



**Katherine Garrahan**  
Direct telephone: (508) 416-2474  
Direct facsimile: (508) 929-3185  
Email: kgarrahan@bowditch.com

October 6, 2016

**VIA ELECTRONIC MAIL [aloomis@framinghamma.gov](mailto:aloomis@framinghamma.gov)  
AND IN HAND DELIVERY**

Framingham Planning Board  
150 Concord Street  
Framingham, MA 01702  
Attention: Amanda Loomis, Planning Board Administrator

**Re: Application of The TJX Companies, Inc.  
750 Cochituate (also known as 770 Cochituate)  
740 Cochituate and 156 Speen (off), Framingham  
0, 2, 4, 18, 18R, & 29 Commonwealth Road, Natick  
(collectively the "Property")  
Supplemental Development Impact Statement**

Dear Ms. Loomis:

Please find enclosed a Supplemental Development Impact Statement on behalf of The TJX Companies, Inc. ("TJX") in connection with its applications for Modifications of Site Plan Review and Special Permits, and a new Special Permit for Off Street Parking Facility Design, for the proposed construction of a conference center and parking garage ("Project") at the above referenced Property.

If you should have any questions, please do not hesitate to contact me. Thank you.

Very truly yours,

Katherine Garrahan

KG/lt  
Enclosure

**SUPPLEMENTAL DEVELOPMENT IMPACT STATEMENT  
TO THE TOWN OF FRAMINGHAM OF  
THE TJX COMPANIES, INC.  
FOR PROPERTY LOCATED AT  
COCHITUATE ROAD FRAMINGHAM & NATICK**

Applicant and Owner:  
The TJX Companies, Inc.  
770 Cochituate Road  
Natick, MA 01760

The following supplements the Development Impact Statement on file with the Framingham Planning Board and Natick Planning Board for proposed permitting at the Applicant's main headquarters facility 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. The Applicant is seeking approvals from the Town of Framingham to construct a 6 story parking structure under a 1 story (53,915 square foot) conference center with an enclosed walkway to the main campus building, along with landscaping, infrastructure, off-street parking, and associated site improvements. Specifically, the Applicant is requesting the following approvals from the Framingham Planning Board: Modification to an approved Site Plan Decision dated January 5, 1999, and previously modified on January 5, 2014; Modification to an existing Special Permit Decision dated January 5, 1999, and previously modified on January 5, 2014; and Special Permit for Dimensional Relief to Off-Street Parking Design Standards.

The following supplemental information is provided in response to requests for additional information by the Framingham Planning Board Administrator. All capitalized terms herein shall have the same meaning as provided in the Applicant's Development Impact Statement submitted with its application to the Framingham Planning Board ("Application").

1. ADDITIONAL PROJECT INFORMATION.

a. Architectural Renderings.

Please find additional architectural renderings prepared by Margulies Perruzzi Architects attached as Exhibit A.

b. Location of Trash and Loading Facilities.

The New Building will house a trash room at the northeast corner of the Parking Structure. The trash room will be equipped with a loading shoot directly connected to an exterior 30 cubic yard trash compactor unit. The trash compactor will be shielded from view by an existing vegetated berm along the MassHighway right of way to the north and west, and by mature wooded growth and a hill to the east. As shown on the Site Plan, the trash compactor unit will be further fully screened from view by a wood fence enclosure. The Applicant will schedule truck removal and replacement of the compactor receptacle when full, dependent on need and frequency of events held at the Conference Center.

A loading area will be located at the northern end of the east façade of the New Building. The loading area will provide two (2) 4-foot tall loading dock bays recessed under the third level of the Parking Structure to allow for 55 foot long truck parking and turning movements. The use of the loading area is anticipated to occur during business hours. The loading area will be screened from view by mature wooded growth and a hill to the east and the vegetated berm along the MassHighway right of way to the north.

c. Construction Schedule.

The Applicant expects construction to commence in March of 2017 and be completed by May of 2018. Please refer to the Sequence of Construction Operations submitted with the Application.

d. Sewer Infrastructure.

The Applicant has initiated study to confirm that the existing hydraulic sewer system has the capacity to convey the projected increase in flow due to the Project.

No existing sewer service infrastructure problems are reported by either the Department of Public Works or the Applicant's facility management staff related to the Property. The current service shows no evidence of opportunities for surface stormwater inflow to the system. The sewer pipe system is of "modern" materials design, using PVC pipes with extremely little or no potential for joint or pipe crack infiltration as could be found in older clay pipe installations. Much of the sewer pipe system on the Property lies above groundwater elevations, making opportunities for infiltration unlikely.

The Headquarters Campus operates at its full capability, based on its current interior layout and design with approximately 2,400 assigned employees. Employee to square foot ratio (building population density ratio) at the Property is approximately 1 employee per 350 square feet. This existing density ratio is well below normal expected population densities for office buildings, which is approximately 1 employee per 275 square feet.

Incrementally over the next several years, the Applicant proposes to increase employee population in the Office Towers by reducing the size of employee work stations and offices in the existing buildings, and by transforming many existing meeting and conference rooms into offices. The functions served by the transformed meeting and conference rooms will be provided by the Conference Center. The population of the overall office complex is projected to increase by 600 employees from 2,400 to 3,000, a total of 25 percent. The Conference Center will accommodate this projected growth, rather than generate the growth. The users of the meeting space in the Conference Center will be employees and ordinary business visitors typically at the Headquarters Campus. Therefore, no additional or unique component sewage flows will be generated by users of the New Building itself.

The proposed employee population increase will bring the employee square foot ratio to 1 per 300 square feet, which is the normal expectation for office buildings. The New Building would add 53,915 square feet of operational floor area to the existing 844,855 square foot office building complex, a relatively modest 6.4 percent increase based on square footage. By use of

standard MassDEP Title V System Sewage Flow Design Criteria, this would call for a Sewer Connection Permit flow increase of 4,044 gallons per day.

Since 1975, engineering design of office building sewer system infrastructure has used Massachusetts System Sewage Flow Design Criteria of 75 gallons per 1,000 square feet. This criteria, which was used for the sanitary system permitting and design of the office complex, has generally been found to be conservatively high and will readily accommodate normal or slightly greater than normal office building population densities. This criteria for sanitary flow design has remained unchanged over the past 40 years, even with the introduction of requirements for low flow plumbing appliances and other mandatory and cost saving water conservation measures. Therefore, the Applicant anticipates that the sewer system capacity study will show that using the Massachusetts flow design criteria, the existing sanitary sewer will adequately convey the proposed flow increase resulting from increasing the building population level to the normal levels expected in office buildings in scenarios, and especially in scenarios using projected flows extrapolated from actual water usage data.

e. Blasting and Soil Compaction Activities.

Several decades of development, including soil excavation, and a great deal of subsurface investigations using soil borings and test pits, have made it apparent that there is no rock or ledge within the earthwork construction horizons of this Property. Therefore, no blasting is anticipated in connection with the Project. The Property's naturally occurring underlying soils are primarily granular, sands and gravel. This predominance of granular sands and gravel also precludes the need for soil compaction activity very often used in areas of soils problematic for construction support when disturbed. In the unlikely event that construction methods cause earth tremors, the Applicant would be the sole potential recipient, and any vibration impacts will be thoroughly investigated and resolved with nearby abutters.

f. Water Service Infrastructure.

The Project is expected to have no significant impact on Framingham's water infrastructure and supply. The projected increase in employee population will likely increase water usage incrementally, and the only indications of which the Applicant is aware support that Framingham's supply and delivery infrastructure is prepared to accommodate this modest incremental increase.

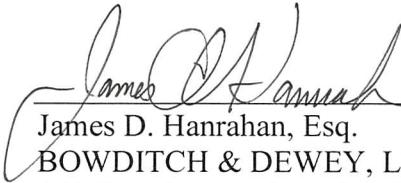
The Applicant has two existing connections to the municipal water system: one at Cochituate Road and one at Speen Street. A few years ago, the main water service connection for the Applicant was reconstructed and brought up to date with new metering and back flow prevention at Cochituate Road. Municipal water pressure at the Property is good and sufficient for both the domestic and fire protection needs of the Applicant supplemented with the Applicant's own independent fire protection water tank and pressurized fire protection service loop. The Department of Public Works reports that there have been some high pressure fluctuations in the Speen Street area and some research and analysis is required to determine whether this pressure increase fluctuation is due to a faulty backflow prevention device between the Applicant's fire protection loop and the municipal system at Speen Street. The Applicant will work with the Department of Public Works to make this determination.

An extension of the domestic water system to the New Building is required for the Project, as will be some relocation of the Applicant's fire protection system loop.

g. HVAC.

Four 50 TON packaged rooftop units will be located on the roof of the New Building to provide cooling and ventilation for the Conference Center. The units will include gas-fired heating sections, electric direct expansion (DX) cooling and tie into a common supply duct header in the ceiling plenum of the floor below where the air will be distributed by a variable air volume (VAV) system. The units will be enclosed by a screen wall, and sound power levels will be reviewed by an acoustic engineer so that values at the property line do not exceed local and state requirements. The main source of heat for the New Building will be provided by a 2,000 MBH high efficient hot water condensing boiler plant which will include two 1500 MBH boilers (each sized for 65 percent of the total heating load) and two base mounted pumps to deliver hot water to perimeter radiation and fan powered VAV box heating coils. The hot water boiler plant will be located within a mechanical room on the conference level, with make-up air and vented combustibles above the roof level and as required by code. Future expansion of these systems is not expected.

Respectfully submitted,  
The TJX Companies, Inc.  
By its Attorneys,

  
James D. Hanrahan, Esq.  
BOWDITCH & DEWEY, LLP  
175 Crossing Boulevard, Suite 500  
Framingham, MA 01702  
Tel: (508) 416-2404

  
Katherine Garrahan, Esq.  
BOWDITCH & DEWEY, LLP  
175 Crossing Boulevard, Suite 500  
Framingham, MA 01702  
Tel: (508) 416-2474

**EXHIBIT A**

Architectural Rendering

# VIEW FROM MASS PIKE



# AERIAL VIEW



# NORTH EAST VIEW



# VIEW FROM MASS PIKE

