

**DEVELOPMENT IMPACT STATEMENT  
TO THE TOWN OF FRAMINGHAM OF**

**THE TJX COMPANIES, INC.  
FOR PROPERTY LOCATED AT  
COCHITUATE ROAD FRAMINGHAM & NATICK**

Applicant and Owner:  
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These applications (together, “Application”) are submitted to the Framingham Planning Board by The TJX Companies, Inc. (“TJX”), a Delaware corporation having a principal office 770 Cochituate Road Framingham, MA, in connection with a contemplated addition to TJX’s main headquarters facility (the “Project”) located at 740 Cochituate Road, 750 Cochituate Road (which includes 770 Cochituate Road), 156 Speen Street in Framingham, and 0, 2, 4, 18, 18R and 29 Commonwealth Road in Natick (collectively, the “Property” or “Site”). The Applicant is submitting simultaneously documents related to the Project to the Natick Planning Board. When referred together, Natick and Framingham are referred to as the “Towns”.

The Project is before the Framingham (“Framingham”) Planning Board for: (i) modification pursuant to §§ VI.F.2.a.2 and 3 and VI.F.10 of the Framingham Zoning Bylaw (“Framingham Bylaw”) of the Site Plan Review Decision issued by the Framingham Planning Board dated January 5, 1999, as previously modified on January 5, 2014; (ii) modification pursuant to §§ IV.B.1.f and VI.E.2.e of the Framingham Bylaw of the Special Permit for Reduction in Parking issued by the Framingham Planning Board on January 5, 1999, as previously modified on January 5, 2014; (iii) Special Permit for exception from off street parking facility design requirements set forth in § IV.B.2.a (9 foot wide parking spaces required/8.5 foot wide provided), per § IV.B.2 and M.G.L. c. 40A, § 9; (iv) waiver pursuant to § III.E.10.c from regulations of the Highway Overlay District set forth in § III.E.7.a related building height limits applicable where abutting a residential zone (40 feet allowed and 79 feet is provided); (v) waiver pursuant to § IV.B.7.b.5 from the bicycle parking standards set forth in § IV.B.7.b (number of racks); (vi) waiver from design standards for landscaped buffers, pursuant to §§ VI.F.5(e) and III.E.8(f)(2) ; and (vii) waiver from design standards for landscaping adjacent to buildings, pursuant to §§ VI.F.5(e)(7) and III.E.8(i).

Separately, the Applicant will submit applications in Framingham to: (i) the Planning Board for Special Permit for Land Disturbance in accordance with § V.F.c of the Framingham Bylaw and M.G.L. c. 40A, § 9, (ii) the Zoning Board of Appeals for a variance from the number of building stories allowed in the M District as set forth in § IV.E.2, and (iii) the Conservation Commission for a Notice of Intent.

The Project is before the Natick (“Natick”) Planning Board for: (i) modification of Site Plan Approval and Special Permit Decision #1-86 of the Natick Planning Board dated September 10, 1986, as previously modified by a Decision #6-98 dated December 2, 1998, and Decision #1-14 dated January 8, 2014, amending existing site plan and special permit approvals pursuant to §§ VI-DD(3)(a), III-A.2, and VI-EE of the Natick Zoning Bylaw (“Natick Bylaw”); (ii) waiver of the setback requirement from an abutting residential district applicable within the Highway Overlay District as set forth in § 326.2, pursuant to § 329.2 of the Natick Bylaw; (iii) waiver of the height requirement applicable within the Highway Overlay District where abutting residential district set forth in § 326.1, pursuant to § 329.2 of the Natick Bylaw; and (iv) waiver of the landscaping requirements within the Highway Overlay District set forth in §§ 327.521 (depth) and 327.7 (buffer adjacent to building), pursuant to § 329.2 of the Natick Bylaw.

Separately, and subsequent to the present filing, the Applicant will submit applications in Natick for: (i) Aquifer Protection District Special Permit pursuant to § III-A.5 of the Natick Bylaw to the Planning Board; (ii) Land Disturbance Permit to the Conservation Commission; and (iii) Notice of Intent to the Conservation Commission.

Review of the Project pursuant to the Massachusetts Environmental Policy Act (“MEPA”) will be submitted separately to the Massachusetts Executive Office of Energy and Environmental Affairs. (See discussion in Section VI below.)

## **I. PROJECT SUMMARY**

### **A. ZONING LOCATION AND HISTORY**

TJX’s existing headquarters campus (the “Headquarters Campus” or “Facility”) consists of approximately 41.32 acres of land straddling the Framingham and Natick boundary, and is bounded generally by the Massachusetts Turnpike to the north, Route 30/Cochituate Road to the east, a former rail right of way and Speen Street to the south, and Turnpike-related ramp systems to the west, as more particularly shown in the Site Plan submitted with this application (collectively, the “Property”). According to the current editions of the Framingham and Natick Zoning Bylaws, the Framingham portion of the Property is situated in the General Manufacturing (“GM”) district, and the Regional Center District under the Highway Overlay District Regulation

(“RCD”); and the Natick portion of the Property is situated in the Industrial Two (“IN- II”) district, the Residential A district,<sup>1</sup> the Regional Center District of the Highway Overlay Districts, and the Aquifer Protection District (“APD”). The development of the Headquarters Campus within the two Towns and within these many different zoning districts involved the issuance of a complicated series of approvals and relief. For Framingham’s ease of reference, see the Applicant’s Permitting History Summary submitted as part of these Applications.

**B. EXISTING CONDITIONS**

The Headquarters Campus presently contains approximately 750,930 square feet of space in 3 connected office towers used for office and accessory purposes (“Office Towers”) and approximately 93,925 square feet of space in the Corporate Support Center, for a total of approximately 844,855 square feet. The Office Towers were constructed in the mid-1980’s and were later expanded in 1999-2000. The Corporate Support Center was constructed in 2014-2015. The most recent redevelopment included the construction of a single, three-story building of approximately 93,925 square feet on the 2.26 acre parcel located on the southwest portion of the Property, which includes a product development library, an employee fitness center, vendor viewing rooms and the Applicant’s “Style Out Center”. The Facility is served by 2,389 surface and structured parking spaces, and is currently accessed by one curb cut on Cochituate Road and one on Speen Street.

**C. PROPOSED PROJECT**

TJX proposes to add a six-story parking structure (“Parking Structure”) under a one-story, approximately 53,915 square foot conference center (“Conference Center”, together with the Parking Structure, the “New Building”) to be located on the northeast portion of the Property, situated partially in both Towns, together with related site improvements (collectively the “Proposed Use”). The Project will include upgrading site landscaping and lighting, and re-orienting interior driveways to accommodate the New Building, and adding bicycle parking. The Project will not increase space designated for offices at the Headquarters Campus. The Project will result in a net increase of approximately 623 parking spaces. As explained below,

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<sup>1</sup> The Residential A portion of the Property, located in Natick, is unimproved and subject to restrictions that prevent its development or use for anything but Open Space and public access to such Open Space.

the Project will have few, if any, effects on the physical or operational characteristics of the existing Facility, and requires only minor adjustments to some of the historically granted decisions.

#### **D. TECHNICAL DOCUMENTS FOR MAJOR SITE PLAN REVIEW**

The contents of the Applicant's technical documents as updated for the Project and included with this submission are listed on the Table of Contents for the Application, including a construction schedule. The Site Plan includes details required for drainage calculations, lower impact development features, location of proposed mechanical equipment and utility infrastructure, including existing sewer and town water delivery. The Architectural Renderings show details for each floor of the proposed Project. A Storm Water Management Report prepared by John G. Crowe Associates, Inc. will be submitted in advance of the first public hearing before each town.

## **II. PARKING IMPACT ASSESSMENT**

The parking facilities serving the Headquarters Campus have undergone a number of modifications over many years. There are currently 2,389 structured and surface parking spaces serving the existing Facility, as approved by the 2014 permitting by the Towns, including the Framingham Special Permit for Reduction in Parking (as modified in 2014). This configuration adequately serves TJX's parking needs. The Applicant proposes an increase of 623 spaces in connection with the Project. This increase would result in a total campus-wide parking count of 3,012 spaces, with 1,114 provided by surface parking, 908 in the existing garage, and 990 to be located within the proposed Parking Structure.

The Property in its existing condition, and as proposed, complies with the Natick parking requirements of one parking space per 400 square feet of floor area for offices, per § V-D.3.d of the Natick Bylaw. Applying the Framingham parking requirement of 1 parking space per 250 square feet of floor area, as set forth in § IV.B.1.a of the Framingham Bylaw, to the Facility approved by the 2014 permitting required 3004 parking spaces, but was approved with 2,389 spaces, a reduction of 615 spaces below the Framingham Bylaw's requirements. The total spaces as proposed for the Project will result in a parking count of 3,012 spaces, which

would be 208 spaces below the Framingham Bylaw's requirements. The result of the additional parking proposed by the Project will be an improved parking ratio at the site.

### **III. TRAFFIC IMPACT ASSESSMENT**

A Transportation Impact and Assessment Study prepared by Vanasse & Associates, Inc. will be submitted in advance of the first public hearing before each town. The Site Plan addresses vehicular, pedestrian and bicycle circulation at the Site, by adding the Parking Structure and modest site reorientation for its utilization. Furthermore, the Applicant agreed to traffic-related conditions as part of its 2014 permitting. The Conference Center and Parking Structure will be used by TJX employees currently located at the Headquarters Campus, and will reduce their trips to and from the Facility to access corporate facilities that currently are located off-campus. The Project is not expected to generate any new trips to or from the Headquarters Campus and will likely reduce traffic activity to and from the Property. The Project will increase the campus-wide parking supply by 623 spaces, from 2,389 to 3,012 spaces, which is expected to improve internal traffic flow.

### **IV. ENVIRONMENTAL IMPACT**

The Project has been designed to avoid environmental damage due to wetland loss, habitat disturbance, and damage to natural assets. The Project is designed to minimize grading and clearing. The Project avoids disturbance to any wetland resources, including intermittent streams, flood plain area and riverfront area. For purposes of stormwater management and water resource protection, this Project is considered a Redevelopment Project because the proposed construction and site improvements are within areas already developed with structures and pavements, altered from their original and natural state. In addition to the Applicant's Erosion Control and Site Preparation Plan (Sheets SPA-2.1, 2.2 and 2.3 of the Site Plan), a Stormwater Report and a Stormwater Pollution Prevention Plan ("SWPPP") are being prepared for this Project by John G. Crowe Associates, Inc., and will be submitted in advance of the first public hearing before each town. The Stormwater Report and SWPPP will be consistent with

requirements for the following permit applications and governmental regulatory programs:

1. Notice of Intent with the Framingham Conservation Commission;
2. Notice of Intent with the Natick Conservation Commission;
3. Land Disturbance Special Permit with the Framingham Planning Board;
4. Land Disturbance Special Permit with the Natick Conservation Commission;
5. Aquifer Protection District Special Permit with the Natick Planning Board; and
6. U.S. EPA National Pollutant Discharge Elimination System Notice of Intent.

The key project design elements and characteristics which will be described in the Stormwater Report will include: (i) Low Impact Development (“LID”) Measures, including no disturbance to wetland resources and no disturbance of natural stands of existing trees and shrubs, reduction in impervious surface area, and infiltration of stormwater; (ii) No new, untreated discharges of stormwater from vehicular pavements; (iii) Reduction in the peak rate of run-off at discharge locations; (iv) Infiltration of the Required Recharge Volume; (v) Long-term Pollution Prevention Plan; (vi) Construction Period Pollution Prevention and Erosion and Sedimentation Control; and (vii) Post Construction Operation and Maintenance Plan.

The Applicant is proposing to modify its lighting in accordance with a lighting and photometric plan, which is part of the Applicant’s Site Plan (Sheet SPA PH-1 of the Site Plan). Because of existing topographical conditions and location and orientation of buildings, the Project will have minimal, if any, impact on solar access of adjacent properties. The Project will not have a detrimental impact on the solar access of any residential uses.

The Applicant has designed landscaping and usable open space to add to the visual amenities of the vicinity by maximizing the visibility of landscaping and open space to persons passing the Site or overlooking it from nearby properties. The landscape design as shown on the Applicant’s Planting Plan (Sheets SPA- 6.1, 6.2 and 6.3 of the Site Plan) incorporates non-invasive native and non-native plant materials, which were selected for their ability to grow and survive in a natural manner in the local climate and minimize the need for fertilizers and irrigation.

Utilities are shown on Sheets SPA-4.1, 4.2 and 4.3 of the Site Plan (together, “Utility Plan”). As shown on the Utility Plan, new utilities for the Project have been placed underground and are located to avoid adverse impact on groundwater levels, and to coordinate with other utilities.

The Applicant has designed all public spaces and buildings to facilitate evacuation and maximize accessibility by fire, police and other emergency personnel and equipment.

## **V. URBAN DESIGN OBJECTIVES**

The Project is designed to encourage complete streets including transit access and pedestrian and bicycle amenities. The Project has been designed to be consistent with Framingham’s Policy on Complete Streets requirements by providing accessible and efficient connections between commercial, recreational, and retail destinations throughout the surrounding areas of the Golden Triangle. The Applicant’s proposal is informed by Complete Street guidance on safety and accommodation for a range of ages and abilities, and balancing the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings, and the nearby rail trail. The proposed development relates harmoniously with the terrain and to the use, scale, and siting of buildings in the vicinity. The proposed development minimizes disruption to the topography, and relates functionally, spatially and visually with area structures, landscaping and paved areas. Bicycle racks will be provided both on the ground and within the indoor parking area. New and reconstructed sidewalks will be handicapped accessible in accordance with the Americans with Disabilities Act (“ADA”) and the Massachusetts Architectural Access Board (“MAAB”).

## **VI. REQUIRED STATE AND FEDERAL AGENCY APPROVALS AND ACTIONS**

The Project requires the following state and federal reviews and permit approvals:

### **A. REVIEW UNDER THE MASSACHUSETTS ENVIRONMENTAL POLICY ACT (“MEPA”)**

The Applicant is required to submit an Environmental Notification Form (“ENF”) to the Massachusetts Executive Office of Energy and Environmental Affairs (“EOEA”) because the

Project requires state agency action and exceeds an ENF review threshold. The Project requires the issuance of a Highway Access Permit by the Massachusetts Department of Transportation (discussed in Section VI.B below), and will create more than 300 new parking spaces. The Applicant's ENF is scheduled for completion and submittal to EOEI before mid-October of 2016, and will include the Applicant's Transportation Impact and Assessment Study.

**B. MASSDOT HIGHWAY ACCESS PERMIT (FOR INDIRECT ACCESS)**

The Project will require issuance of a State Highway Access Permit pursuant to M.G.L. c. 81, § 21. As part of its Application for a State Highway Access Permit, the Applicant will provide its Transportation Impact and Assessment Study, and engineering studies, calculations, and any recommendations for the mitigation of potential transportation and construction impacts.

**C. NPDES PERMIT**

The Project will disturb more than 1 acre of land and is therefore required to obtain coverage under the Environmental Protection Agency ("EPA") National Pollutant Discharge Elimination System ("NPDES") Construction General Permit. As required under the NPDES permit, a Stormwater Pollution Prevention Plan ("SWPPP") will be required from the Applicant prior to land disturbance.

**VII. REQUESTS FOR APPROVAL**

**A. REASONS WHY THE PROJECT MEETS THE FRAMINGHAM BYLAW'S REQUIREMENTS FOR MODIFICATION OF ITS SITE PLAN APPROVAL**

1. Compatibility With Project and Design Standards in §§ VI.F.5 and III.E.5-8 and Site Plan Review Criteria set forth in § VI.F.6

a) The Project Retains Community Character (§ VI.F.6(a)).

The proposed improvements will blend with the immediate neighborhood, will be appropriate in size compared with surrounding structures, and will not create a hazard to abutters, vehicles or pedestrians. The immediate area in each town includes no residential uses. Bicycle racks for use by employees will be added to the parking facility and included within the Parking Structure to coordinate with community bike-friendly efforts. The Site contains no

historic resources. The Project seeks to upgrade and enhance an existing business consistent with its location. The architectural design will be of high quality and in keeping with the character and scale of neighboring properties and structures.

b) The Project is Consistent with Site Plan Criteria related to Traffic, Parking and Public Access (§ VI.F.6(b)).

The Project is designed to reduce traffic and safety impacts, and parking areas are designed with appropriate location and number of access points to public streets. The Project is designed to promote convenience and safety of vehicular, bicycle and pedestrian movement within the neighborhood and site. Appropriate pedestrian walkways are incorporated in the parking lot, facilitating safe passage for pedestrians to and from the New Building. The Applicant anticipates that the Project will have a negligible overall impact on area traffic operations, and that the Applicant's proposed improvements will allow for improved access and enhanced operations of vehicles and pedestrians within the Site.

c) The Applicant Demonstrates Minimal Environmental Impact due to the Project (§ VI.F.6(c)).

The Project is designed to minimize disturbance to the natural environment and wetlands, with minimal difference in impact from that approved by the 2014 permitting by both Towns. The Property's current total impervious area coverage of 55.56% will be decreased to 52.55% as a result of Project improvements. The existing grade of the Property will not be significantly altered by excavation or fill, though site work will require Land Disturbance permits from both Framingham and Natick. Existing landscaping will be upgraded as part of the Project, and a paved parking area will be replaced by a modern building consistent with current neighborhood uses.

A comprehensive long term pollution prevention plan and recommended construction period erosion and sedimentation controls will be included in the Stormwater Management Report. The Project's design will include Low Impact Development and Best Management Practices, with an on-site surface infiltration system that will improve groundwater recharge and drainage from current conditions.

- d) The Project is Consistent with Site Plan Criteria Related to Health (§ VI.F.6(d)).

The Project is not anticipated to cause adverse air-quality impacts, noise, glare, and odors. The site is designed to prevent hazards to abutters, vehicles, or pedestrians. No hazardous materials and transmissions are expected to result from the Project. The Applicant has designed all public spaces to facilitate evacuation and maximize accessibility by fire, police and other emergency personnel and equipment.

- e) The Project is Consistent with Criteria for Site Plans related to Public Services and Utilities (§ VI.F.6(e)).

The Site is served with adequate water supply, wastewater systems and solid waste disposal systems within the capacity of the municipal infrastructure. Because the Project involves the construction of a new parking garage and conference center, the Project will result in negligible increased usage of water, electricity and sewer services relative to baseline conditions. Existing utility infrastructure in the Project area has more than adequate capacity to serve the Project, and, therefore, it is not anticipated that the Project will result in the need for any infrastructure improvements by either Framingham or Natick. The addition of the Project does not increase adverse impacts to groundwater levels, run-off or likelihood of flooding.

The Property's stormwater management system has been designed to comply with the Massachusetts Stormwater Management Regulations and incorporates Best Management Practices to control stormwater. These measures will reduce peak rates of runoff, provide groundwater recharge and treat stormwater prior to infiltration.

- f) The Project is consistent with Land Use Planning (§ VI.F.6(f)).

The Applicant's proposal is consistent with the purpose and intent of the Framingham Bylaw and Master Land Use Plan. Educational training facilities and conference centers accessory to permitted uses are allowed as of right in the M zoning district, as set forth in § II.B.3.O of the Framingham Bylaw. § III.E.1 of the Framingham Bylaw provides that the purpose of the Highway Overlay District regulations is to manage development and quality development in complex regional centers along major highway corridors, preserving

environmental quality, improving pedestrian and vehicular circulation, and fostering development that is of high visual and aesthetic quality. Proposed improvements to pedestrian and vehicular circulation are consistent with the purposes of the Framingham Bylaw § I.B, which include regulations to promote safety and convenience. The Master Land Use Plan requires projects within the Golden Triangle to improve the visual quality of commercial development relative to architecture, site planning and streetscape improvements and enhancements, and improve pedestrian connections, all of which goals are met by the Project. Furthermore, the Project has been designed to foster visual and aesthetic qualities, improve pedestrian and vehicular circulation, and enhance pedestrian connections and open space by including walkways that connect to building entrances and ample landscaping that creates usable open space. The overall reduction in parking below the Framingham Bylaw's requirements and modestly reduced parking space widths within the Parking Structure enable the Applicant to reduce land disturbance, preserve environmental quality, and improve pedestrian and vehicular circulation.

For the above reasons, the Applicant respectfully requests that the Framingham Planning Board approve the Application for modification of its approved site plan, and grant necessary waivers from site plan design standards.

**B. REASONS WHY THE SPECIAL PERMIT FOR MODIFICATION TO REDUCTION IN PARKING SHOULD BE GRANTED BY THE FRAMINGHAM PLANNING BOARD.**

1. The Project meets the requirements for a Special Permit for Reduction in Parking set forth in the Framingham Bylaw at § IV.B.1.f, because:

The Parking Structure and re-designed off-street parking area constitute the most reasonable design for providing off-street parking for the Property and providing adequate off-street parking spaces for the Proposed Use and overall campus needs. Co-locating the Conference Center and the Parking Structure minimizes land disturbance, and utilizes an area formerly designated for surface parking, minimizing disruption to undeveloped or landscaped areas of the Site. Other land is not available for off-street parking, as the Site is constrained by the deed restricted, non-buildable portion of the Property located in the Residential A district in Natick. The Applicant has designed a building proposal complying with safety standards and

meeting the intent of the off-street parking regulations of both Towns. The revised parking plan will increase the campus-wide parking count to 3,012 spaces, in comparison to 2,389 spaces approved pursuant to the Special Permit for Reduction in Parking issued in 2014. The parking plan meets the parking requirements of Natick. The Applicant meets the loading requirements of both Towns with its proposal. No adverse impacts on abutters or the character of the neighborhood are anticipated. The Site has no residential abutters.

2. Modification of the Special Permit for Reduction in Parking meets the requirements of Special Permits set forth in Massachusetts Law, M.G.L. c. 40A, § 9.

M.G.L. c. 40A, § 9 provides, in relevant part, that municipalities may issue special permits only for uses which are “in harmony with the general purpose and intent of the ordinance or by-law”. The Project is in harmony with the general purpose and intent of the Framingham Bylaw and consistent with the purpose and intent of § I.B of the Framingham Bylaw, which states that the primary purposes of the Bylaw are “to establish such regulations for the uses of land and structures as will protect and promote life, health, safety, convenience and general welfare of the residents of Framingham”. The Project will improve traffic flow and increase Site parking. Consistent with the Highway Overlay District regulations set forth in § III.E.1 of the Bylaw, the Project provides a quality development for a corporate headquarters, preserving and enhancing environmental quality, and improving pedestrian and vehicular circulation..

For the above reasons, the Applicant respectfully requests that the Framingham Planning Board grant a modification of the existing Special Permit for Reduction in Parking, and, to the extent necessary, grant any waivers or exemptions from any such requirements set forth in § IV.B.1.f and the Rules and Regulations of the Framingham Planning Board, as applied to a modification of a Special Permit for Reduction in Parking.

C. REASONS WHY THE SPECIAL PERMIT FOR EXEMPTION FROM OFF-STREET PARKING FACILITY DESIGN REQUIREMENTS SHOULD BE GRANTED BY THE FRAMINGHAM PLANNING BOARD.

1. The Project meets the requirements for Special Permits set forth in the Framingham Bylaw at § VI.E.3 for Exception from Off Street Parking Facility Design requirements set forth in § IV.B.2.a, because:

The Applicant has requested a modest decrease in parking space widths within the Parking Structure. This requested reduction is appropriate because the proposed width is adequate for most vehicles anticipated to use the Parking Structure. Given the overall size of the Applicant's parking facility at the Site, ample alternatives are provided for vehicles requiring spaces wider than 8.5 feet. The reduced space width will not create a hazard to vehicles, pedestrians or emergency services. The Parking Structure design is otherwise consistent with the intent of the zoning districts and with the purpose and intent of the Framingham Bylaw. The Project has been designed to reflect the visual and aesthetic qualities of the area, improve pedestrian and vehicular circulation. All municipal services necessary to meet the needs of the Project are available and are adequate and sufficient.

2. The Special Permit for Exception from Off Street Parking Facility Design Requirements meets the requirements for Special Permits set forth in Massachusetts Law, M.G.L. c. 40A, § 9.

The Applicant's request for a Special Permit for Exception from Off Street Parking Facility Design Requirements complies with M.G.L. c. 40A, § 9. The proposed design is in harmony with the general purpose and intent of the Framingham Bylaw and consistent with the purpose and intent of § I.B of the Framingham Bylaw related to safety and convenience. The Project will improve traffic flow and off street parking availability. Consistent with the Highway Overlay District regulations set forth in § III.E.1 of the Bylaw, the Project improves pedestrian and vehicular circulation. The proposed reduced parking space width within the Parking Structure is adequate to meet the Applicant's parking needs. Due to the overall size of the Applicant's parking facility on the Property, there are ample options to direct vehicles requiring larger spaces to other parking spaces on campus.

For the above reasons, the Applicant requests that the Framingham Planning Board grant a Special Permit for Exception from Off Street Parking Facility Design Requirements, and, to the extent required, grant any necessary exemptions or waivers from any such requirements set forth in §§ IV.B.2.a and VI.E.2.e, and the Rules and Regulations of the Framingham Planning Board, as applied to a Special Permit for Exception from Off Street Parking Facility Design Requirements.

**D. REQUESTED WAIVERS - FRAMINGHAM**

The Applicant requests the following waivers:

1. Waiver from site plan design standards for landscaping adjacent to buildings, pursuant to §§ VI.F.5(e)(7) and III.E.8(i) of the Bylaw;
2. Waiver from site plan design standards for landscape buffers, pursuant to §§ VI.F.5(e) and III.E.8(f)(2) of the Bylaw;
3. Waiver from the site plan design standards for number of bicycle parking spaces, pursuant to § IV.B.7.b of the Bylaw;
4. Waiver from the building height limits applicable within the Regional Center district of the Highway Overlay District set forth in § III.E.7.a, pursuant to § III.E.10.c of the Bylaw; and
5. Any other necessary waivers and exceptions.

**VIII. SUMMARY**

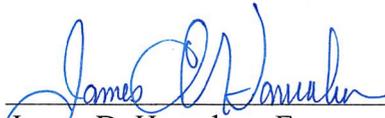
The Project satisfies the Framingham Bylaw's conditions for approval of special permits set forth in §§ VI.E.3(a)(1)-(5), IV.B.1.f, VI.E.2.e (for Reduction in Parking), and IV.B.2.a (for Off-street Parking Facility Design), statutory requirements for special permits under M.G.L. c. 40A, § 9, and the Framingham Bylaw's Site Plan Approval modification criteria and design standards set forth in §§ VI.F.5 and VI.F.6. For these reasons, the Applicant requests that the Framingham Planning Board make all such required findings and (i) grant a modification of the Applicant's previously issued Decisions for Special Permit for Reduction in Parking per

§§ IV.B.1.f and VI.E.2.e and Site Plan Approval in accordance with § VI.F of the Bylaw; (ii) grant a Special Permit for Exception from Off-street Parking Facility Design Requirements set forth in § IV.B.2.a; and (iii) grant all required waivers and exceptions.

Respectfully submitted,

The TJX Companies, Inc.

By its Attorneys,



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