Corporate Mixed-use District Additional Documentation

March 2016

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Part A

Overview of the Corporate Mixed-Use Zoning Districts

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Overview – Overview of the Corporate Mixed-use Zoning Districts

General Overview - Corporate Mixed-use Zoning Districts

The Corporate Mixed-use Zoning District consists of two components: the Corporate Mixed-use I (CMU I) and the Corporate Mixed-use II (CMU II) Zoning districts. The CMU I Zoning By-Law was developed as an action item of the 2014 Master Land Use Plan. The CMU II District evolved after an extensive analysis of the 9/90 Corporate Center and the Technology Park Zoning District, much of which is included or summarized in this packet.

The CMU I and the CMU II Districts were developed using progressive, rather than reactive zoning measures in order to meet the current and future market demands. Framingham once relied on its location and availability of infrastructure to attract appropriate growth. Times and technologies have changed, and other municipalities have invested in infrastructure, so the need for large mega offices has decreased. In addition, the office park form of development is now considered an inefficient and unsustainable land use that does not support goals for walkability and transit that will reduce the impacts of single occupancy vehicle trips. The CMU I and the CMU II Districts were developed in this context to allow the Town to remain competitive with local and national municipalities, meet the unique demands of employers and employees, in addition to fostering sustainable, people-friendly environments.

Purpose and Intent

The purpose and intent of the CMU I District is to promote a mixture of uses that fosters innovation and attracts workers while establishing and connecting to a strong pedestrian and bicycle infrastructure system. A key provision is that the major landowners in the zone must prepare a master land use plan to guide growth moving forward.

The 2014 Master Land Use Plan states that the 9/90 Corporate Center (proposed as the CMU I District) possesses the potential for further development at a higher intensity with new zoning within this area. This area is envisioned to attract professional office, telecommunication operations, research and development facilities, and high tech manufacturers (Master Land Use Plan, 2014 – Section 5.1.2.3.4). Therefore, the CMU I was developed to remain predominately as an office/technology park, while providing opportunities for additional amenities to support the companies and attract employees within the CMU I District. Rezoning this area as the CMU I District will allow an increase intensity of development for area, bulk, and/or height standards and allow for the amenities, including residential, that create this walkable, useful environment.

The purpose and intent of the CMU II District is to establish a connector between the Technology Park Zone and the 9/90 Corporate Center/CMU I District, which are two of the Town's largest employment centers. The CMU II District supports not just the employees in these existing office-dominated zones, but also residents from surrounding neighborhoods in the Route 9 area. When developing

the CMU I District it became clear that the existing zoning between 9/90 Corporate Center and the Technology Park District limited potential growth and redevelopment of this important area of Town – restricting it to a suburban office park model despite its location at a key transportation node. As the Technology Park and the proposed CMU I District area compete with surrounding municipalities, new/redeveloped tech/office parks, and urban environments, the CMU II District was developed to meet the needs of employers, while supporting the employees and neighbors. Allowing a broader mix of uses and more efficient parcel utilization supports current and future market demands and smart growth planning efforts, the CMU II District was designed to encourage buildings to be constructed closer to the roadway, with the parking to the side and rear, with an increase in the types of uses.

Features of the Corporate Mixed-use (CMU) Districts

The following pages provide an overview of the highlights and benefits of the Corporate Mixed-use (CMU) Zoning.

- The height of the buildings
  - CMU I – Buildings within the CMU I are proposed to be 8 stories by-right and 10 stories if the Transfer of Development Rights (TDR) By-Law is utilized. The height limit is set at 15' per story which allow developers to reach the necessary height while limiting the height of the building. For example, a typical office building is constructed with 10' high ceilings; therefore the height of the building would be 80' which is equal to the existing height in the Light Manufacturing (M-1) District. The difference between the two office buildings provided in the examples is that the CMU building is constructed with a total of 8 floors at 80' and the building in M-1 is constructed with a total of 6 floors at 80'.
  - CMU II – Buildings within the CMU II District are proposed to be 6 stories. 6 story buildings are consistent with the allowed number of stories within the Business (B) and General Manufacturing (M) Zoning Districts. The only difference is that the height is set per floor rather by the entire buildings.
- Cap on the height of the rooftop equipment
  - Rooftop equipment in the CMU Districts is limited to 20' above the last floor. The M-1, M, and B Zoning Districts are limited to 15% above the maximum building roofline (Section IV.E.7.b.1).
- Use of access driveways, alleyways, and consolidation of curb cuts
  - The CMU districts encourage the use of driveways, alleyways, and the consolidation of curb cuts. The installation of these items allow for a decrease in the number of curb cuts, which decreases the number of traffic delays and conflicts between vehicles.

- Mitigation for projects – Long Term Transportation Mitigation = 1% of the total cost of the project
    - It is understood that the traffic within the Exit 12 area is challenging at times. Alternations, curb cuts, and any modifications to Route 9 require MassDOT approval and/or construction. The implementation of the required 1% for Long Term Transportation Mitigation will allow the Town to fund necessary large scale transportation projects and/or seek grants to create important connections with other areas of Town. For example, for a Diesel Multiple Unit (DMU) train connector between the Central Business (CB) District and Exit 12 could be implemented with the use of these long term transportation mitigation funds.
- Reconstruction of intersections
    - When a project within a CMU District is located within a quarter-mile of an intersection. It is the responsibility of the developer to construct/reconstruct the intersection to meet complete street and ADA specifications (handicap ramps, push buttons, rumble strips, etc.).
- Implementation of sidewalks
    - All projects within the CMU Districts are required to install/repair sidewalks along all street frontages to ensure the CMU is walkable and accessible for all.
- Landscaping 50% of area between building and public right-of-way
    - The CMU Districts require developers to provide landscaping equivalent to 50% of the area between the building and the public right-of-way. This requirement establishes a pedestrian environment, maintains the open space, allows for large buildings to provide outdoor area that decreases the appearance of the building scale, and establishes an outdoor room for the employees to enjoy. Furthermore, this is a way to beautify the area along Route 9 and maintain a well landscaped corporate campus.
- Plazas, courtyards, and public art
    - Each project is encouraged to have plazas, courtyards, public art, and outdoor spaces. The use of these features creates the desired outdoor space and provides areas for outdoor entrainment and outdoor sitting areas. Many employers are finding that access to outdoor areas during the work day increases productivity and employee health.
- CMU Development Impact Report
    - Throughout the development of the CMU District Zoning, residents stressed the importance of knowing the various impacts that the proposed zoning would have on the Town. The CMU Development Impact Report is an attempt for the Town to be proactive when reviewing projects. The CMU Development Impact Report consists of a series or Impact Statements provided by the developer to provide information and/or plans to the Town, these Impact Statement include: Environmental Impact Statement, Environmental impact statement (EIS), Neighborhood impact statement (NIS), Community impact statement (CIS), Common area impact statement (CAIS), Infrastructure impact

statement (IIS), Traffic connection statement (TCS), and Fiscal impact statement (FIS). The information provided in the Development Impact Report is required to be submitted before a developer applies with the Town. The information is reviewed both by the Technical Review Team and the Planning Board. Comments from the Technical Review Team and the Planning Board are provided to the developer. The developer is expected to amend, modify, resolve, and or mitigate their impacts before the project can be brought to the Town for permits.

- Allows for residential projects in the CMU I District and mixed-use residential projects in the CMU II District
    - CMU I – The CMU I District proposes to allow for a small portion of the District to be utilized for residential. Residential is limited to a small percentage of the CMU I District, which allows employees to live near their place of employment.
    - CMU II - A portion of the CMU II District is currently zoned Business (B). The B District allows for mixed-use and mixed-use complexes by a special permit. The CMU II District provides standards for mixed-use projects. Mixed-use projects within the CMU II District require residential on any floor above the first floor, with a requirement of open space for each residential unit.
- Establishes Design Standards for the CMU Districts
    - The CMU Districts zoning establishes high standards for Building Design; Loading Bays and Service Docks, Rooftop Equipment, Infrastructure, and Mechanical Equipment; Pedestrian Connections; and Solar Alternative Energy. The only other Zoning District in the Town that sets Design Standards is the Central Business (CB) District. By the Town setting Design Standards, the Town is providing the developer with specific instructions for the future of the Town.

Part B

Demographics

Contents of Part B

Section 1 – Demographic Narrative
Section 2 – Demographics
Table B-1 – Community Analysis

Section 2

Demographics

How does Framingham Compare?

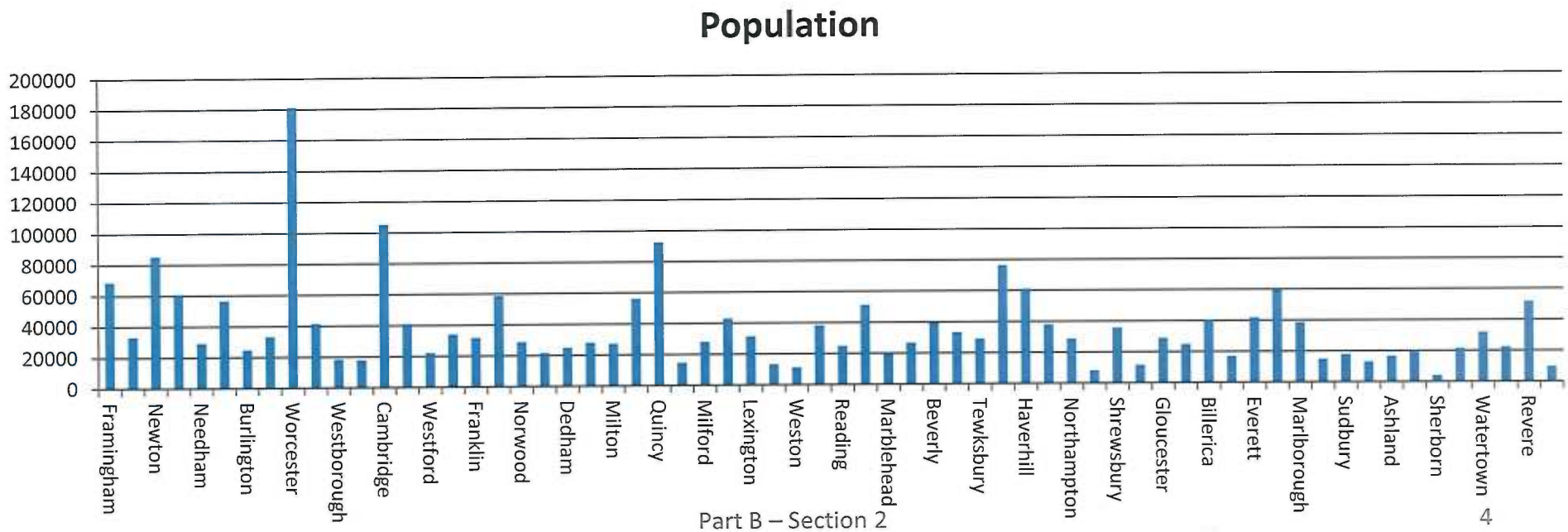
- To better understand the make-ups of various communities in Massachusetts, a review of 64 communities was conducted.
- The 64 communities were selected based on:
  - Location, size, and
  - 7 abutting communities
  - Accessibility to transportation (93/93/MassPike)
  - Community make up

Framingham Facts

- Framingham by the stats:
- Population: 68,318
- Square Miles: 26.4
- Acres: 16,896
- Total number of Units (2010): 27529
  - Occupied Housing Units (2010): 26,173
  - Vacant Housing Units (2010): 1,356
- Renter Occupied Units: 11,652
  - Percent of the Total Number of Units that are Renter Occupied: 42.33%
  - Percent of the Occupied Units that are Renter Occupied: 44.52%
- Owner Occupied Units: 14,521
  - Percent of the Total Number of Units that are Owner Occupied: 52.75%
  - Percent of the Occupied Units that are Owner Occupied: 55.48%
- Population Density: 4.04 people per acre
- Unit density: 1.63 units per acre

5 Communities had a population larger than Framingham:

- Newton (85,146),
- Worcester (181,045),
- Cambridge (105,162),
- Quincy (92,271),
- Lawrence (76,377)



11 Communities had a land area larger than Framingham (sq miles/acres):

- Plymouth (134/85,760),
- Leominster (30/19,200),
- Westford (31.3/20,032),
- Franklin (27/17,280),
- Quincy (26.9/17,216),
- Andover (32.12/20556.8),
- Haverhill (35.6/227,784),
- Amherst (27.8/17,792),
- Northampton (35.75/22,880),
- Gloucester (41.5/26,560),
- Billerica (26.4/16,896).

Population Density

- **20 Communities had a higher population density than Framingham (4.04): Newton (7.3), Waltham (6.96), Somerville (12.29), *Worcester (7.32),* Cambridge (23.05), Brookline (13.5), Norwood (4.22), Wellesley (4.16), Medford (10.21), *Quincy (5.36),* Arlington (12.17), Woburn (4.62), Peabody (4.77), *Lawrence (16.13),* Belmont (8.22), Everett (17.6), Malden (18.2), Stoneham (5.04), Watertown (11.87), Revere (8.087).**
  - **Of the 20 communities with larger population densities than Framingham, only 6 communities had a larger population and only 3 had more land area than Framingham. Therefore, it can be assumed that although the 14 communities had smaller populations, they are much denser than Framingham.**

Population Density Comparison

Of the 20 communities with a larger population density, only one (Wellesley) did not have a unit density greater than Framingham (1.63):

- Newton (2.8)
- Waltham (2.86)
- Somerville (15.54)
- Worcester (3.02)
- Cambridge (10.36)
- Brookline (6.08)
- Norwood (1.84)
- Wellesley (NA)
- Medford (4.37)
- Quincy (2.49)
- Arlington (5.67)
- Woburn (1.98)
- Peabody (2.07)
- Lawrence (5.73)
- Belmont (3.39)
- Everett (7.06)
- Malden (7.71)
- Stoneham (2.22)
- Watertown (5.8)
- Revere (3.45)

Residential Units

5 communities had more total residential units than Framingham (27,529):

- Newton (32,648),
- Somerville (33,720),
- Worcester (74,645),
- Cambridge (47,291),
- Quincy (42,838).

Of the five communities with larger total residential units, 4 of the communities had larger total residential units than Framingham.

Rental vs. Ownership
What will happen if the Town goes over 50% rental?

- 13 of the communities reviewed had a rental population greater than Framingham (42.3% of total housing stock/44.5% of occupied housing stock)
- 13 of the communities identified on the previous slide was on at least 1 list for Best Places to Live in Massachusetts – therefore, it can be assumed that rental vs ownership is not a predictor of a good community – but rather what the community has to offer.

[1] Criteria Based On: schools (SAT scores), fun (movie theaters, restaurants), hipster (number of colleges, Starbucks, hybrid cars, for example), location (crime, public transit, grocery stores), and housing costs (assessed values).
http://www.boston.com/yourtown/dreamtown-finder-mass-places-live-massachusetts-dreamtown-finder-top-places-live-massachusetts-top-places-live-the-state-top-places-live/LspFG4H6MA46iYY74lJG5I/article.html#slide-1
[2] http://s3.amazonaws.com/movotoblog/2013/12/best-cities-massachusetts/table.html

Rental vs. Owner cont.

			Boston.com	WCVB
Community	% of Total Housing Stock	% of Occupied Housing Stock	25 Best Communities	Best Places to Live
			Rank	
Framingham	42.3%	44.5%	14	
Waltham	48.67%	51.20%	24	23
Somerville	64.40%	67.60%	12	47
Worcester	51.00%	55.50%		55
Salem	46.00%	49.30%	8	9
Cambridge	60.90%	65.40%	1	8
Brookline	48.50%	51.20%	6	13
Amherst	51.50%	54.00%	2	51
Everett	55.90%	60.10%		66
Malden	54.40%	57.80%		34
Watertown	47.16%	50.00%		4
Revere	48.50%	52.43%		54

Table B-1: Community Analysis

Town/City	Population	sq miles	acres	Number of Units	Occ housing units	Vacant housing units	Rent Occ	% Rental of total	% Rental Occ	Own Occ	%Owner of total	%Own Occ	pop density	unit density
Framingham	68318	26.4	16896	27529	26173	1356	11652	0.423262741	0.44519161	14521	0.527480112	0.55480839	4.04344223	1.629320549
Natick	33006	16.1	10304	14121	13406	715	3811	0.269881736	0.284275697	9595	0.679484456	0.7157243	3.20322205	1.370438665
Newton	85146	18.2	11648	32648	31168	1480	9776	0.299436413	0.313655031	21392	0.655231561	0.68634497	7.30992445	2.802884615
Waltham	60632	13.6	8704	24926	23690	1236	12131	0.486680575	0.512072604	11559	0.463732649	0.4879274	6.96599265	2.863740809
Needham	28886	12.7	8128	11122	10341	781	1699	0.152760295	0.164297457	8642	0.777018522	0.83570254	3.5538878	1.368356299
Plymouth	56468	134	85760	24800	21269	3531	4669	0.188266129	0.219521369	16600	0.669354839	0.78047863	0.65844216	0.289179104
Burlington	24498	11.9	7616	9668	9269	399	2603	0.269238726	0.280828568	6666	0.689491105	0.71917143	3.21664916	1.269432773
Somerville	33044	4.2	2688	33720	32105	1615	21710	0.643831554	0.676218658	10395	0.308274021	0.32378134	12.2931548	12.54464286
Worcester	181045	38.6	24704	74645	68613	6032	38083	0.510188224	0.55504059	30530	0.409002612	0.44495941	7.32857027	3.021575453
Salem	41340	18.1	11584	19130	17842	1288	8794	0.459696811	0.492881964	9048	0.472974386	0.50711804	3.56871547	1.651415746
Westborough	18272	21.6	13824	7350	6924	426	2532	0.344489796	0.365684575	4392	0.59755102	0.63431542	1.32175926	0.531684028
Concord	17668	25.9	16576	6947	6484	463	1497	0.2154887	0.230876002	4987	0.717863826	0.769124	1.06587838	0.419099903
Cambridge	105162	7.13	4563.2	47291	44032	3259	28797	0.608931932	0.654001635	15235	0.322154321	0.34599836	23.0456697	10.36356066
Leominster	40759	30	19200	17873	16767	1106	6937	0.388127343	0.413729349	9830	0.549991607	0.58627065	2.12286458	0.930885417
Westford	21951	31.3	20032	7876	7498	378	714	0.090655155	0.095225393	6784	0.86135094	0.90477461	1.09579673	0.393170927
Chelmsford	33802	23.2	14848	13807	13313	494	2299	0.166509741	0.17268835	11014	0.797711306	0.82731165	2.27653556	0.929889547
Franklin	31635	27	17280	11394	10995	399	2234	0.196068106	0.203183265	8761	0.768913463	0.79681673	1.83072917	0.659375
Brookline	58732	6.8	4352	26448	25092	1356	12839	0.485443134	0.511677029	12253	0.463286449	0.48832297	13.4954044	6.077205882
Norwood	28602	10.6	6784	12479	11917	562	5073	0.406522959	0.425694386	6844	0.548441382	0.57430561	4.2160967	1.839475236
Canton	21561	19.6	12544	8762	8378	384	2194	0.250399452	0.261876343	6184	0.705774937	0.73812366	1.71882972	0.698501276
Dedham	24729	10.6	6784	10191	9651	540	2679	0.262879011	0.277587815	6972	0.684133059	0.72241219	3.64519458	1.502211085
Wellesley	27982	10.5	6720	9189	8695	494	1583	0.172271194	0.182058654	7112	0.773968876	0.81794135	4.1639881	1.367410714
Milton	27003	13.3	8512	9700	9274	426	1630	0.168041237	0.17576019	7644	0.788041237	0.82423981	3.17234492	1.139567669
Medford	56173	8.6	5504	24046	22810	1236	9782	0.406803626	0.428846997	13028	0.541794893	0.571153	10.2058503	4.368822674
Quincy	92271	26.9	17216	42838	40658	2180	21161	0.49397731	0.520463377	19497	0.455133293	0.47953662	5.35960734	2.488266729
Westwood	14618	11.1	7104	5431	5249	182	668	0.122997606	0.127262336	4581	0.84349107	0.87273766	2.05771396	0.764498874
Milford	27999	14.9	9536	11412	10872	540	3810	0.333859096	0.350441501	7062	0.618822292	0.6495585	2.93613674	1.196728188
Arlington	42844	5.5	3520	19974	18969	1005	7349	0.367928307	0.387421583	11620	0.581756283	0.61257842	12.1715909	5.674431818
Lexington	31394	16.5	10560	12019	11530	489	2359	0.196272568	0.204596704	9171	0.76304185	0.7954033	2.97291667	1.138162879
Bedford	13320	13.9	8896	5368	5130	238	1434	0.267138599	0.279532164	3696	0.68852459	0.72046784	1.49730216	0.603417266
Weston	11261	17.3	11072	4008	3776	232	551	0.13747505	0.14592161	3225	0.804640719	0.85407839	1.01707009	0.36199422
Woburn	38120	12.9	8256	16309	15524	785	6050	0.370960819	0.389719145	9474	0.580906248	0.61028086	4.61724806	1.975411822
Reading	24747	9.9	6336	9617	9305	312	2057	0.213892066	0.221063944	7248	0.753665384	0.77893606	3.90577652	1.517834596
Peabody	51251	16.8	10752	22220	21313	907	7325	0.329657966	0.343686952	13988	0.629522952	0.65631305	4.76664807	2.066592262
Marblehead	19808	19.58	12531.2	8838	8144	694	1819	0.205815795	0.223354617	6325	0.715659652	0.77664538	1.58069459	0.705279622
Danvers	26493	14.1	9024	11135	10615	520	3194	0.286843287	0.30089496	7421	0.666457117	0.69910504	2.93583777	1.233931738
Beverly	39502	22.59	14457.6	16641	15850	791	6231	0.374436632	0.393123028	9619	0.578030166	0.60687697	2.73226538	1.151020916
Andover	33201	32.12	20556.8	12423	11851	572	2403	0.193431538	0.202767699	9448	0.760524833	0.7972323	1.61508601	0.604325576
Tewksbury	28961	21.1	13504	10848	10492	356	1301	0.119929941	0.123999238	9191	0.84725295	0.87600076	2.14462382	0.803317536
Lawrence	76377	7.4	4736	27137	25181	1956	17320	0.638242989	0.687820182	7861	0.289678299	0.31217982	16.1269003	5.729940878
Haverhill	60879	35.6	22784	25657	24150	1507	9266	0.361149004	0.3836853	14884	0.580114589	0.6163147	2.67200667	1.126097261
Amherst	37819	27.8	17792	9711	9259	452	5001	0.514983009	0.540123123	4258	0.438471836	0.45987688	2.12561826	0.545807104
Northampton	28549	35.75	22880	12728	12000	728	5241	0.411769327	0.43675	6759	0.531033941	0.56325	1.24777098	0.556293706
Salisbury	8283	7.4	4736	4550	3441	1109	1053	0.231428571	0.306015693	2388	0.524835165	0.69398431	1.74894426	0.960726351
Shrewsbury	35608	21.7	13888	13987	13424	563	3475	0.248444985	0.25886472	9949	0.711303353	0.74113528	2.56394009	1.007128456

Town/City	Population	sq miles	acres	Number of Units	Occ housing units	Vacant housing units	Rent Occ	% Rental of total	% Rental Occ	Own Occ	%Owner of total	%Own Occ	pop density	unit density
Framingham	68318	26.4	16896	27529	26173	1356	11652	0.423262741	0.44519161	14521	0.527480112	0.55480839	4.04344223	1.629320549
Lynnfield	11596	10.5	6720	4354	4179	175	444	0.101975195	0.106245513	3735	0.857831879	0.89375449	1.72559524	0.647916667
Gloucester	28789	41.5	26560	14557	12486	2071	4741	0.325685237	0.37970527	7745	0.532046438	0.62029473	1.08392319	0.548079819
Belmont	24729	4.7	3008	10184	9651	533	3544	0.347996858	0.367215833	6107	0.599666143	0.63278417	8.22107713	3.385638298
Billerica	40243	26.4	16896	14481	14034	447	2575	0.177819211	0.18348297	11459	0.791312755	0.81651703	2.38180634	0.857066761
Foxboro	16865	20.9	13376	6895	6504	391	1956	0.283683829	0.300738007	4548	0.659608412	0.69926199	1.26084031	0.515475478
Everett	41667	3.7	2368	16715	15543	1172	9345	0.559078672	0.601235283	6198	0.370804666	0.39876472	17.5958615	7.058699324
Malden	59450	5.1	3264	25161	23673	1488	13691	0.544135766	0.578338191	9982	0.39672509	0.42166181	18.213848	7.708639706
Marlborough	38499	22.2	14208	16416	15395	1021	6474	0.394371345	0.420526145	8921	0.543433236	0.57947386	2.70967061	1.155405405
North Reading	14892	13.5	8640	5633	5439	194	831	0.147523522	0.152785438	4608	0.81803657	0.84721456	1.72361111	0.651967593
Sudbury	17659	24.6	15744	5951	5771	180	444	0.074609309	0.076936406	5327	0.895143673	0.92306359	1.12163364	0.377985264
Wayland	12994	15.9	10176	5021	4808	213	544	0.108344951	0.113144759	4264	0.84923322	0.88685524	1.2769261	0.493415881
Ashland	16593	12.9	8256	6609	6385	224	1175	0.177787865	0.184025059	5210	0.788318959	0.81597494	2.00981105	0.800508721
Hudson	19063	11.8	7552	7998	7528	470	2074	0.259314829	0.275504782	5454	0.68192048	0.72449522	2.52423199	1.059057203
Sherborn	4119	16.2	10368	1495	1438	57	97	0.064882943	0.067454798	1341	0.896989967	0.9325452	0.39728009	0.144193673
Stoneham	21437	6.649	4255.36	9458	8994	464	2829	0.299111863	0.314543029	6165	0.651829139	0.68545697	5.03764664	2.222608663
Watertown	31915	4.2	2688	15584	14709	875	7349	0.471573409	0.499626079	7360	0.472279261	0.50037392	11.8731399	5.797619048
Wilmington	22325	17.2	11008	7808	7532	276	905	0.115906762	0.12015401	6627	0.848744877	0.87984599	2.02807049	0.709302326
Revere	51755	10	6400	22100	20454	1646	10725	0.485294118	0.524347316	9729	0.440226244	0.47565268	8.08671875	3.453125
southborough	9767	15.7	10048	3460	3332	128	378	0.109248555	0.113445378	2954	0.853757225	0.88655462	0.97203424	0.344347134
			794124.16										298.60181	
Burlington, VT	42417	15.5	9920	16897	16119	778	9566	0.566136	0.593461133	6553	0.387820323	0.40653887	4.27590726	1.703326613
Portland, ME	66194	52.6	33664	33836	30725	3111	17601	0.520185601	0.57285598	13124	0.387870907	0.42714402	1.96631416	1.005109316
Portsmouth, NH	20779	16.83	10771.2	10625	10014	611	4875	0.458823529	0.486818454	5139	0.483670588	0.51318155	1.92912582	0.986426768
Saratoga, NY	5674	844	540160	2632	2279	353	529	0.200987842	0.232119351	1750	0.664893617	0.76788065	0.0105043	0.00487263
East Hartford, CT	61252	18.73	11987.2	21328	20195	1133	8382	0.393004501	0.415053231	11813	0.553872843	0.58494677	5.10978377	1.77923118
Troy, NY	50129	11.58	7411.2	23474	20505	2969	12699	0.540981511	0.619312363	7806	0.332538127	0.38068764	6.76395186	3.167368307
Bend City, OR	76639	33.27	21292.8	36110	31790	4320	13396	0.370977569	0.421390374	18394	0.509387981	0.57860963	3.59929178	1.695878419
Clovis City, CA	95631	23.28	14899.2	35306	33419	1887	12615	0.357304707	0.377479877	20804	0.589248286	0.62252012	6.41853254	2.369657431
Upland City, CA	73732	15.65	10016	27355	25823	1532	10875	0.397550722	0.421136196	14948	0.546444891	0.5788638	7.36142173	2.731130192
Mount Vernon City, NY	67292	4.402	2817.28	27048	25729	1319	16339	0.604074238	0.63504217	9390	0.347160603	0.36495783	23.8854498	9.600749659
West Jordan, UT	103712	30.9	19776	31366	29849	1517	6825	0.217592297	0.228650876	23024	0.734043232	0.77134912	5.24433657	1.586063916

Boston.com Top 25 places to live in MA

24. Waltham
1. Cambridge
2. Amherst
3. Boston
6. Brookline
8. Salem
10. Westborough
12. Somerville
13. Northampton
14. Framingham

http://www.boston.com/yourtown/dreamtown-finder-mass-places-live-massachusetts-dreamtown-finder-top-places-live-massachusetts-top-places-live-the-state-top-places-live/LspFG4H6MA46iYY74IJG5I/article.html#slide-24

Part C

Compare and Contrast of the Existing Zoning and the proposed Corporate Mixed-use (CMU) Zoning District

Contents of Part C

Section 1 – Comparison of the CMU I and CMU II Narrative
Table C-1 - Use Comparative Analysis
Figure C-2 – Dimensional Requirement Review
Figure C-3 – Property Review

Section One - Compare and Contrast of the Existing Zoning and the proposed Corporate Mixed-use (CMU) Zoning District Narrative

Table of Uses Review

Section II.B of the Framingham Zoning By-Law is the Table of Uses. The proposed CMU I and the CMU II will add two additional columns to the Table of Uses. Figure C-1: Table of Uses Comparative Analysis provides a review of the existing zoning vs. the proposed CMU I and the CMU II zoning.

The permitted uses varies dependent upon the existing zoning district. Many of the existing uses within the Light Manufacturing (M-1) and General Manufacturing (M) received little to no changes in the CMU I District. However, the allowance of residential, Cultural and Educational Centers, Outdoor Recreational Facilities, Indoor Recreation Facilities were the most significant changes in the CMU I District.

The addition of Artist Live/Work/Gallery was the most significant addition to the CMU II District. Mixed-use residential is already permitted on the south side of the proposed CMU II District. The establishment of the CMU II District allows for additional growth within the Exit 12 area to support the Technology Park and the CMU I District.

Table of Dimensional Regulations Review

Section IV.E. of the Framingham Zoning By-Law is the Table of Dimensional Regulations. The addition of the CMU Districts requires the addition of two new rows that specifically identifying the desired Minimum Lot Area, Minimum Frontage, Minimum front setback, Minimum side/rear setback, Minimum Landscape Open Space, Maximum Floors/Height, Maximum Lot Coverage, and Maximum Floor Area Ratio. The following paragraphs provide a comparison of the existing zoning and how the numbers for the CMU Districts were developed. Figure C-2: Dimensional Requirement Review provides the existing requirements for the Light Manufacturing (M-1) Zoning District for both categories (Any Residential and Non-Residential use), General Manufacturing (M) Zoning District (Any Non-Residential use), Business (B) Zoning District for both categories (Any Residential and Non-Residential uses), the proposed CMU I and the CMU II Districts. Figure C-3: Property Review provides the breakdown of the existing parcels in relation to Section IV.E. of the Framingham Zoning By-Law.

Figure C-2: Dimensional Requirement Review

	Existing M-1 (Any Res)	Existing M-1 (Non-Res)	Existing M (Non-Res)	Existing B (Any Res)	Exiting B (Non-Res)	Existing TP		Proposed CMU I	Proposed CMU II
Minimum Lot Area	8,000sf	6,000sf	6,000sf	8,000sf	6,000sf	43,560sf		20,000sf	10,000sf
Minimum Frontage	65ft	50ft	50ft	65ft	50ft	100ft		75ft	65ft
Minimum Front Setback	30ft	50ft	50ft	30ft	25ft	30ft		15ft	15ft
Minimum Side/Rear Setback	10ft	15ft	15ft	10ft	15ft	15ft		15ft	10ft
Minimum Landscaped Open Space	30%	20%	20%	30%	20%	0%		20%	20%
Maximum Floor/Height	3/40'	6/80'	6/80'	3/40'	6/80'	6-8/100'		8/-	6/-
Maximum Lot Coverage	35%	0%	N/A	35%	N/A	N/A		60%	60%
Maximum FAR	____	0.32	0.32	____	0.32	0.25-1.0		N/A	N/A

- Minimum Lot Area
  - The existing minimum lot areas for the M-1, M, and B Zoning Districts are between 6,000sf – 8,000sf. A review was conducted of all the parcels located within the proposed CMU I and CMU II Districts and found that two properties in the CMU I District and zero properties in the CMU II District would be non-conforming if the minimum lot area was set at 20,000sf for the CMU I District and 10,000 sf for the CMU II District.
  - The requirement of 10,000sf in the CMU II would encourage landowners to consolidate parcels for large scale developments, and would prevent the dividing of parcels into smaller parcels.

- The requirement of 20,000ft in the CMU II would be an increase from the existing M-1 Zoning District. This increase in lot area would encourage a mixture of project sizes, while still encouraging larger scale projects. The 20,000sf allows for infill development between the existing large office buildings that currently exists in the 9/90 Corporate Center.

- Minimum Frontage
  - All proposed frontages within the CMU Districts increase from the existing zoning (B, M-1, and M). The proposed CMU I and CMU II District's minimum frontages are less than the Technology Park (TP) Zoning District. The proposed increase is set to accommodate the increase in lot area, but to limit sprawl.
- Minimum front setback
  - The existing front setback ranges from 25-50ft, while the proposed CMU I and CMU II Districts require a minimum of 15ft. Through the recodification process the Town has been requiring buildings be constructed closer to the street frontage. By requiring buildings to be constructed closer to the street frontage, the required off-street parking is then located to the side and/or the rear of the building. The decrease in front setback also creates a pedestrian environment.
- Minimum side/rear setback
  - Minimum side/rear setback remains consistent with the existing zoning
- Minimum Landscape Open Space
  - Minimum Landscape Open Space remains consistent with the existing zoning (except for the TP Zoning District which requires 0%)
- Maximum Floors/Height
  - The proposed CMU I and CMU II Districts have a 15' per floor height maximum. The requirement of 15' per floor limits the height of the building. For example, if a developer constructs a 3 floor building, the total height of the building will be 45'. If that same developer constructs a 8 floor building as allowed in the CMU I the building would be 120'.
  - The floor height is based on a typical laboratory that requires mechanical equipment in the ceilings and additional height for hoods. Therefore, it can be assumed that not all buildings will utilize the height of 15' per floor. An office building would only use roughly 10' per floor. Therefore an 8 story office building would be a total floor height of 80' compared to the 120', which is shorter than other Zoning Districts – but achieves more floors.
  - Although the number of floors may increase the height of the building will be dependent upon the use of the building. Developers typically do not construct space that will not be used.
  - The CMU II District remains at 6 floors which is consistent with the other non-residential uses for the other zoning districts. The height of the building in the CMU II District may be taller than what is permitted in the other zoning

districts if the maximum of 15' per floor is utilized (typical of laboratory space) but will be shorter if the use is office or mixed-use.

- Maximum Lot Coverage
  - The maximum lot coverage in both the CMU I and CMU II Districts does increase compared to the other zoning districts that require minimum lot coverage. Any development within the CMU I and CMU II Districts requires a much more strict landscape and open space requirements that encourages the creation of a pedestrian environment.
  - The use of maximum lot coverage compared to Floor Area Ration (FAR) allows a developer to use the space that is permitted rather than be limited to a small footprint that encourages sprawl.
  - The maximum lot coverage used for building will be limited by the size of the building and parking area, which encourages developers to construct parking garages, shared parking lots, and alternative mode of transportation to the development.
  - The low FAR encourages large parking lots and sprawling development. FAR only takes into consideration the building and does not count the parking area.

Section II.J.6 CMU Development Impact Report

The CMU Development Impact Report is an important feature of the CMU District. Throughout the drafting and the review process of the CMU By-Law there were concerns and/or requests for additional information related to the impacts the CMU District would have on the Town. The CMU Development Impact Report allows the Town to be proactive rather than reactive.

Section VI.F. Site Plan Review requires an impact statement which is limited to certain parameters of the project. The CMU Development Impact Report requires a developer to submit a series of impact statement that show how the project will impact the Town. The developer shall be required to mitigate its impacts on the Town which is a benefit of requiring the CMU Development Impact Report.

The CMU Development Impact Report is required to be submitted prior to the official filing of a project with the Town. The Technical Review Team and the Planning Board review and comment on the project. The developer is required to amend, modify, and/or resolve the impacts on the Town prior to filing a project. Wavier shall not be granted for the CMU Development Impact Report and all information shall be provided for review.

Section II.J.6.c. All projects within the CMU I and the CMUII shall provide a CMU Development Impact Report that provides the following documentation for review and consideration:

i. All proposed projects shall submit a site plan and/or rendering showing the existing site conditions, projected plans for development and/or redevelopment of the other landowner/tenants of the respective CMU District and the proposed development. The site plan shall include all existing buildings, parking, open space, trails and sidewalks, infrastructure, and other improvements, in addition to citing the locations of the proposed buildings, parking, open space, trails and sidewalks, and proposed infrastructure.

ii. Environmental impact statement (EIS): A statement that outlines the impacts that the project will have on the environment, the ecology of the land, landscape, and topography of the respective CMU District. The EIS shall also include information on stormwater flows, natural resources, topography, types of soils, and water resources.

iii. Neighborhood impact statement (NIS): A statement that outlines how the new development and/or redevelopment will fit and blend with the character of the respective CMU District, incorporation of Complete Streets concepts and how these techniques will support the pedestrian and bicycling community, the use of Low Impact Development (LID) and Best Management Practices (BMP) throughout the project and the use of alternative energy.

iv. Community impact statement (CIS): A statement that outlines the impacts that the project will have on the community, the local schools, public parks, and open space. Any potential adverse impacts shall be mitigated by the Applicant and shall be demonstrated within the statement.

v. Common area impact statement (CAIS): A statement that details the area(s) within the project that is open to the public including space within buildings that are open for public use. The CAIS shall show the connections within the respective CMU District that offer enhancements towards creating a master planned community.

vi. Infrastructure impact statement (IIS): A statement that outlines the impacts that the project will have on Town infrastructure including specific documentation as to how the adverse impacts to the Town's infrastructure shall be mitigated.

vii. Traffic connection statement (TCS): A statement that outlines the impacts on existing roadways, connections to existing and new streets, projected effects to the flow of vehicles on newly created streets and possible consolidation of curb cuts and driveways.

viii. Fiscal impact statement (FIS): A statement that outlines the fiscal impacts of the project on the Town and specifically includes projected tax revenues and number of expected jobs created (e.g. construction, part-time, and full time jobs).

Residential and connection to open space/sidewalks/trails

The CMU Districts were developed to allow for residential (multi-family with a non-residential component in the CMU I District and mixed-use in the CMU II District). The Master Land Use Plan and several other reports encourage the Town to investigate residential options within the Exit 12 area. The addition not only meets the demands of the technology workforce, but also allow for the establishment of place.

Through the requirement for sidewalks/trails/open space/etc stated in the CMU Districts, in addition to recommendations for these features in the Master Land Use Plan and Open Space & Recreation Plan. There is a significant limited opportunity to establish trails and an open space network. For example, a development within one of the CMU Districts may further develop a regional trail or open space area for recreation. Residents who reside in the CMU District and employees who live elsewhere can utilize the trail.

Another example if an employee of the Technology Park or the CMU District lives in the northwest quadrant the requirements for trails and sidewalks within the CMU District allows that employee to bicycle from the northwest quadrant on a trail system – resulting in an increase in fitness/health/productivity and reducing traffic. Or an employee lives in the CMU District during the week, that employee's driving during the commuting hours is it limited since they work in the Exit 12 area. With the requirement of trails and sidewalks, that employee/CMU dweller can bicycle and/or walk to downtown Ashland and Framingham.

A competitive advantage that Boston and other urban areas have over Framingham is the ability to get around by walking and bicycling. Many people say that it can be done in Framingham, but it can. By setting the requirements now while the market demand is low, and with the increase in sales and reconstruction of property, there is an opportunity to establish a framework that developers have to meet.

Figure C-1: Table of Uses Comparative Analysis

B. Table of Uses

No building, structure, or land shall be used and no building or part thereof or other structure shall be erected, raised, reconstructed, extended, enlarged, or altered, for any purpose or in any manner other than as permitted as set forth in the Table of Uses or unless otherwise authorized by this Zoning By-law, except that nothing in this By-Law shall affect the existing use of any building or lot. No lot may be used for more than one principal use, except as otherwise specifically allowed by this Zoning By-Law.

TABLE LEGEND (subject to the footnotes)

Y Uses which are permitted as of right
N Uses which are prohibited
SPZ Uses that require a special permit from Zoning Board of Appeals
SPP Uses that require a special permit from the Planning Board
SP Uses that require a special permit from either Zoning Board of Appeals or Planning Board depending upon the size of the establishment

Change from Site Plan to Special Permit		
Change from Special Permit to Site Plan		
Change from Not Permitted to Special Permit		
Change from Not Permitted to Site Plan Review		
Change from Special Permit to Not Permitted		
Change from Site Plan Review to Not Permitted		
No Change		

USE CATEGORY	B[3]	M-1[3]	TP[1]	CMU I
1. RESIDENTIAL				
A. Single-family Detached Dwelling	Y	N	N	N
B. **Two-family Dwelling**[2]	SPZ	N	N	N

C. Multi-family Dwelling	N	N	N	SPP
D. Artist Live/Work/Gallery	N	N	N	N
E. **Mixed-use**	SPP	N	N	SPP
F. **Mixed-use Complex**	SPP	N	N	SPP
G. **Assisted Living or Congregate Living Housing**	SPZ	N	N	N
2. RESIDENTIAL ACCESSORY				
A. **Home Occupation**	Y	N	N	N
B. **Family Child Care Home**	Y	N	N	N
C. **Large Family Child Care Home**	Y	N	N	N
D. **Accessory Garage**	Y	N	N	SPP
E. Private stables, barn, similar accessory structures	Y	N	N	N
F. Accessory swimming pool	Y	N	N	Y
G. Amateur radio tower	Y	N	N	N
H. **Limited Accessory Structures**	Y	N	N	N
3. INSTITUTIONAL AND RECREATIONAL				
A. **Municipal Services**	Y	Y	Y	Y
USE CATEGORY	**B[3]**	**M-1[3]**	**TP[7]**	**CMU I**
B. Municipal water towers and reservoirs	Y	Y	Y	Y

C. Cemeteries	N	N	N	N
D. Lodge, club or private non-profit social or fraternal organization	Y	N	N	N
E. **Cultural Center.**	N	SP	N	SPP
F. Trade, professional, or other school unless exempt	Y	Y	N	Y
G. Day care for elderly	Y	SP	N	SPP
H. Licensed nursing, rest, or convalescent home, **Hospice Facilities,** and/or **Nursing Care Facilities**	SPZ	N	N	N
I. **Outdoor Recreational Facilities**	SPZ	N	N	SPP
J. **Indoor Recreational Facilities**	Y	N	N	SPP
K. **Indoor Entertainment Facility**	Y	SP	SPP	SPP
L. **Outdoor Entertainment Facility**	N	SPP	-	SPP
M. **Cultural and Educational Centers**	Y	N	N	SPP
N. **Center for Performing Arts**	Y	N	SPP	SPP
O. Educational training facilities and conference centers accessory to permitted use	SPP	Y	Y	Y
4. AGRICULTURAL				
A. Greenhouses, nurseries, horticulture, forestry, floriculture	Y	Y	Y	SPZ
B. **Farms and/or Agriculture**	N	N	N	N
C. Boarding of domestic animals	SPZ	SPZ	SPZ	SPZ
5. COMMERCIAL				

A. **Business or Professional Office**	Y	Y	Y	Y
B **Medical Office**	Y	Y	-	Y
C. Financial institution such as bank or credit union	Y	Y	-	Y
D. **Retail Services**	Y	Y	-	Y
E. **Retail Stores/Custom Work shops**	Y	Y	-	Y
F. **Service Establishment**	Y	Y	-	Y
G. **Veterinary Services**	Y	SP	-	Y
H. Undertaker or funeral establishment.	Y	SP	N	N
I. **Workshop**	Y	Y	-	N
J. **Restaurant**	Y	SP	-	Y
K. **Fast Food Establishment**	SPP	N	-	SPP
L. _Brew Pubs	Y	N	N	Y
M. Accessory drive-thru for financial institution	SPP	SPP	-	N
N. **Accessory Drive-thru for Fast Food Establishment or Pharmacy**	SPP	N	-	N
O. **Personal Health and Exercise Facility, or Health Club.**	Y	Y	-	Y
P. **Gasoline service station**	SP	N	N	N
Q. Parking facility	SPP	SPP	-	SPP
R. Radio or Television Studio	Y	Y	Y	SPP
T. **Carwash**	SPP	SPP	N	N

U. **Automobile Repair**	SP	N	N	N
V. **Automobile Dealer**	SP	N	N	N
W. **Motel**	SPP	SPP	N	N
X. **Hotel**	SPP	SPP	N	SPP
6. MANUFACTURING AND INDUSTRIAL				
A. **Research, Development & Laboratories**	SP	Y	Y	Y
B. **Wholesale Business**	N	SPP	N	SPP
C. Processing, assembly and manufacturing	N	SPP	Y	Y
D. **Commercial Dealers**	SP	SP	SP	N
E. Retail and wholesale ice dealers	SP	Y	N	N
G. Bottling works	N	Y	SP	N
H **Stone or Monument Works**	N	Y	N	N
I. Large scale printing and printing presses	N	N	Y	Y
J. Delivery services	N	SP	Y	SPP
K. Indoor recycling facility	N	N	N	N
L. Commercial or private landfill, refuse incinerator, solid waste disposal or processing facility	N	N	N	N
M. Storage and distribution facility	N	N	Y	N
N. Artisan Production/Creative Enterprise	Y	N	N	SPP
O. Brewery, Distillery, or Winery with Tasting Room	SPP	SPP	N	SPP

Change from Site Plan to Special Permit		
Change from Special Permit to Site Plan		
Change from Not Permitted to Special Permit		
Change from Not Permitted to Site Plan Review		
Change from Special Permit to Not Permitted		
Change from Site Plan Review to Not Permitted		
No Change		

USE CATEGORY	B[3]	M[3]	CMU II
1. RESIDENTIAL			
A. Single-family Detached Dwelling	Y	N	N
B. **Two-family Dwelling[3]**	SPZ	N	N
C. Multi-family Dwelling	N	N	N
D. Artist Live/Work/Gallery	N	N	Y
USE CATEGORY	**B[3]**	**M[3]**	**CMU II**
E. **Mixed-use**	SPP	N	SPP
F. **Mixed-use Complex**	SPP	N	SPP
G. **Assisted Living or Congregate Living Housing**	SPZ	N	N

2. RESIDENTIAL ACCESSORY			
A. **Home Occupation**	Y	N	N
B. **Family Child Care Home**	Y	N	N
C. **Large Family Child Care Home**	Y	N	N
D. **Accessory Garage**	Y	N	SPP
E. Private stables, barn, similar accessory structures	Y	N	N
F. Accessory swimming pool	Y	N	Y
G. Amateur radio tower	Y	N	N
H. **Limited Accessory Structures**	Y	N	N
3. INSTITUTIONAL AND RECREATIONAL			
A. **Municipal Services**	Y	Y	Y
B. Municipal water towers and reservoirs	Y	Y	Y
C. Cemeteries	N	N	N
D. Lodge, club or private non-profit social or fraternal organization	Y	N	N
E. **Cultural Center.**	N	SP	SPP
F. Trade, professional, or other school unless exempt	Y	Y	Y
G. Day care for elderly	Y	SP	Y
H. Licensed nursing, rest, or convalescent home, **Hospice Facilities,** and/or **Nursing Care Facilities**	SPZ	N	N
I. **Outdoor Recreational Facilities**	SPZ	N	SPP

J. **Indoor Recreational Facilities**	Y	N	Y
K. **Indoor Entertainment Facility**	Y	SP	Y
L. **Outdoor Entertainment Facility**	N	SPP	SPP
M. **Cultural and Educational Centers**	Y	N	Y
N. **Center for Performing Arts**	Y	N	Y
O. Educational training facilities and conference centers accessory to permitted use	SPP	Y	Y
4. AGRICULTURAL			
A. Greenhouses, nurseries, horticulture, forestry, floriculture	Y	Y	Y
B. **Farms and/or Agriculture**	N	N	N
C. Boarding of domestic animals	SPZ	SPZ	SPZ
5. COMMERCIAL			
A. **Business or Professional Office**	Y	Y	Y
B **Medical Office**	Y	Y	Y
C. Financial institution such as bank or credit union	Y	Y	Y
D. **Retail Services**	Y	Y	Y
E. **Retail Stores/Custom Work shops**	Y	Y	Y
F. **Service Establishment**	Y	Y	Y
G. **Veterinary Services**	Y	SP	Y

H. Undertaker or funeral establishment.	Y	SP	N
I. **Workshop**	Y	Y	Y
J. **Restaurant**	Y	SP	Y
K. **Fast Food Establishment**	SPP	N	SPP
L. Brew Pubs	Y	N	Y
M. Accessory drive-thru for financial institution	SPP	SPP	SPP
N. **Accessory Drive-thru for Fast Food Establishment or Pharmacy**	SPP	N	N
O. **Personal Health and Exercise Facility, or Health Club.**	Y	Y	Y
P. **Gasoline service station**	SP	N	N
Q. Parking facility	SPP	SPP	SPP
R. Radio or Television Studio	Y	Y	Y
T. **Carwash**	SPP	SPP	N
U. **Automobile Repair**	SP	N	N
V. **Automobile Dealer**	SP	N	N
W. **Motel**	SPP	SPP	N
X. **Hotel**	SPP	SPP	SPP
6. MANUFACTURING AND INDUSTRIAL			
A. **Research, Development & Laboratories**	SP	Y	Y
B. **Wholesale Business**	N	SPP	N

C. Processing, assembly and manufacturing	N	SPP	N
D. **Commercial Dealers**	SP	SP	SPP
E. Retail and wholesale ice dealers	SP	Y	N
G. Bottling works	N	Y	N
H **Stone or Monument Works**	N	Y	N
I. Large scale printing and printing presses	N	N	N
J. Delivery services	N	SP	N
K. Indoor recycling facility	N	N	N
L. Commercial or private landfill, refuse incinerator, solid waste disposal or processing facility	N	N	N
M. Storage and distribution facility	N	N	N
N. Artisan Production/Creative Enterprise	Y	N	SPP
O. Brewery, Distillery, or Winery with Tasting Room	SPP	SPP	SPP

[1] See Section II.F for further provisions regarding the uses allowed in the Technology Park District. Retail outlets, accessory to a use permitted by this section, having a gross floor area no greater than two thousand five hundred (2,500) square feet; and non-automotive commercial uses and services intended for the primary use and convenience of the employees of the Technology Park District such as restaurants, branch banks, financial services, personal services and dry cleaners, provided the same do not occupy more than two thousand five hundred (2,500) square feet each are allowed by special permit from the Planning Board.
[2] The Zoning Board of Appeals shall not grant a special permit for a nonconforming lot or structure. The Lot and structure shall conform to the existing area, frontage, width, setback, and lot coverage requirements applicable to the zoning districts in which they are located. Off-street parking shall be provided for both dwelling units in accordance with the requirements set forth in Section IV.B.
[3] The Zoning Board of Appeals shall not grant a special permit for a nonconforming lot or structure. The Lot and structure shall conform to the existing area, frontage, width, setback, and lot coverage requirements applicable to the zoning districts in which they are located. Off-street parking shall be provided for both dwelling units in accordance with the requirements set forth in Section IV.B.

CMU II District Property Review

Property Address	Owner	Total Lot Area (sf)	Total Lot Area (acre)	Existing Zoning District	Proposed Zoning District		60% Lot Coverage (sf)	Plus 20% Lot Coverage (sf)	Total 60% +20% Lot Coverage	Existing Floors/Feet	Proposed Floors	Plus additional 2 Floors - TDR	Total # of Apartments (900sf - 1 bed)	Total # of Apartments (1200sf - 2 bed)	Total # of Apratments (1500sf- 3 bed)		EXISTING SF	Existing Use
1891 WORCESTER RD	ONE 881 (1881) WORCESTER LLC	142092.72	3.262	M	CMU II	10,000	85255.632	17051.13	102306.8	6F/80'	max. 6F	Max. 10F	568.37088	355.2318	284.18544	48.93	62,698	
2 CALIFORNIA AVE	WESTCHESTER ASSOC INC	147189.24	3.379	M	CMU II	10,000	88313.544	N/A	88313.54	6F/80'	max. 6F	N/A	490.6308	367.9731	294.37848	50.685	51,120	ITNESS CENTER
WORCESTER RD - STATE					CMU II	10,000	0	N/A	0	6F/80'	max. 6F	N/A	0	0	0	0	VACANT	RVATION LAND
1583 WORCESTER RD	1583 WORCESTER ROAD REALTY TRUST	68868.36	1.581	B	CMU II	10,000	41321.016	N/A	41321.02	6F/80'	max. 6F	N/A	229.5612	172.1709	137.73672	23.715	8,079	
1599 WORCESTER RD	MASSACHUSETTS TURNPIKE AUTHORITY	2843858.2	65.286	M	CMU II	10,000	1706314.9	N/A	1706315	6F/80'	max. 6F	N/A	9479.5272	7109.6454	5687.7163	979.29	VACANT	MASSDOT LAND
1624 WORCESTER RD	GS JEFFERSON HILLS, LLC	274428	6.3	B	CMU II	10,000	164656.8	N/A	164656.8	6F/80'	max. 6F	N/A	914.76	686.07	548.856	94.5	VACANT	
1626 WORCESTER RD	CARNEY, JAMES P & MALM, C. MICHAEL TR	76970.52	1.767	B	CMU II	10,000	46182.312	N/A	46182.31	6F/80'	max. 6F	N/A	256.5684	192.4263	153.94104	26.505	39,316	
1651 WORCESTER RD	AP WCP FRAMINGHAM OWNER LLC	354055.68	8.128	M	CMU II	10,000	212433.41	N/A	212433.4	6F/80'	max. 6F	N/A	1180.1856	885.1392	708.11136	121.92	290,685	
1656 WORCESTER RD	OTTAVIANI, PHILIP R TR	29681.91	0.68	B	CMU II	10,000	17809.146	N/A	17809.15	6F/80'	max. 6F	N/A	98.9397	74.204775	59.36382	10.2	6,660	
1660 WORCESTER RD	LEEMILT`S PETROLEUM, INC	14348.25	0.33	B	CMU II	10,000	8608.95	N/A	8608.95	6F/80'	max. 6F	N/A	47.8275	35.870625	28.6965	4.95		
1661 WORCESTER RD	WORCESTER 1661 LLC	217712.88	4.998	M	CMU II	10,000	130627.73	N/A	130627.7	6F/80'	max. 6F	N/A	725.7096	544.2822	435.42576	74.97	58,964	
1667 WORCESTER RD	BOSTON EDISON CO	51792.84	1.189	M	CMU II	10,000	31075.704	N/A	31075.7	6F/80'	max. 6F	N/A	172.6428	129.4821	103.58568	17.835	JBSTATION	
1668 WORCESTER RD	MOTEL 6 OPERATING L P	50094	1.15	B	CMU II	10,000	30056.4	N/A	30056.4	6F/80'	max. 6F	N/A	166.98	125.235	100.188	17.25	45,000	
1670 WORCESTER RD	ANATOLI HOLDINGS, LLC	25168	0.58	B	CMU II	10,000	15100.8	N/A	15100.8	6F/80'	max. 6F	N/A	83.8933333	62.92	50.336	8.7	2,500	
1671 WORCESTER RD	THIRTY BEAR LIMITED PART	177724.8	4.08	M	CMU II	10,000	106634.88	N/A	106634.9	6F/80'	max. 6F	N/A	592.416	444.312	355.4496	61.2		
1672 WORCESTER RD	MASSACHUSETTS TURNPIKE AUTHORITY	223027.2	5.12	B	CMU II	10,000	133816.32	120434.6	254251	6F/80'	max. 6F	Max. 10F	1412.50538	557.568	446.0544	76.8	VACANT	PARK AND RIDE
1699 WORCESTER RD	THE GROUND ROUND INC	59590.08	1.368	M	CMU II	10,000	35754.048	N/A	35754.05	6F/80'	max. 6F	N/A	198.6336	148.9752	119.18016	20.52	VACANT	
1701 WORCESTER RD	TWENTIETH CENTURY RLTY TRUST	20004	0.46	M	CMU II	10,000	12002.4	N/A	12002.4	6F/80'	max. 6F	N/A	66.68	50.01	40.008	6.9		
1800 WORCESTER RD	GASTON ANDREY OF FRAM INC	54885.6	1.26	B	CMU II	10,000	32931.36	29638.22	62569.58	6F/80'	max. 6F	Max. 10F	347.6088	137.214	109.7712	18.9		
Total sf	Total Square Footage	4831492.2						167124	3066019				17033.4408	12078.7306	9662.9845	1663.77	565022	
Total acre	Total Acres		104.277															

Table C-3: Property Review

Property Address	Owner	Total Lot Area (sf)	Total Lot Area (acre)	Existing Zoning District	Proposed Zoning District	Proposed Minimum Lot Area (sf)	60% Lot Coverage (sf)	Plus 20% Lot Coverage (sf)	Total 60% +20% Lot Coverage	Existing Floors/Feet	Proposed Floors	Plus additional 2 Floors - TDR	Total # of Apartments (900sf - 1 bed)	Total # of Apartments (1200sf - 2 bed)	Total # of Apartments (1500sf- 3 bed)	Cap	EXISTING SF	Existing Use
CMU I District Property Review																		
0 PLEASANT ST CONN	FRAMINGHAM OFFICE REALTY, LLC	3049	0.07	M	CMU I	20,000	1829.4	365.88	2195.28	6F/80'	8F	Max. 10F	16.2613333	12.196	9.7568		VACANT	PARKING AREA
9 PLEASANT ST CONN	FRAMINGHAM OFFICE REALTY, LLC	42262	0.97	TP	CMU I	20,000	25357.2	5071.44	30428.64	6F/100'	8F	Max. 10F	225.397333	169.048	135.2384		VACANT	PARKING AREA
11 PLEASANT ST CONN	FRAMINGHAM OFFICE REALTY, LLC	26035	0.6	M	CMU I	20,000	15621	3124.2	18745.2	6F/80'	8F	Max. 10F	138.853333	104.14	83.312		25200	
15 PLEASANT ST CONN	NREF III PLEASANT, LLC	120791.88	2.773	TP	CMU I	20,000	72475.128	14495.03	86970.15	6F/100'	8F	Max. 10F	644.22336	483.16752	386.53402		127,234	RMITTED 2014
16 PLEASANT ST CONN	NREF III PLEASANT, LLC	74618.28	1.713	M	CMU I	20,000	44590.968	8918.194	53509.16	6F/80'	8F	Max. 10F	396.36416	297.27312	237.8185		VACANT	RMITTED 2014
86R NEW YORK AVE	NREF III PLEASANT, LLC	20839	0.48	TP	CMU I	20,000	12503.4	2500.68	15004.08	6F/100'	8F	Max. 10F	111.141333	83.356	66.6848		VACANT	RMITTED 2014
1832 WORCESTER RD	1832 WORCESTER ROAD NOMINEE TRUST	41201	0.95	B	CMU I	20,000	24720.6	4944.12	29664.72	6F/80'	8F	Max. 10F	219.738667	164.804	131.8432		VACANT	
1834 WORCESTER RD	NSTAR GAS COMPANY	21235	0.49	B	CMU I	20,000	12741	2548.2	15289.2	6F/80'	8F	Max. 10F	113.253333	84.94	67.952		UTILITY	
1900RR WORCESTER RD	1900-R WORCESTER ROAD, LLC	217364.4	4.99	M-1	CMU I	20,000	130418.64	26083.73	156502.4	6F/80'	8F	Max. 10F	1159.2768	869.4576	695.56608		VACANT	
100 CROSSING BLVD	NDNE 9/90 CROSSING LIMTD LIAB CO	338722.56	7.776	M-1	CMU I	20,000	203233.54	40646.71	243880.2	6F/80'	8F	Max. 10F	1806.52032	1354.89024	1083.9122		99,999	
149 CROSSING BLVD	TOWN OF FRAMINGHAM	862923.6	19.81	M-1	CMU I	20,000	517754.16	103550.8	621305	6F/80'	8F	Max. 10F	4602.2592	3451.6944	2761.3555		VACANT	LANDFILL
150 CROSSING BLVD	TOWN OF FRAMINGHAM	180120.6	4.135	M-1	CMU I	20,000	108072.36	21614.47	129686.8	6F/80'	8F	Max. 10F	960.6432	720.4824	576.38592		VACANT	PARKING LOT
175 CROSSING BLVD	NDNE 9/90 CORPORATE CENTER LLC	87337.8	2.005	M-1	CMU I	20,000	52402.68	10480.54	62883.22	6F/80'	8F	Max. 10F	465.8016	349.3512	279.48096		120000	
200 CROSSING BLVD	NDNE 9/90 200 CROSSING BLVD LLC	213661.8	4.905	M-1	CMU I	20,000	128197.08	25639.42	153836.5	6F/80'	8F	Max. 10F	1139.5296	854.6472	683.71776		129480	
225 CROSSING BLVD	STAPLES, INC	1461394.4	33.549	M-1	CMU I	20,000	876836.66	175367.3	1052204	6F/80'	8F	Max. 10F	7794.10368	5845.57776	4676.4622		VACANT	
150 GATES ST	CSDV LIMITED PARTNERSHIP	13062	0.3	M-1	CMU I	20,000	7837.2	1567.44	9404.64	6F/80'	8F	Max. 10F	69.664	52.248	41.7984		HISTORIC	
100 STAPLES DR	CSHV STAPLES, LLC	488089.8	11.205	M-1	CMU I	20,000	292853.88	58570.78	351424.7	6F/80'	8F	Max. 10F	2603.1456	1952.3592	1561.8874		154017	
200 STAPLES DR	NDNE 9/90 200 STAPLES DRIVE LLC	150020.64	3.444	M-1	CMU I	20,000	90012.384	18002.48	108014.9	6F/80'	8F	Max. 10F	800.11008	600.08256	480.06605		55000	HOTEL
400 STAPLES DR	FORTY FOUR FRAMINGHAM ASSOCIATES LL(	227383.2	5.22	M-1	CMU I	20,000	136429.92	27285.98	163715.9	6F/80'	8F	Max. 10F	1212.7104	909.5328	727.62624		87725	
500 STAPLES DR	STAPLES, INC	2087787.2	47.929	M-1	CMU I	20,000	1252672.3	250534.5	1503207	6F/80'	8F	Max. 10F	11134.8653	8351.14896	6680.9192		934296	EADQUARTERS
Total sf		**6677899.2**					**4006559.5**	**801311.9**	**4807871**				**35613.8626**	**26710.397**	**21368.318**	**400 units**	**1732951**	
Total acre			**153.314**															

Part D

Comparison of the CMU I and CMU II

Contents of Part D

Section 1 – Comparison of the CMU I and CMU II Narrative
Figure D-1 – Dimensional Review of the CMU I vs CMU II
Figure D-2 – Use Comparative Analysis of the CMU I vs CMU II

Section One - Comparison of the CMU I and CMU II Narrative

Prior to the Fall of 2015, the proposed CMU Districts were part of one zoning proposal known as the Corporate Innovation District (CID) zoning district. The heights were consistent throughout the entire CMU District, allowing for buildings to be 8 stories. Through the revision process of the CMU District By-Law, the differences between what is now known as the CMU I District and the CMU II District were identified and the zoning was adjusted as presented today. Proposed Sections II.A.9.a and II.A.9.b describe the differences of the CMU I District and the CMU II District is shown below.

Section II.A.9.a. Corporate Mixed-use District I: (CMU I)
The purpose of the Corporate Mixed-use I (CMU I) District is to promote a mixture of uses that result in a vibrant master-planned community. The CMU I District shall be designed as a cohesive campus involved with high-density development and/or redevelopment integrating pedestrian-friendly features as a major component intent on decreasing the use of the personal automobile for trips within the CMU Districts. The CMU I District is intended to maintain and enhance the Town's economic vitality by serving as an innovation center for employment opportunities and business development while providing educational, commercial, residential, and recreational opportunities.

Section II.A.9.b. Corporate Mixed-use II: (CMU II)
The purpose of the Corporate Mixed-use II (CMU II) District is to create a cohesive, master-planned community corridor by incorporating a variety of uses that promote the intent of the District. The CMU II shall be designated along arterial roadways as a way to increase connectivity and economic development opportunities within the Town. The CMU II District is intended to establish and provide connections between employment centers, transportation opportunities, education, commercial, office, retail, and mixed-use residential developments. The CMU II District provides flexible options for development and/or redevelopment to meet ever-changing market demands, while incorporating specific design guidelines that promote a pedestrian friendly environment while encouraging the use of alternative modes of transportation. The CMU II District shall act as a transition zone between the Town's employment and commercial centers.

Land Use and Zoning

- Land Area

The CMU I is comprised of 153.314 acres (6,677,899.2sf)	The CMU II is comprised of 104.277 acres (4,831,492.2sf)

- Existing Zoning

○ The CMU I is currently zoned predominately as Light Manufacturing (M-1), with several split zone parcels in the Business (B) Zoning District. The northwest corner of the proposed CMU I is a split between Technology Park (TP) and General Manufacturing (M) Zoning Districts. ○ The CMU I contains two overlay districts: Solar Overlay (SOL) and Adult Entertainment (AE)	○ The CMU II is zoned General Manufacturing (M) north of Route 9 and Business (B) south of Route 9.

- Land Uses

○ Land uses within the CMU I District consist of large office buildings, a daycare, a hotel, and a historic conference center. The CMU I District contains a large number of surface parking lots, with only one structured parking lot near the Staples Headquarters. The CMU I also contains an old landfill, which has been capped – a portion of the landfill serves as a parking lot for the surrounding office buildings	○ Land uses within the CMU II District consist of four mid-size office buildings, one restaurant, two fast food establishments, two hotels, two gas stations, one fitness center, and several utility stations.

Dimensional Requirements (Section IV.E of the Framingham Zoning By-Law)

The major differences between the CMU I District and the CMU II District is the minimum lot area and the maximum number of floors. Figure D-1: Dimensional Review of the CMU I vs. CMU II.

Figure D-1: Dimensional Review of the CMU I vs. CMU II		
	Proposed CMU I	Proposed CMU II
Minimum Lot Area	**20,000sf**	**10,000sf**
Minimum Frontage	75ft	65ft
Minimum Front Setback	15ft	15ft
Minimum Side/Rear Setback	15ft	10ft
Minimum Landscaped Open Space	20%	20%
Maximum Floor/Height	**8/-**	**6/-**
Maximum Lot Coverage	60%	60%
Maximum FAR	N/A	N/A

- Minimum lot area – The CMU I is intended to have larger office and research & development projects which normally would be located on large lots. The CMU II is intended to have a mixture of uses which yield a requirement for less lot area. In the CMU I the total land area of 153.314acres and is divided by ten different land owners/LLCs. While the CMU II has a total land area of 104.277 acres and is divided by 17 different land owners/LLCs.

- Maximum Floor/Height – The height of the floors is set at a maximum of 15' per floor, and rooftop equipment shall not exceed 20' above the last floor in either zoning district. The big difference is the number of permitted floors. The CMU I District allows for 8 floors by-right while the CMU II District allows for 6 floors by-right.

Transfer of Development Rights (TDR) By-Law – Section V.O of the Framingham Zoning By-Law

- During the 2015 Annual Town Meeting the Town voted to permit the parcels designated as Chapter 43D Priority Development Sites to be eligible as receiving area. Therefore, projects located within the proposed CMU I District can increase the height by 35% or roughly 2 floors and/or increase the lot coverage by 15%. By allowing 8 floors by-right, it gives developers an incentive to utilize the TDR to add an additional two floors. Anything above 6 floors requires steel

construction, and the cost of development does not reach a return until 10 floors. Therefore, the CMU District By-Law and the TDR By-Law allow for this increase in height. With the increase in height the developer still needs to provide the required parking for the use and meet the requirements set forth in Section II.J.

Table of Use

Figure D-2: Comparison of the CMU I and the CMU II Districts provides an overview of the proposed uses.

Housing – Sections II.J.8, II.J.9, and II.J.10

- Both the CMU I and the CMU II Districts require any residential project to comply with Section II.J.8 Residential Projects in the CMU I and the CMU II Districts. This Section requires residential projects to:
  - provide 10% of the residential units as affordable housing units;
  - follow the requirements prescribed in Section II.J and VI.F Site Plan Review; and
  - provide bicycle lockers and amenities to support bicyclist.

Section II.J.9 sets specific standards for the CMU I District	Section II.J.10 sets specific standards for the CMU II District
○ Limits the total land area to be used for residential at 20% of the total developable area (this excludes the 30' No Build Zones related to wetlands and the 125' vernal pool buffer). ○ Sets a density limit of 15 units per acre of the permitted 20% ○ Residential projects are encouraged to incorporate incubator workspace, live-work units, community office space, and/or classroom space ○ Allows for multi-family with a non-residential component	○ Residential projects in the CMU II District are required to develop the first floor of a building as non-residential (office, commercial, restaurant, etc.). Any floor of above the first floor can be residential and/or non-residential. ○ Mixed-use residential projects are currently permitted within the B Zoning District (south side of Route 9). ○ Requires 300sf per residential unit as amenity space (rooftop decks, patio areas, balconies, community gardens, rooftop gardens, fitness centers, etc.)

	Section II.J.10 sets specific standards for the CMU II District ○ Residential projects in the CMU II District are required to develop the first floor of a building as non-residential (office, commercial, restaurant, etc.). Any floor of above the first floor can be residential and/or non-residential. ○ Mixed-use residential projects are currently permitted within the B Zoning District (south side of Route 9). ○ Requires 300sf per residential unit as amenity space (rooftop decks, patio areas, balconies, community gardens, rooftop gardens, fitness centers, etc.)

Figure D-2: Use Comparative Analysis of the CMU I and the CMU II

B. Table of Uses

No building, structure, or land shall be used and no building or part thereof or other structure shall be erected, raised, reconstructed, extended, enlarged, or altered, for any purpose or in any manner other than as permitted as set forth in the Table of Uses or unless otherwise authorized by this Zoning By-law, except that nothing in this By-Law shall affect the existing use of any building or lot. No lot may be used for more than one principal use, except as otherwise specifically allowed by this Zoning By-Law.

TABLE LEGEND (subject to the footnotes)

Y	Uses which are permitted as of right
N	Uses which are prohibited
SPZ	Uses that require a special permit from Zoning Board of Appeals
SPP	Uses that require a special permit from the Planning Board
SP	Uses that require a special permit from either Zoning Board of Appeals or Planning Board depending upon the size of the establishment

Difference - Site Plan and Special Permit	
Difference - Not Permitted and Special Permit	
Difference - Not Permitted and Site Plan Review	
No Difference	

USE CATEGORY	CMU I	CMU II
1. RESIDENTIAL		
A. Single-family Detached Dwelling	N	N
B. **Two-family Dwelling**[1]	N	N
C. Multi-family Dwelling	SPP	N
D. Artist Live/Work/Gallery	N	Y
E. **Mixed-use**	SPP	SPP

USE CATEGORY	CMU I	CMU II
F. **Mixed-use Complex**	SPP	SPP
G. **Assisted Living or Congregate Living Housing**	N	N
2. RESIDENTIAL ACCESSORY		
A. **Home Occupation**	N	N
B. **Family Child Care Home**	N	N
C. **Large Family Child Care Home**	N	N
D. **Accessory Garage**	SPP	SPP
E. Private stables, barn, similar accessory structures	N	N
F. Accessory swimming pool	Y	Y
G. Amateur radio tower	N	N
H. **Limited Accessory Structures**	N	N
3. INSTITUTIONAL AND RECREATIONAL		
A. **Municipal Services**	Y	Y
B. Municipal water towers and reservoirs	Y	Y
C. Cemeteries	N	N
D. Lodge, club or private non-profit social or fraternal organization	N	N
E. **Cultural Center.**	SPP	SPP
F. Trade, professional, or other school unless exempt	Y	Y

USE CATEGORY	CMU I	CMU II
G. Day care for elderly	SPP	Y
H. Licensed nursing, rest, or convalescent home, **Hospice Facilities,** and/or **Nursing Care Facilities**	N	N
I. **Outdoor Recreational Facilities**	SPP	SPP
J. **Indoor Recreational Facilities**	SPP	Y
K. **Indoor Entertainment Facility**	SPP	Y
L. **Outdoor Entertainment Facility**	SPP	SPP
M. **Cultural and Educational Centers**	SPP	Y
N. **Center for Performing Arts**	SPP	Y
O. Educational training facilities and conference centers accessory to permitted use	Y	Y
4. AGRICULTURAL		
A. Greenhouses, nurseries, horticulture, forestry, floriculture	SPZ	Y
B. **Farms and/or Agriculture**	N	N
C. Boarding of domestic animals	SPZ	SPZ
5. COMMERCIAL		
A. **Business or Professional Office**	Y	Y
B **Medical Office**	Y	Y

USE CATEGORY	CMU I	CMU II
C. Financial institution such as bank or credit union	Y	Y
D. **Retail Services**	Y	Y
E. **Retail Stores/Custom Work shops**	Y	Y
F. **Service Establishment**	Y	Y
G. **Veterinary Services**	Y	Y
H. Undertaker or funeral establishment.	N	N
I. **Workshop**	N	Y
J. **Restaurant**	Y	Y
K. **Fast Food Establishment**	SPP	SPP
L. Brew Pubs	Y	Y
M. Accessory drive-thru for financial institution	N	SPP
N. **Accessory Drive-thru for Fast Food Establishment or Pharmacy**	N	N
O. **Personal Health and Exercise Facility, or Health Club.**	Y	Y
P. **Gasoline service station**	N	N
Q. Parking facility	SPP	SPP
R. Radio or Television Studio	SPP	Y
T. **Carwash**	N	N
U. **Automobile Repair**	N	N

USE CATEGORY	CMU I	CMU II
V. **Automobile Dealer**	N	N
W. **Motel**	N	N
X. **Hotel**	SPP	SPP
6. MANUFACTURING AND INDUSTRIAL		
A. **Research, Development & Laboratories**	Y	Y
B. **Wholesale Business**	SPP	N
C. Processing, assembly and manufacturing	Y	N
D. **Commercial Dealers**	N	SPP
E. Retail and wholesale ice dealers	N	N
G. Bottling works	N	N
H **Stone or Monument Works**	N	N
I. Large scale printing and printing presses	Y	N
J. Delivery services	SPP	N
K. Indoor recycling facility	N	N
L. Commercial or private landfill, refuse incinerator, solid waste disposal or processing facility	N	N
M. Storage and distribution facility	N	N
N. Artisan Production/Creative Enterprise	SPP	SPP
O. Brewery, Distillery, or Winery with Tasting Room	SPP	SPP

[1] The Zoning Board of Appeals shall not grant a special permit for a nonconforming lot or structure. The Lot and structure shall conform to the existing area, frontage, width, setback, and lot coverage requirements applicable to the zoning districts in which they are located. Off-street parking shall be provided for both dwelling units in accordance with the requirements set forth in Section IV.B.

Part E

Market Review

Contents of Part E

Section 1 – Market Review Narrative

Section One - Market Review Narrative

- Downtown Transit Oriented Development (TOD). With the Attorney General recently approving CB amendments overwhelming voted by Town Meeting in October 2015, we've shifted our focus to attracting investment in this zone. At this writing, the Town has engaged with developers considering multifamily TOD projects, ranging from 270 to 24 units in size, with several substantial parcels under discussion. Levels of commitment vary, but interest levels are uniformly high. Community & Economic Development (CED) is also working to expand the pool of potential developers, in several ways. First, CED staff plan to attend regional developer conferences over the coming months, to share our interests and identify potential developers. Second, CED is exploring the use of internet-based resources, to broadcast the Town's interest in TOD projects to a nationwide audience. Finally, CED, in conjunction with the Economic Development and Industrial Co. (EDIC), is planning a Developer Tour for later this spring, to showcase downtown opportunities, create relationships, and encourage developers to make investment decisions.

- Market context. Framingham has been successful in leveraging its strategic location, proven by the presence of major headquarters and international brands such as TJX, Bose, Staples, and Sanofi Genzyme. However, the Town is competing in a regional market with significant vacancies, a legacy of the 2008 recession. As of March 2015, about 8.6 million square feet of vacant office space existed in the MassPike/Route 495 markets. In practical terms, this translates into higher vacancy rates – and lower rents in nearby Metrowest communities. Framingham's commercial tax rate is also relatively high, contributing to Framingham's cost premium – and the attractiveness of alternatives in the region. Finally, demographic trends are driving suburban office parks to re-invent themselves, to compete for talent that is increasingly interested in urban living. These factors highlight the importance for Framingham to offer value, given relatively high costs.

- In Framingham, low office vacancy rates contribute to higher rents. Table 1 shows that, through the fourth quarter of 2015, Framingham vacancy rates are the lowest in the region. This contributes to average asking rents being significantly higher than in surrounding communities.

Table 1: I-495 West Market Vacancy & Asking Class A Rents		
Source: Transwestern/RBJ		
Market	Total Vacancy	Class A Avg Rate / SF
I495 West	17.4%	$ 21.93
Marlborough	23.4%	$ 19.23
Westborough	19.6%	$ 20.41
The Boroughs	21.5%	$ 20.04
Framingham	9.1%	$ 27.84
Framingham/Natick	8.6%	$ 27.15

- Our high commercial tax rates contribute to the attractiveness of alternatives in the region. Table 2 shows Framingham's FY16 commercial tax rate is $37.98, among the highest rates in the state and significantly higher than in nearby communities. This relatively high tax rates contributes to higher "all in" rents. For triple net[1] rents, high tax rates mean a significant "hidden" additional expense.

Table 2: Metrowest Commercial Tax Rates, per 1,000 SF			
Source: Commonwealth of Massachusetts			
Municipality	Commercial Tax Rate - 2016	Index (Framingham = 100)	Difference
Framingham	$37.98	100.00	
Marlborough	$25.69	67.64	$12.29
Sudbury	$25.11	66.11	$12.87
Ashland	$17.00	44.76	$20.98
Southborough	$15.82	41.65	$22.16
Natick	$13.57	35.73	$24.41

[1] A standard form of commercial lease agreement on a property where the tenant or lessee agrees to pay all real estate taxes, building insurance, and maintenance (the three "nets") on the property in addition to any normal fees that are expected under the agreement (rent, utilities, etc.)

- Corporate office parks are evolving to meet change. In recent years, knowledge-intensive companies have shown great interest in locating closer to urban centers, such as Boston and Cambridge, to access talent. This in part reflects a preference on the part of younger, millennial-generation workers to live in urban areas, without owning a car. To remain relevant, office park owners are redefining their holdings, moving from sterile, office-only environments to dynamic, live/work/play settings that offer more value to tenants and their employees. One regional example is Atlantic Management's Marlborough Hills project. Atlantic Management is repositioning the 109-acre former Hewlett-Packard site to include 350 townhomes, studios, as well as significant hotel & retail, and daycare – all alongside over 1MM SF in corporate office and laboratory uses. For project background, see http://atlanticmanagement.com/case-studies/marlborough-hills/.

Part F

Impacts

Contents of Part F

Section 1 – Impacts Narrative

Section One - Impacts

- Fire Safety
  Buildings that are constructed over 6 stories are constructed very differently, than buildings constructed below 6 stories. Buildings 6 stories and above fall under a different fire code – which requires buildings to be sprinkled, stairwells that are fire protected, and floors designed to close off sections of buildings.

  - *Will the Fire Department be able to fight a fire in a building that is 150' tall?*
    The Fire Department has the capabilities to support and respond to emergencies within 150' tall buildings. Specialized training and increase in manpower is required for high rise building incidents but the Fire Department has these capabilities now at current staffing levels.

  - *Will the Town need to purchase additional ladder trucks if the CMU is passed?*
    Prior to the 1990's the Town of Framingham had three ladder trucks. In the 1990's the Fire Department was reorganized so that there were only 2 ladder trucks within the Town. The total number of staff has increased since the reduction in the number of ladder trucks as a result of the increase in construction throughout the Town. In light of the zoning changes, continued growth and increase in Fire Department there may eventually be a need for an additional ladder truck in the future.

  - *Will the building have enough pressure to fight the fire? Or will this be an additional expense to the Town?*
    Buildings that are required to install fire sprinkler systems are required to have a certain pressure. This pressure is achieved by installing a fire pressure system – this would be a requirement of the Applicant and paid for by the Applicant.

  - Fact: Any building over 70' from grade is considered a high rise
    - A high rise requires more complex "zoned" fire protection systems, construction components are required to have more fire resistive assemblies, smoke removal and ventilation systems are required, and most importantly egress requirements are more strict – pressurized enclosed exit stairways – aka smoke proof towers required.

- Fact: Water pressure demand increases 5 psi for every 10 feet, or roughly each story.
  - Building fire pumps are required to boost pressure, some high rises have water tanks on the upper floors. The Town of Framingham fire trucks boost the pressure again when we tie into the systems.
  - From a fire/rescue standpoint the "reaction time", or the time to get to the upper floors, is a primary concern for any fire/rescue. The closer responders are to the structure the better – therefore eventually a Route 9 West Firehouse may be needed if the CMU District were to be implemented.

- Assessment Information
  - If the commercial tax rate is higher, why should we allow conversion from commercial properties to mixed use or even solely residential uses?
    - There are two main reasons for allowing more residential and mixed-use in targeted areas:

    1. Allowing for use flexibility will mean less underutilized land. A vacant or underutilized commercial property will (in most cases) pay less in taxes than a fully-leased or owned residential property. In addition, property taxes for residential do not fluctuate like commercial income does so the tax revenues are more steady. Therefore it is in the Town's best interest to allow more use flexibility to take advantage of all market opportunities to maximize revenue.
    2. Mixed-use zoning is considered sound planning practice as communities have evolved from assuming a strict separation of uses to promoting mixed uses as a way to encourage vibrant communities that function 24 hours per day and serve many needs within a walkable distance to reduce vehicular traffic. Many of our current zoning solutions include adding residential to commercial areas because we believe it will lead to more vital, walkable communities. In addition, as current demand for residential far outweighs demand for commercial in a saturated retail and office market, allowing residential uses on traditionally "commercial-only" parcels will allow underperforming parcels to have chance of being redeveloped in a shorter time-frame along mixed use guidelines that we support.

- What is the tax impact of allowing multi-family dwelling buildings in a zoning district compared to leaving the zoning district just business, commercial and/or manufacturing?

  This would be difficult to determine given that the land is not taxed until after a project is constructed. The zoning changes being proposed would not increase the value of a property unless the developer was to add additional value to the property. Over the near term, multifamily or mixed-uses are more likely to add value, through additional density or height.

  Commercial and industrial uses are taxed at a higher rate and have the potential for generating more property tax revenue. However, commercial office development is much less likely, given a soft market in the region.

  If the zoning were to remain as is without the adoption of new zoning then there a small chance of additional growth and an increase in tax revenue. Taxes are impacted by the use of the land and the value added to the land: commercial, office, residential, vacant land, vacant land is assess at the lowest value, given that there are no improvements on the land to attach value to.

- What is the impact, if any, of new multi-family buildings on existing multi-family buildings?

  The impact of new multi-family on existing multi-family would be determined by the market. Investors and property owners typically do market research to determine if the market desires more rental units or if the market is saturated. Small multi-family units (1-10 units) typically not affected by market swings. However, a large multi-family project like the PUD/Danforth Green requires a much larger investment by the investor and/or property owner.

  Both MAPC and Northeastern University have found there is a substantial housing shortage in the greater Boston area. The latter also found that high land and construction costs are driving the construction of high-end, multifamily housing in the region.

  With new residential units being added to the market, owners of existing multi-family units will need to provide investment into their properties to remain competitive. The market shows that there is a large demand for mid-price rental units throughout the eastern part of the Commonwealth. This allows for existing and new apartments to be redeveloped/developed to meet this market demand.

- Is Multi-family residential assessed/valued at the same rate as a single family?

  The assessment of a multi-family dwelling is dependent upon the size and number of units in the building. A 2-3 family building would typically demand a similar assessment as a single family. A large multi-family would typically have a higher assessment than a single family.

Part G

Master Land Use Plan - Deliverables

Contents of Part F

Section 1 – Master Land Use Plan - Deliverables

Section One - Master Land Use Plan – Deliverables

Master Land Use Plan: In 2014, the Planning Board reviewed and updated the Master Land Use Plan. This effort updated the previous Master Plan which was adopted well over 20 years ago. The 2014 Master Land Use Plan states the following:

> *The Master Land Use Plan "helps create a unified action agenda for Framingham town government, Town Meeting, the Board of Selectmen, Community and Economic Development, the Planning Board, the Zoning Board of Appeals, and respective staff. It is the goal of the Master Land Use Plan and the Planning Board to ensure that the Town of Framingham is at the forefront of building a sustainable and healthy community, which promotes the Town through its economic development efforts, and provides an energy efficient and environmentally friendly place within the Commonwealth."*

For the 9/90 Corporate Center area, the Master Land Use Plan further guides the Town to "consider rezoning that allows an increase intensity of development for area, bulk, and/or height standards." Furthermore, the Master Land Use Plan identifies "The 9/90 Corporate Center and Technology Park" as an area needing to be rezoned. This Master Land Use Plan input guided the drafting of the proposed CMU Zoning By-Law.

- Incorporate landscape, streetscape, open space, trails, and pathways into the design of large-scale projects and for existing commercial and industrial parks. Additionally, incorporate bicycle and pedestrian features on and off-site through Complete Street Regulations.
- Provide incentives to continue investment, redevelopment, reclamation, and reuse of the industrial land at the interchange area, while distinguishing the eastern and western nodes located at Exit 12 interchange of the Massachusetts Turnpike with different mixes of commercial and industrial uses.
- Encourage high standards for architecture, urban design, landscaping and streetscape.
- Facilitate the expansion of local and regional public transportation connections to Framingham MBTA Station and the Logan Express service.
- Encourage parking garages to reduce surface parking and increase building development.

Master Land Use Plan, 2014 – Corporate Mixed-use Zoning Review

Section 4.2.4. Economic Development Policies	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	Deliverable
b. Continued attention to Advance 9/90 Corporate Center and Technology Park project proposals that provide additional high tech, research and development, and light industrial jobs.	YES	II.B. Table of Uses, IV.E. Dimensional Requirements	**Addressed with proposed CMU Zoning:** The adoption of the CMU District By-Law will allow for projects within the 9/90 Corporate Center to meet the current and future needs of the high tech, research & development, and light industrial jobs – while the CMU II District provides the necessary amenities to support the CMU I District and the Technology Park

4.3.5 9/90 Corporate Center and Technology Park Policies	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	Deliverable
a. Provide incentives to continue investment, redevelopment, reclamation, and reuse of the industrial land at the interchange area, while distinguishing the eastern and western nodes located at Exit 12 interchange of the Massachusetts Turnpike with different mixes of commercial and industrial uses.	YES	The interchange area was removed from the CMU I and the CMU II at the request of the residents	N/A

b. Preserve the 9/90 Corporate Center and Technology Park for technological, research and development, laboratory, and light industrial uses and related concierge services that support a commercial park.	YES	II.B Table of Uses and II.J CMU District	**Addressed with proposed CMU Zoning:** The CMU I and the CMU II Districts together support the suggested policy outlined in Section 4.3.5
c. Encourage technological, research and development, laboratory, and light industrial uses in the area of Exit 12 off Interstate 90.	YES	The interchange area was removed from the CMU I and the CMU II at the request of the residents	N/A
d. Encourage technologically advanced building design that incorporates LID standards, green building design, and other energy efficient and carbon-footprint reduction programs.	YES	II.J.6.c.iii, IV.B., and VI.F	**Addressed with proposed CMU Zoning:** The CMU District By-Law requires projects to show how the use of LID, BMP, green building design, and other energy efficient and carbon footprint reduction programs will be utilized within projects. Section IV.B Off-street Parking Requirements requires the use of these features throughout parking lots. Section VI.F Site Plan Review further requires these items as well
e. Incorporate landscape, streetscape, open space, trails, and pathways into the design of large-scale projects and for existing commercial and industrial parks.	YES	II.J.4.d., e., and f., II.J.5., II.J.8.a.iii., II.J.10.f.,	**Addressed with proposed CMU Zoning:** The CMU District By-Law sets specific standards for the requirement of landscaping equivalent to 50% of

		II.J.11.c., IV.B., and VI.F	the distance between the building and the street, each project shall incorporate sidewalks along the street frontage and throughout the project. The CMU further proposed to incorporate plazas, areas for active and passive recreation, and trails

4.3.8 Building and Site Design for Private and Public Properties Polices	**Does the Proposed CMU Districts By-Law Comply?**	**Zoning By-Law Reference**	**Deliverables**
a. Encourage high standards of urban design throughout the Town in site planning, architecture, landscaping, streetscapes, and signage by incorporating these items into the Site Plan Review process.	YES	II.J.10 and VI.F	**Addressed with proposed CMU Zoning:** The existing M, M-1, and B Zoning District to not set standards for architecture, landscaping, and streetscapes other than the requirements outlined in Site Plan Review. The CMU District By-law established additional standards to raise the bar for design and the requirement of good planning
d. Encourage artistic elements and art in civic spaces.	YES	II.J.5.c	**Addressed with proposed CMU Zoning:** The use of public art within landscaped areas is strongly encouraged
e. Encourage sustainable and green design standards.	YES	II.J.10.d., IV.B, and VI.F	**Addressed with proposed CMU Zoning:** The use of solar and alternative energy is outlined in this subsection as a requirement – this

			includes the uses of: rooftop gardens, green roofs, solar carports, rooftop solar, alternative energy and energy efficient features/technologies, and solar infrastructures
f. Integrate stormwater management, stormwater drainage systems and LID.	YES	II.J.6.c.iii., IV.B and VI.F	**Addressed with proposed CMU Zoning:** The CMU Development Impact Report requires the developer to show how the project will utilize the features outlined in this subsection, Furthermore, the Off-street Parking Requirements and Site Plan Review both require the BMPs outlined in this subsection – both were adopted at the ATM and STM in 2015.
h. Incorporate energy efficiency into site design for new construction and redevelopment. Where appropriate, utilize green building design throughout the project by implementing practical and measurable green building design, construction, operations, and maintenance solutions.	YES	II.J.10.d., IV.B, and VI.F	**Addressed with proposed CMU Zoning:** The use of solar and alternative energy is outlined in this subsection as a requirement – this includes the uses of: rooftop gardens, green roofs, solar carports, rooftop solar, alternative energy and energy efficient features/technologies, and solar infrastructures
i. Incorporate bicycle and pedestrian features on and off-site through Complete Streets regulations.	YES	II.J.4.d., e., and f., II.J.5.d., II.J.6.c.i., iii., and v., II.J.8.iii,	**Addressed with proposed CMU Zoning:** The CMU District By-Law outlines in numerous locations the requirement to incorporate bicycle and pedestrian features throughout the CMU District.

		IV.B.7, and VI.F	In 2011, MAPC completed a study that focused on bicycle and pedestrians in the Technology Park – these concepts should be carried throughout the CMU I and the CMU II as prescribed in the proposed CMU District By-Law
j. Require a scale and type of development compatible with topography, existing habitat, and water resources.	YES	II.J.11.a and VI.F	**Addressed with proposed CMU Zoning:** projects proposed in the CMU I and/or the CMU II would require site plan review and compliance with Section II.J

4.3.11 Permitting and Development Review Process	**Does the Proposed CMU Districts By-Law Comply?**	**Zoning By-Law Reference**	**Deliverable**
b. Ensure that zoning and other regulations are consistent with the Master Land Use Plan, land use policies, business practices, design standards, and statutory and case law.	YES		**IN COMPLIANCE:** The drafting of the CMU District By-Law was guided by the Master Land Use Plan, case studies, design standards, and best land use practices, in addition to the review of reports conducted on the 9/90 Corporate Center and Technology Park Area

c. Encourage strong public participation in development planning, especially during the writing of regulations, where greater participation will create a feeling of ownership by the community in land use decisions.	YES	Meetings: Landowners, Business owners, Town Departments, SCPZ	**IN COMPLIANCE:** Town staff hosted • a landowner meeting for the landowners within the proposed CMU I, the proposed CMU II, and the Technology Park on July 29, 2015 from 9-11am • a residential landowner meeting for residents within 300' of the boundaries of the proposed CMU I and the proposed CMU II on July 28, 2015 at 7:00pm • a open house on February 11, 2016 from 5:30pm – 7:30pm for residents, town meeting members, land owners, and those interested in the proposed zoning

4.11.9 9/90 Corporate Center and Technology Parks			
4.11.9.1 Land Use Policies	**Does the Proposed CMU Districts By-Law Comply?**	**Zoning By-Law Reference**	**Deliverables**
a. Continue to support high technology and light manufacturing uses with zoning and infrastructure improvements.	YES	II.B and II.J	**IN COMPLIANCE:** The CMU District proposes to support high technology and light manufacturing uses – in addition to providing the necessary and desired amenities to support the employees of the businesses within the area

b. Encourage high standards for architecture, urban design, landscaping and streetscape.	YES	II.J, IV.B., and VI.F	**IN COMPLIANCE:** The CMU District By-Law was developed to set high standard for the Town – currently the Central Business District is only area of Town with unique, distinct standards for architecture, urban design, landscaping, and streetscape. Through the research and review of the CMU area it became clear that each area of Town has unique characteristics – that should be maintained while raising the bar for the best possible design.
c. Reposition remaining underutilized and underdeveloped land to provide new opportunities for commercial uses.	YES	II.B., II.J.8, II.J.9., and IV.E.2	**IN COMPLIANCE:** The CMU I and the CMU II have several areas that are challenged by slope, wetlands, etc. – which create challenges for future growth potential. The incorporation of residential allows the proposed CMU areas and the Technology Park to be supportive of the employees who are employed within this area.

4.11.9.2 Access and Parking Policies	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	
a. Encourage a reduction in parking by promoting shared parking with adjacent uses.	YES	II.J.2 and IV.B	**IN COMPLIANCE:** The CMU District By-Law sets specific standards for parking and access for projects within the CMU I and the CMU II. The parking and access requirements add additional review and standards above Section IV.B Off-street Parking Regulations which is also enforced in the CMU I and the CMU II
b. Encourage parking garages to reduce surface parking and increase building development.	YES	II.J.2.d and IV.B	**Addressed with proposed CMU Zoning:** below grade parking, structured parking, and/or parking on the side and/or to the rear of a building is strongly encouraged in the CMU Districts
c. Facilitate the expansion of local and regional public transportation connections to Framingham MBTA Station and the Logan Express service.	Long Term Transportation Planning	II.B and II.J.4.c	**IN COMPLIANCE:** The CMU II District allows for the establishment of a Transportation Hub. The CMU District By-Law requires a 1% cash payment for long range transportation planning which will assist in future transportation option to alleviate traffic

d. In collaboration with MassDOT, improve access to the Park-and-Ride on the southerly side of Route 9 and promote the development of this site as a structured parking facility and a public transportation node.	Long Term Transportation Planning	N/A	This recommended policy requires MassDOT to take the lead to improve access to the Park-and-Ride on the southerly side of Route 9 – this recommended policy item should not hold up the implementation of the CMU District By-Law This will be an ongoing task
e. Explore opportunities presented by adjoining vacant commercial property to improve public parking and public transit.	Long Term Transportation Planning	N/A	This recommended policy requires MassDOT to take the lead to explore opportunities to adjoin vacant commercial property to improve public parking and public transit – this recommended policy item should not hold up the implementation of the CMU District By-Law This will be an ongoing task
f. Improve access to Interstate 90.	Long Term Transportation Planning	N/A	This recommended policy requires MassDOT to take the lead to implement improved access– this recommended policy item should not hold up the implementation of the CMU District By-Law This will be an ongoing task

4.11.9.3 Infrastructure Policies	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	Deliverable
a. Provide increased development opportunities in exchange for public improvements.	YES	II.J.6 and V.O	**IN COMPLIANCE:** Section II.J.6 CMU Development Impact Report requires developer to show how the project will impact the Town prior to filing a formal application – this requires the developer to mitigate their impacts rather than shifting the burden on the Town at a later point At Annual Town Meeting in 2015 the Town voted to approve the Transfer of Development Rights (TDR) By-Law. This allows for increased height and lot coverage within the CMU I District

5.1.2.3. Target Areas or Corridors Identified for Rezoning	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	Deliverable
Ten Target Areas and Corridors within Framingham have been identified by the Town as areas to be rezoned with new district regulations. These areas include: 4. The 9/90 Corporate Center and Technology Park; Below, each Target Area and Corridor has been identified with additional sub-tasks specific for the areas for successful rezoning of these districts. A Smart Growth Plan was developed for the Route 9 Metrowest Corridor, prepared under the auspices of the Sustainable Communities Consortium. This is described separately in section 5.1.2.3.11	YES	Section II.B Table of Uses, Section II.J. Corporate Mixed-Use District, and amendments to the Zoning Map	**Addressed with proposed CMU Zoning:** (specific to 9/90 Corporate Center not for the Technology Park) The CMU District By-Law Accomplishes Section 5.1.2.3 of the Action Item - Specially related to 4. The 9/90 Corporate Center The CMU By-Law and the amendments to the Zoning Map accomplish the action item set forth in Section 5.1.2.3.4 – rezone 4. The 9/90 Corporate Center and Technology Park with new district regulations. The Technology Park is not included in the CMU – the TP was recently rezoned from General Manufacturing (M) to Technology Park (TP)

5.1.2.3.4 9/90 Corporate Center and Technology Park			
The 9/90 Corporate Center and Technology Park area contains some of Framingham's and the region's largest employers and economic base. Potential for further **development is likely and can be realized at a higher intensity with new zoning within this area. The Town should consider rezoning that allows an increase intensity of development for area, bulk, and/or height standards.** This area is envisioned to attract professional office, telecommunication operations, research and development facilities, and high tech manufacturers.	YES	Section II.B. Table of Use, Section II.J. Corporate Mixed-use District By-Law, Section IV.E. Dimensional Regulations, Section	**Addressed with proposed CMU Zoning:** The CMU District By-Law Accomplishes Section 5.1.2.3.4 of the Action Item - Specially related to higher intensity with new zoning that allows an increase in intensity of development: area/bulk/and/or height standards The CMU I and the CMU II were developed to attract professional office, telecommunication operations, research and development facilities, and high tech manufacturers through additional allowed uses, increases in height/bulk/lot coverage
5.1.2.3.4 Task Items	**Work Item Complete?**	**Was the Task Item used for the Development of the CMU?**	**Deliverable**
a. Conduct an inventory analysis of all properties within this area of Town;	YES	YES	**Addressed with proposed CMU Zoning:** Section II.B.2 Table of Uses and Section IV.E.2 Table of Dimensional Regulations were developed with the information collected from this analysis.

b. Review the density of the existing land uses, while considering a mixed-use option for a live-work-play type environment;	YES	YES	**Addressed with proposed CMU Zoning:** Section 5.1.2.3.4.b of the Action Items – Under Section II.B. Table of Uses, Section II.J.8. Residential Projects in the CMU I and CMU II Districts, Section II.J.9 Residential Projects in the CMU I District, Section II.J.10 Mixed-use Residential Projects in the CMU II District
c. Specific to the Technology Park (TP) Zoning District	N/A	N/A	N/A
d. Develop a Ch. 43D Streamline Permitting option with the area to allow for better promotion of parcels and increase permitting efficiency;	YES	N/A	**Addressed with proposed CMU Zoning:** Section 5.1.2.3.4.d of the Action Items - Annual Town Meeting of 2013 voted to adopt Chapter 43D under Article 38: TJX, Article 39: 9/90 Crossing, and Article 40: Technology Park At the Fall Special Town Meeting of 2013 – the Planning Board attempted to include the proposed CMU II area as Chapter 43D under Article 23
e. Conduct a traffic review analysis of the Technology Park and 9/90 Corporate Center area, in addition to the relationship of the area with Exit 12 of the Mass Turnpike;	IN PROGRESS	IN PROGRESS	IN PROGRESS

f. Commence a joint planning effort with the Town of Southborough to identify future long- term infrastructure, traffic and roadway safety efforts, and increase accessibility to the 9/90 Corporate Center and Technology Park;	N/A	N/A The Town is not dependent on Southboro for Infrastructure	The Town of Framingham has had discussions with the Town of Southborough – The Town of Southborough was not interested at this time in establishing CMU type zoning in their Exit 12 area The Town will continue to have future conversations when the time is right and Southboro is preparing for additional development and rezoning
g. Utilize the large tracts of open space for active or passive recreation throughout the area and consider the development of an employee and community recreation area.	YES/IN PROGRESS	N/A	**Addressed with proposed CMU Zoning:** The CMU District By-Law Accomplishes Section 5.1.2.3.4.g of the Action Items The Town through various Zoning By-Laws, the Master Land Use Plan, and the Open Space and Recreation Plan is still working protecting open space, establishment of active and passive recreation locations, in addition to constructing and maintaining a trail system This Deliverable will continue to be on-going after the CMU

5.1.2.3.4 Deliverables			
• Produce a traffic master plan for the Technology Park and 9/90 Corporate Center area. Developing strategies to connect the area with the Boston area through vanpooling and public transportation options. In addition to providing direct access onto the Mass Turnpike, if found to be a viable option;	IN PROGRESS	IN PROGRESS	IN PROGRESS
• Sponsor an overlay district in conjunction with the Town of Southborough similar to the Golden Triangle Overlay District near Exit 12.	The CMU District By-Law was developed as a Zoning District rather than an Overlay District – an overlay district allows for the under lying zoning to still be used, while applying additional standards. Therefore, the Town would want to hold a high standard for development and/or redeveloped so the CMU District By-Law was developed as a district rather than an overlay which often creates confusion		The Town of Framingham has had discussions with the Town of Southborough – The Town of Southborough was not interested at this time in establishing CMU type zoning in their Exit 12 area The Town will continue such communications after the establishment of the CMU District. The CMU District By-Law should not be dependent upon another municipality

• Increase the number of Parcels that are members of the 43D Streamline Permitting program;	COMPLETE	N/A	**Addressed with proposed CMU Zoning:** Action Item under Section 5.1.2.3.4. Deliverables: Annual Town Meeting of 2013 voted to adopt Chapter 43D under Article 38: TJX, Article 39: 9/90 Crossing, and Article 40: Technology Park At the Fall Special Town Meeting of 2013 – the Planning Board attempted to include the proposed CMU II area as Chapter 43D under Article 23
• Produce a master plan for the area to provide for complete streets and a pedestrian friendly campus.	YES/IN PROGRESS	YES	**Addressed with proposed CMU Zoning:** Action Item under Section 5.1.2.3.4. Deliverables: The CMU District By-Law requires the incorporation of complete streets, sidewalks, crosswalks, redevelopment of sidewalks and crosswalks, in addition to trails, and bicycle lanes for each project proposed in the CMU I and the CMU II The Town is currently working on a Town Bicycle and Pedestrian Plan which is expected to be completed by the Fall of 2016 This Deliverable will continue to be on-going after the CMU

Incorporate a mixed-use commercial – residential option if the land use analysis determines there is a market for this type of development within this area.	YES	YES	**Addressed with proposed CMU Zoning:** Action Item under Section 5.1.2.3.4. Deliverables: The CMU District By-Law incorporates mixed-use and residential options for added diversification of the area

5.2.9.9 9/90 Center and Technology Park	Does the Proposed CMU Districts By-Law Comply?	Zoning By-Law Reference	Deliverable
a. Continue to implement the recommendations of the Town's water and sewer master plans;			
b. Encourage intermodal access to these employment areas;	Long Term Plan	YES Section II.J.4.c	**Addressed with proposed CMU Zoning:** Provides a funding source for the implementation of intermodal access to these employment areas. Section II.J.4.c requires all projects to contribute a total of 1 percent of the cost of the project (not including the cost of the land) for long range transportation implementation – therefore, the Town through development can match various grants and contribute to implementation without being dependent upon tax money This Deliverable will continue to be on-going after the CMU

c. Implement the recommended actions of the Framingham Technology Park Infrastructure Improvement Plan;	N/A – Specific to the Technology Park (TP) Zoning District	N/A – Specific to the Technology Park (TP) Zoning District	N/A – Specific to the Technology Park (TP) Zoning District
d. Promote Green Development, LID and LEED building, streetscape and landscape design within these areas; [see Sustainable Community, Section 6.2.1]	YES	YES	**Addressed with proposed CMU Zoning:** Action Item under Section 5.1.2.3.4.d Deliverables: The CMU District By-Law requires the use of Green Development, LID, LEED building, streetscape and landscape design

Part H

PUD Requested Information

Contents of Part H

Section 1 – PUD Requested Information

Section One

Density Comparison

Planned Unit Development as a Comparison

- **The Planned Unit Development has 353 units – this is the same type of development the Town will get in the CMU.**

No, the PUD is a special zoning district, which has low Floor Area Ratio to fit in with the surround subdivision.

Facts: The total land area of the PUD is 126.4 acres, of which 104.5 acre permitted for development. The information below is a summary of the PUD.

	Provided	Comments
Street Setback	30’	This is the setback from the street to the building
Building Separation	30’ (or a distance equal to the height of the building for buildings that exceed 40’ in height)	There was a reduction in the 30’ for some building to decrease the amount of pavement and increase the open space numbers
Total area	126.4 acres /5,504,180sf	
Total Development Area	104.5 acres/4,552,020sf	
Building Height	3/40’ 3/51’ 4/57’	
Total area of Wetlands	21.9 acres	
Build Ground Coverage	17.7 acres /771,012sf	
Floor Area Ratio	0.12	Allowed 0.32

PUD Unit Breakdown

- Project is comprised of 353 units
  - 180 units of rental
    - 1 Bedroom – 71units
    - 2Bedroom – 95 units
    - 3 Bedrooms – 14 units
  - 173 units of sale
    - 2 Bedroom – 102 units
    - 3 Bedroom – 71units
- The sale units are comprised of 70 units as townhomes and 103 units as cottages
- Affordable Units
  - For Rent – 18 units
  - For Sale – 17units
- Open Space
- The Applicant proposed 1.0 acre at the center of the project
- The project required 21.6 acres of common open space and 10.8 acres of common open space for the proposes of passive recreation – the project exceeded this requirement south of the aqueduct providing 27.5 acres of common open space and 18.9 acres of common open spaces for the purposes of passive recreation

PUD - Traffic and Parking

- The proposed development is projected to generate approximately 240 trips during the weekday morning peak hour and 290 trips during the weekday evening peak period. When compared to the previously analyzed development, this represents a 45 to 55 percent decrease in the estimated peak hour trips.
- Detailed traffic analyses were conducted in 2002-2003 for a much larger development on the site that included 724 housing units. In comparison, the current Project is expected to generate approximately 240 vehicles trips during the weekday morning peak hour and 290 vehicle trips during the weekday evening peak hour. When compared to the previously analyzed project, this represents a 45 to 55 percent decrease in the estimated peak hour trips.
- The Approved project contains 2 parking spaces per unit (comprised of 2 units or more) and 3 parking spaces per unit (comprised of 3 bedrooms or more)
- The Rental portion of the project contains 374 parking spaces, plus 3 parking spaces for the clubhouse and office (total of 377 parking spaces)
- The Sale portion of the project contains 417 parking spaces

The PUD Actual Numbers

As of January 29, 2016 – the "For Rent":

- 26 school aged children (4 of those 26 are here as a part-time residence)
- Rents (excluding the 18 affordable apartments):
  1-beds: $1,900
  2-beds: $2,300
  3-beds: $2,800
- Waitlist / demand: Still steady interest in waitlist and currently making offers on one bedroom list.
- Average Age of Resident:
  35 (including children)
  39 (avg age of adults over 18)

As of January 28, 2016 – the "For Rent" portion of the PUD

- 100% of the units have been completed
- 71% of the units are occupied
- The total gross floor area of the "For Rent" project is 255,476 GSF
- The residential gross floor area of the "For Rent" project is 240,447 GSF
- The "For Rent" portion of the project has a total of 180 units
  - 71 1-beds
  - 95 2-beds
  - 14 3-beds

Part I

Traffic Reports

Contents of Part I

Section 1 – Traffic Reports

Traffic Report

As part of an Application package, applicants are required to provide a traffic study/report for any Major Site Plan Review project. Below is an example of the traffic review conducted on a project within the proposed CMU District.

The Process:

- Application is filed with the Town
- The Planning Board reviews application and determines if a Peer Review Consultant is required to review the applicant's traffic report/study.
- If a Peer Review Consultant is required to review the project. The Planning Board contracts a traffic engineer to work for the Town and review the traffic report/study, at the Applicant's expense
- The applicant's and the Town's traffic engineer continue to review the project until all the information has been submitted and/or corrected and/or issues that can best be resolved related to traffic impacts
- Decision made and recommendations from the traffic engineers are incorporated into the Decision as a requirement for occupancy.

Additional traffic studies are available upon request and have been submitted to the Standing Committee on Planning and Zoning at previous meetings.

Part J

Open House Documents

Contents of Part J
Documents provided at the February 11, 2016 Open House

– Open House –

Corporate Mixed-used Zoning Districts By-Law & Zoning Map Amendment

Thursday, February 11, 2016 | 5:30pm to 7:30pm

Town Staff will be hosting an open house to answer questions and provide information to residents and landowners.

What is the CMU? The Corporate Mixed-use (CMU) Zoning Districts proposes to incorporate commercial, office, retail, educational, residential, and community space in a master-planned community campus located near the 9/90 Corporate Center area that functions as an employment center while establishing a mixed-use environment where people can live, work, and play.

Where is the Open House? Ablondi Room in the Memorial Building, 150 Concord Street, Framingham, MA 01072

Who is invited? All are welcome – this open house is open to anyone who would like to provide comments or learn more about the proposed zoning for the Winter Special Town Meeting.

Can't make the Open House? All materials provided at the Open House will be located on the Planning Board's website, under Town Meeting Materials. Those unable to attend can call into the Planning Board Office (508-532-5450) or email comments to planning.board@framinghamma.gov.

Who will be the Hosts of the Open House? Framingham Town Staff will be in attendance to answer all questions, record all comments, and provide information to attendees.

FRAMINGHAM

MASSACHUSETTS

New York Avenue
California Avenue
Pleasant Street Connector
Worcester Road
Crossing Boulevard
Steeple Drive
Massachusetts Turnpike
Massachusetts Turnpike
Goodnow Lane
Willowbrook Drive
N

EXISTING ZONING DISTRICTS

PROPOSED CORPORATE MIXED USE (CMU) ZONING DISTRICTS

1. Why are you proposing this now?

- The Master Plan calls for changing zoning in this area to allow for more of a campus/community feel there.
- Several planning and economic development studies have recommended that the Town consider adding residential and other commercial uses to this area as a way to begin to decrease traffic congestion.
- Recent market studies have also shown that the demand for speculative office space in this area is currently minimal and will likely remain stagnant. These conditions call for encouraging different development approaches to attract new investment and jobs – and encouraging our current employers to grow.
- The property owners of the 9/90 Office Park asked us to consider rezoning that area in order to give them more development options, including retail/restaurant and housing.

2. Is this zoning is being pushed (or worse, written) by a developer?

- The idea to introduce mixed use into this area has been identified by studies and supported by research.
- The Development community has indicated that most signs point to a softening office market with not a great long-term outlook while housing needs continue to grow as the state and the region lose talented people to skyrocketing cost of living driven by tight residential housing markets.
- Framingham is at a crossroads, we can establish guidelines for new residential growth now or wait for office developments that will take years or decades to evolve if ever.
- A developer, affiliated with one of our major 9/90 Corporate Center property owners has come forward with a preliminary proposal that would benefit from rezoning. However, they have not written nor been part of the discussions around researching and writing this new zoning language. Through effective zoning, the Town can leverage the opportunity to capture benefits (new investment, new jobs, retained jobs, growing incumbent companies) while also minimizing and managing impacts.

3. Why does "more residential" seem to be the solution to all of our zoning challenges?

Interest in the multifamily housing market reflects current real estate realities and a long-term desire to support our major employers and tax-payers. Also, many of our commercial zones do not allow residential now even though we recognize that mixing the uses will create more vibrant and sustainable communities.

- Eastern Massachusetts is experiencing a substantial housing shortage. MAPC estimates a shortfall exceeding 400,000 units by 2030.
- The region's office and commercial markets reflect very high vacancy rates, with lower-cost alternatives throughout the Metrowest region.
- Framingham's major employers consistently report that access to high-quality talent is a top challenge.
- This strategy is part of an effort to protect existing neighborhoods by allowing more mixed uses and higher densities in nodes where it makes sense and can create critical mass for retail and transit options.

Multifamily residential development cannot be the solution for all of Framingham's challenges. However, it should be considered carefully in each case, with strict controls to manage growth.

4. What happens to the existing rental housing when we build newer units?

Most of the existing multi-family rental units in Framingham (not the single family or small scale multi-family) were built during boom times in the 1960s and without renovation are up to 50 years old. When new multi-family units are built, it puts pressure on existing owners to either invest in their properties or accept lower rents. If an owner chooses not to invest and a property falls into disrepair in violation of state health and building codes they are subject to code enforcement actions.

5. If we build more rental housing will we decrease the civic engagement in town?

If we create more rental units in Framingham, we will not decrease the amount of civic engagement from current levels. We are not replacing currently owned properties with rental properties. In fact even if only a handful of new residents in rental housing get engaged in the local government and organizations, there will still be more civic engagement than currently.

6. If we go over 50% rental vs. ownership the town will spiral into decline.

There is absolutely no evidence to support this claim and in fact rental vs. ownership does not appear to be a factor in which cities are considered successful and which are not. Rental housing is a necessary element of any vital, diverse community and is required for a healthy housing market. Thriving communities have a variety of housing options for all ages and income levels. The communities listed below are some of the most dynamic urban areas in the world and they meet the wide variety of housing needs in their communities.

PERCENT OF HOUSING UNITS OCCUPIED BY RENTERS[1]	
New York, NY	66%
Boston, MA	63%
San Francisco, CA	62%
Los Angeles, CA	61%
Dallas, TX	55%
Austin, TX	54%
Chicago city, IL	53%
Houston city, TX	53%
San Diego, CA	51%
Columbus, OH	51%
Seattle, WA	50%
Baltimore, MD	49%
Denver, CO	48%
Memphis, TN	47%
Detroit, MI	46%
Philadelphia city, PA	45%
Indianapolis, IN	44%
Nashville-Davidson	44%
Charlotte, NC	43%
Phoenix city, AZ	41%
San Antonio, TX	41%
San Jose, CA	41%
El Paso, TX	41%
Fort Worth, TX	40%
Jacksonville, FL	38%

While Framingham is not New York or Boston, there is little proof that a community will decline with higher rental populations. This table indicates that the idea that having more than 50% rental units does not correlate to a loss of community character or viability.

In a report produced last year, the Harvard Joint Center for Housing Studies concluded the following:

"Rental housing has always provided a broad choice of homes for people at all phases of life. The recent economic turmoil underscored the many advantages of renting and raised the barriers to homeownership, sparking a surge in demand that has buoyed rental markets across the country. But significant erosion in renter incomes over the past decade has pushed the number of households paying excessive shares of income for housing to record levels. Assistance efforts have failed to keep pace with this escalating need, undermining the nation's longstanding goal of ensuring decent and affordable housing for all."[2]

[1] http://dmdatabases.com/databases/consumer-mailing-lists/interesting-renter-statistics

[2] http://www.jchs.harvard.edu/sites/jchs.harvard.edu/files/jchs_americas_rental_housing_2013_1_0.pdf

Question 6. Continued...

Additionally, the Harvard study noted: *"Rental markets continue to adapt to the unprecedented surge in demand that began in the mid-2000s. Although initially ignited by the bust in housing and mortgage markets, rental growth is likely to remain strong as members of the huge millennial population enter the housing market. According to the latest JCHS projections, individuals that are currently under age 30 will form over 20 million new households between 2015 and 2025, and most of these households will be renters. There will also be a large increase in renters over age 65 as more members of the large baby-boom generation cross this threshold over the coming decade.*

To keep rents from rising even more sharply, it will be essential to ensure that an adequate supply of rental housing is available to accommodate this upcoming wave of demand. To that end, the growing pipeline of new multifamily rentals is a positive trend. Of course, some markets could face an oversupply of rental units if the ramp-up in multifamily construction goes on for too long. So far, though, there is no evidence that this is an imminent threat."[3]

More information on multi-family housing research can be found here: http://nmhc.org/Content.aspx?id=4708

7. If the commercial tax rate is higher, why should we allow conversion from commercial properties to mixed use or even solely residential uses?

There are two main reasons for allowing more residential and mixed use in targeted areas:

1) Allowing for use flexibility will mean less underutilized land. A vacant or underutilized commercial property will (in most cases) pay less in taxes than a fully-leased or owned residential property. In addition, property taxes for residential do not fluctuate like commercial income does so the tax revenues are more steady. Therefore it is in the Town's best interest to allow more use flexibility to take advantage of all market opportunities to maximize revenue.

2) Mixed-use zoning is considered sound planning practice as communities have evolved from assuming a strict separation of uses to promoting mixed uses as a way to encourage vibrant communities that function 24 hours per day and serve many needs within a walkable distance to reduce vehicular traffic. Many of our current zoning solutions include adding residential to commercial areas because we believe it will lead to more vital, walkable communities. In addition, as current demand for residential far outstrips demand for commercial in a saturated retail and office market, allowing residential uses on traditionally "commercial-only" parcels will allow underperforming parcels to have chance of being redeveloped in a shorter time-frame along mixed use guidelines that we support.

[3] http://www.jchs.harvard.edu/sites/jchs.harvard.edu/files/jchs-sonhr-2015-ch5.pdf

8. Shouldn't we save that land in the 9/90 Corporate Center for office or other commercial use?

- Framingham has an opportunity and a decision.
- The Town could wait to see if the saturated MetroWest office markets will recover, leaving valuable land lying fallow in an area targeted for growth because of infrastructure and location. Some of this land, though targeted for development, has conditions (such as steep slopes) that make it expensive to redevelop and would be among the last parcels in the region to see new commercial investment.
- The Town could decide to take advantage of documented needs and sound planning to introduce mixed use elements into an area that could benefit in the long term from more population density and residents who can walk or bike to work as well as providing critical mass for future transit solutions.

9. Why can't we go higher?

We could go higher. The more square feet we have the more taxable area the Town adds to its tax base. That said, there is a desire in Town to manage growth to allow for appropriate infrastructure growth and allowing higher buildings seems too dense to many. In lower density areas we generally propose 6/7 stories or about 70 feet because those are the cut off points in Massachusetts building code where a building must go from being a predominantly wood or "stick" structure to being constructed out of more expensive steel. In this area, we are proposing up to 150 feet because a new steel-structure building is not financially viable under a certain number of stories.

10. What if this zoning isn't ready, we haven't had enough time to 'vet' it?

While we want everyone to understand the intent and the implications of the CMU zoning, we feel this proposal is ready to be considered at Town Meeting. It is not as complicated as some of the more recent zoning efforts such as TOD and the several rounds of recodification the Planning Board has undertaken lately. We are prepared to bring it forward for consideration now or at annual town meeting in the spring.

11. Will the water table rise if we put development in Tech Park/9-90? Will additional development harm the reservoirs?

No, every new project is required to manage their own stormwater run-off on-site so new development does not impact existing water bodies with flooding or contamination.

12. What are the tax implications for the town of adding residential in the CMU? Will the new tax revenue cover the cost of additional school, police, , and other services?

We believe tax revenues would increase enough to cover any new services required, however we have not finished investigating the implications. We are currently working with the Police Department, the Fire Department, the Assessor, the CFO, DPW, and the School Department to better quantify those impacts, both revenue and expected demand on services.

13. Impact on traffic?

All projects will be evaluated on the basis of traffic studies generated through the Planning Board's site plan review process. This process will identify needed mitigation as part of any approval conditions. However, we expect additional traffic impacts to be limited:

- Additional commercial space will generate net new employment at full occupancy. In addition to traffic mitigation, new commercial projects will be encouraged to explore transit alternatives, through the MetroWest Transit Management Association, to reduce additional cars.
- Housing units are expected to serve Tech Park and 9/90 employers. For these workers, auto alternatives such as walking, biking, or shuttle buses could pull cars off the road.
- Additional retail space will likely serve nearby employers or housing. These will be served by existing auto traffic, or transit alternatives.

Part K

Reports

Contents of Part K

Framingham Tech Park Area, MAPC, 2013

Revitalizing Technology Park & 9/90 Corporate Center, Urban Land Institute, 2012

The Framingham Tech Park Area study conducted by MAPC in December of 2013 and the Revitalizing Framingham Technology Park & 9/90 Corporate Center report produced by the Urban Land Institute in September of 2012 were provided to the Standing Committee on Planning and Zoning in February of the 2016. Copies of these reports are available upon request.

Part L

National Development & Staples Presentation at the February 3, 2016 Standing Committee on Planning and Zoning Meeting

Contents of Part L
Creating a Vibrant Mixed-use Development

Creating A Vibrant Mixed-Use Development

February 3, 2016

NATIONAL DEVELOPMENT

Goals for 9/90 Corporate Center

- ✓ Sustaining and expanding economic opportunity for Metro-west region
- ✓ Creating Live/Work/Play environments that fulfill Smart Growth initiatives
- ✓ Attracting and retaining best and brightest employees in today's evolving workplace
- ✓ Increase residential opportunities in both rental and home ownership

Table 1. Tech Park Area Large Businesses

Company	Location	Employees
Genzyme Corporation	Framingham Tech Park	2,375
Staples, Inc.	9/90 Business Center	3,300
Bose Corp.	Framingham Tech Park	1,509
CA Technologies	9/90 Business Center	600
Cumberland Farms Inc.	9/90 Business Center	400
MetroWest Daily News	Framingham Tech Park	325
Nestle Waters North America	Framingham Tech Park	200
Sheraton Framingham Hotel	Framingham Tech Park	160

Source: 2012 DEP Rideshare Reports and 2011 InfoGroup Business Listings

Why Residential at 9/90?

Smart Growth Development:

- ✓ Limits sprawl by developing in an existing mixed-use development
- ✓ Limited ability to build new office space (cost, rents, availability)
- ✓ Shared parking allows for more open space
- ✓ Places housing near the workplace and other amenities (day care, hotel, fitness)
- ✓ Maintains integrity of lower density areas within Framingham
- ✓ Fosters connectivity to community
- ✓ Provides a range of housing types to attract and cater to mixed incomes and a mixed demographic
- ✓ Addresses current workforce's demand to live where they work & play

"Smart Growth is a better way to build and maintain our towns and cities."

SmartGrowthAmerica.org

Why Residential at 9/90?

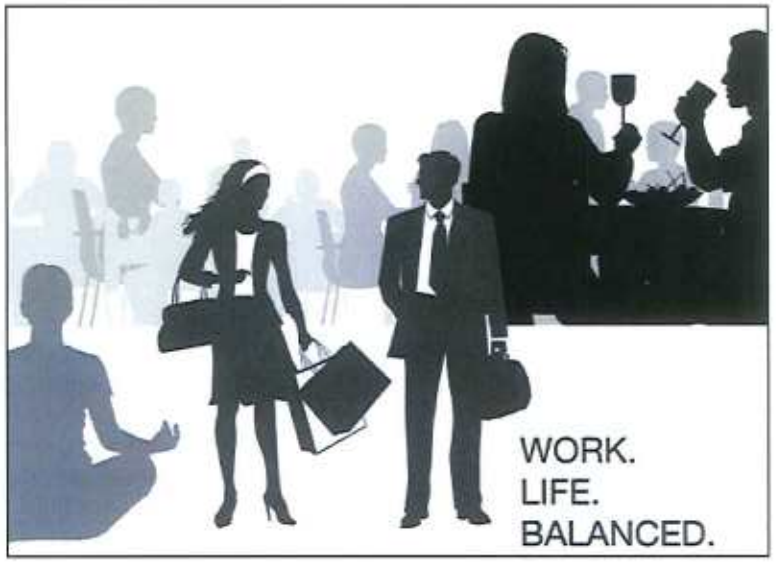
A LIVE/WORK/PLAY community attracts:

The Best Companies:

- ✓ Suburban office employers & employees prefer mixed-use centers versus the traditional, single-use suburban office park
  (*NAIOP Research Foundation*)

The Brightest Employees:

- ✓ The new workforce wants to live where they work. They also want to be able to connect with their community by walking to shops and restaurants.
  (*Urban Land Institute*)



Integrating multi-family housing at 9/90 creates the perfect complement of uses

100 Crossing Boulevard

175 Crossing Boulevard

200 Crossing Boulevard

100 Staples Drive

200 Staples Drive

Bright Horizons

Staples Headquarters

Existing Site Uses

vhb January 29, 2016 **FIGURE 3**

0 250 500 1000 Feet

Legend

- FOOD SERVICE
- DAY CARE
- OFFICE
- HOTEL

9/90 Crossing

Staples Masterplan, Framingham, MA

Figure 3
Existing Site Uses
Source: 2013 Mass GIS

Proposed Site Uses

vhb February 02, 2016 **FIGURE 4**

0 250 500 1000 Feet

Legend

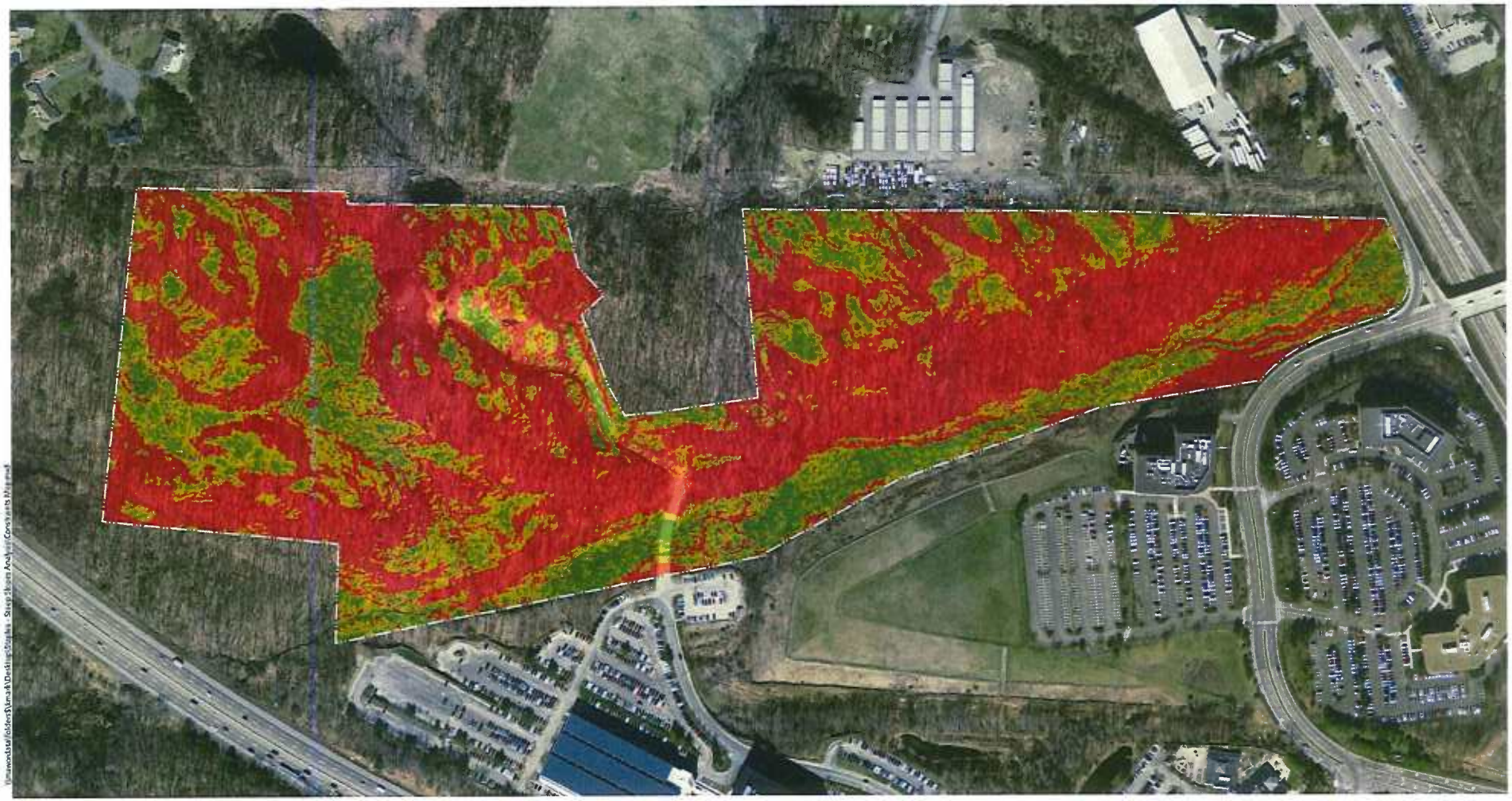
- PROPOSED OFFICE
- PROPOSED PARKING DECK
- PROPOSED RESIDENTIAL
- EXISTING BUILDING

9/90 Crossing | Staples Masterplan, Framingham, MA

Figure 4
Proposed Site Uses
Source: 2013 Mass GIS

Sloping Site

vhb January 29, 2016 **FIGURE 1**



0 250 500 1000 Feet

Legend

Slopes

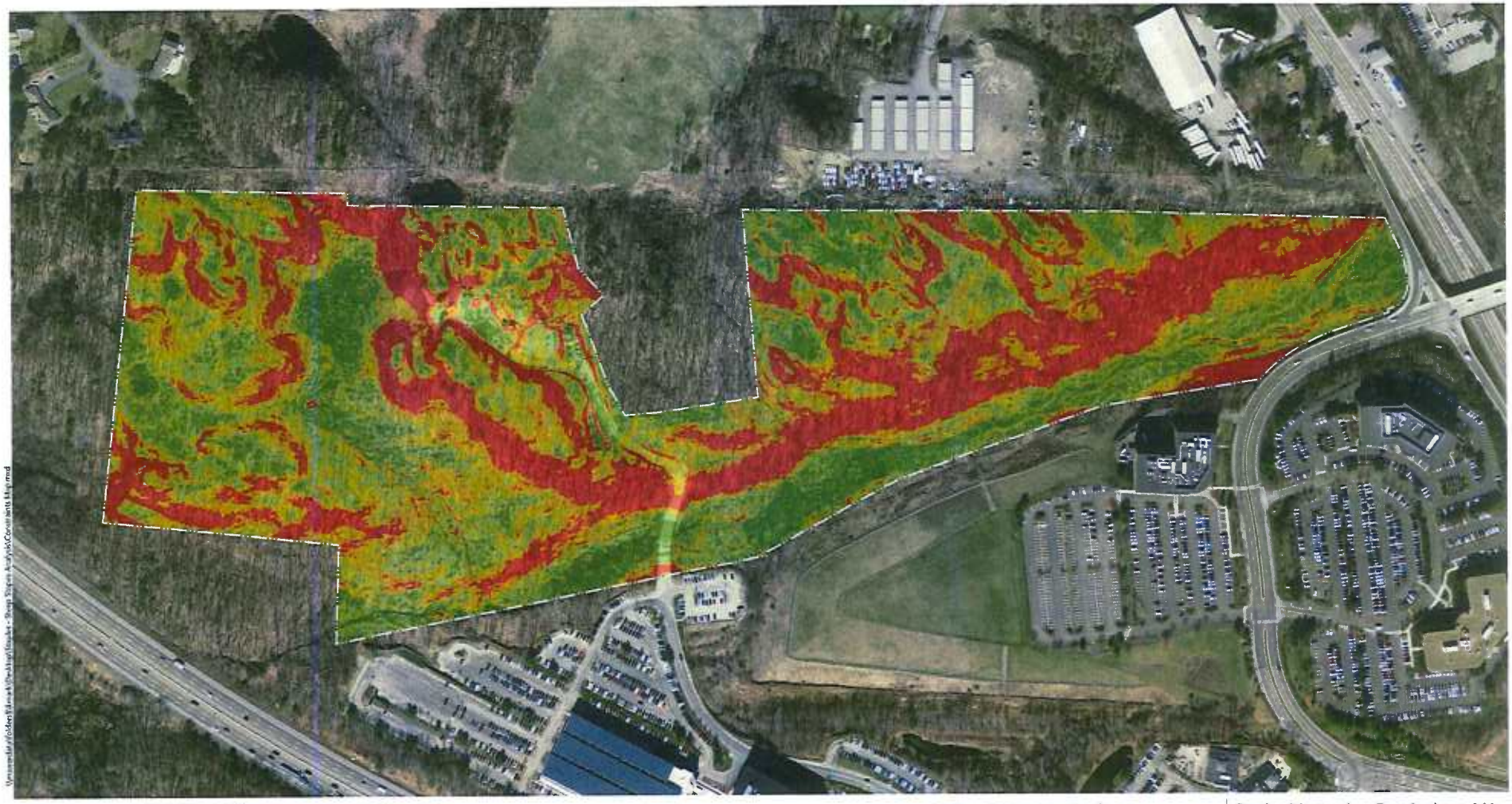
- 0 - 5%
- 5 - 10%
- > 10%

Future Expansion Options | Staples Masterplan, Framingham, MA

Figure 1
Site Slope Analysis
Source: 2013 Mass GIS

Sloping Site

vhb January 29, 2016 **FIGURE 2**



0 250 500 1000 Feet

Legend

Slopes

- 0 - 5%
- 5 - 10%
- 10 - 15%
- 15 - 20%
- > 20%

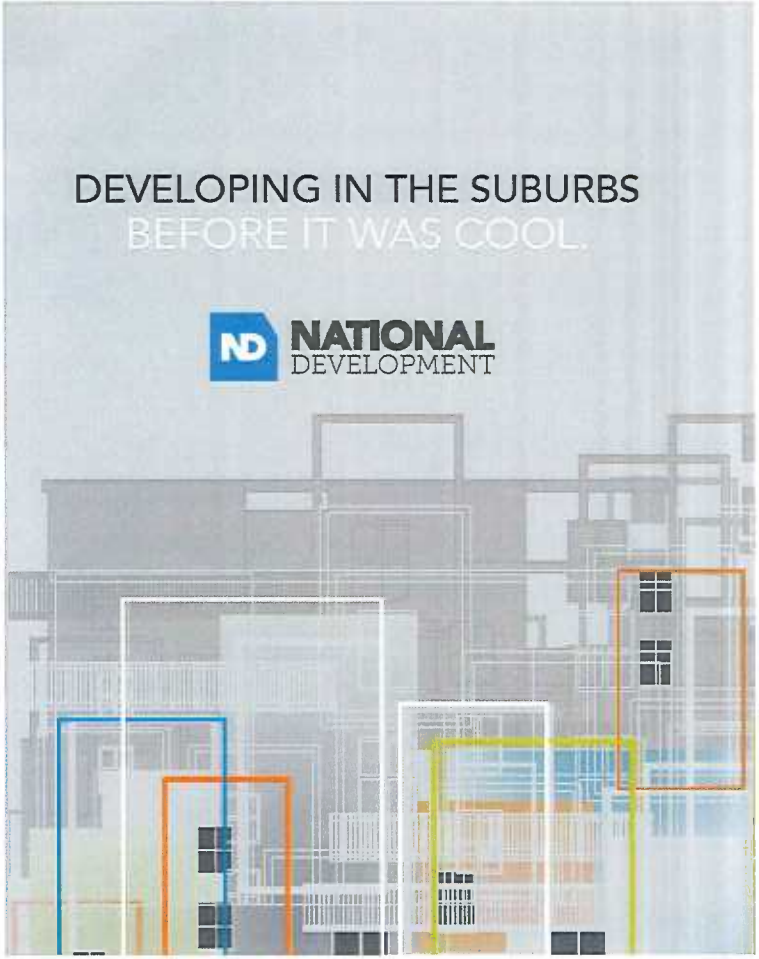
Future Expansion Options | Staples Masterplan, Framingham, MA

Figure 2
Site Slope Analysis
Source: 2013 Mass GIS

Who is National Development?

An Experienced, Local Partner

- ✓ Based in Newton, MA
- ✓ Development, construction, asset management and investment acquisition services across a broad range of property types.
- ✓ Ranked the Largest Commercial Developer in MA, by Boston Business Journal in 2015
- ✓ Locally-based and Locally-committed
- ✓ Part of Framingham community since the early 1990's
- ✓ Since its formation in 1983, National Development has developed over 25 million square feet in over 45 communities throughout the region
- ✓ Award-winning developments for 30 years



Who is National Development?

Mixed-Use, Residential & Affordable Housing Developments

SEVEN SPRINGS, BURLINGTON

- ✓ 331 apartments on a former industrial sand and gravel site
- ✓ Followed a LIP process with a 10% affordability
- ✓ Mix of amenities including pool, clubhouse, conference/business center, fitness center, bike share & walking trails

MARKETSTREET, LYNNFIELD

- ✓ 395,000 SF retail, 80,000 SF office, 180 apartments
- ✓ 40R development of 180 apartments with 25% affordable
- ✓ Mix of amenities includes a pool, lounge, conference/business center, fitness center, bike share & walking trails

WOODLAND STATION, NEWTON

- ✓ 180 townhomes
- ✓ 40B development with 25% affordable
- ✓ Directly adjacent to the MBTA's Green Line with attractive front yard gardens

Who is National Development?

Mixed-Use, Residential & Affordable Housing Developments

STATION LANDING, MEDFORD

- ✓ 160,000 SF office, 190-key hotel, 460 apartments in 3 buildings, 127 condominiums, 67,000 SF retail
- ✓ Mix of amenities including clubrooms, great room with outdoor patio, internet café, theater room, business center, bike storage and fitness center
- ✓ Granted Massachusetts 2006 Smart Growth Award to recognize achievement in sustainable & smart growth practices
- ✓ One of the first LEED Gold residential buildings in the area

MEADOW WALK @ SUDBURY

- ✓ 75,000 SF retail, 50-unit memory care facility, 60 active adult condos, 250 luxury apartments
- ✓ 250 apartments currently under review as a 40B development in partnership with AvalonBay

Corporate Support

"Bose supports the rezoning of the 9/90 Office Park and surrounding area, and is excited about the potential to create workforce housing and other amenities."

John Strickland,
Director of Corporate Operations at Bose and former Chairman of the Board at the Metro West Chamber of Commerce

"Staples fully supports the rezoning to the new CMU district. It is critical to Staples future success that we are able to attract the best possible talent to our HQ in Framingham. Amenities and convenience such as workforce housing are very important to the next generation of knowledge workers. The rezoning will make it possible to transform the 9/90 area into an environment that supports our future success."

John Lynch
Vice President of Facilities Management at Staples