by the Town's parking regulations.)

As discussed in the Transportation Impact Assessment by Vanasse & Associates Inc., transportation demand management measures will be implemented by the Applicant, including bicycle parking and public transportation.

Respectfully submitted,



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