

# **SITE PLAN APPROVAL MODIFICATION**

**for**

**125, 135 & 137 Pennsylvania Avenue  
Framingham**

February 2014

## Project Directory

<b>Owner/Applicant:</b>	Crossroads Center Acquisitions, LLC (successor to Framingham CFII, LP) c/o The Congress Group Inc. 33 Arch Street, Suite 1100 Boston, MA 02110 P: (617) 897-7200
<b>Architect:</b>	Cube 3 Studio LLC 360 Merrimack Street Building 5, Floor 3 Lawrence, MA 01843 P: (978) 989-9900
<b>Attorney:</b>	Roger Dowd, Esq. 615 Concord Street Framingham, MA 01702 P: (508) 620-0926
<b>Civil Engineer:</b>	Chi Y. Man, P.E. Vanasse, Hangen, Brustlin, Inc. 99 High Street, 10th Floor Boston, MA 02110 P: (617) 728-7777
<b>Landscape Architect:</b>	Kathleen Ogden, RLA Vanasse, Hangen, Brustlin, Inc. 99 High Street, 10th Floor Boston, MA 02110 P: (617) 728-7777
<b>Lighting Consultant:</b>	Lawrence A. Farrer, P.E. Engineering Advantage, Inc. 2 Park Street Boston, MA 02122 P: (617) 288-3969
<b>Traffic Consultant:</b>	Scott Thornton, P.E. RD Vanasse & Associates 10 New England Business Center, Suite 314 Andover, MA 01810 P: (978) 474-8800

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## CROSSROADS CENTER ACQUISITIONS LLC

February 18 , 2014

### VIA UPS

Town of Framingham Planning Board  
Attn: Amanda Loomis  
150 Concord Street-Room B37  
Framingham, MA 01702

**RE: Request for Waiver - Site Plan, Public Way Access and Land Disturbance Permit Modifications  
125, 135 & 137 Pennsylvania Avenue, Framingham**

Dear Ms. Loomis,

Enclosed herewith, please find the applications and fee required to modify our existing Site Plan Review, Public Way Access and Land Disturbance permits for 125, 135, & 137 Pennsylvania Avenue.

The following information is included for your review:

- Application (1 original)
- Application fee of \$1,400 (1 original)

I would also like to request a waiver for the number of required loading bays for the project. Zoning requires us to provide 3 bays and we would like to provide 2. We feel that 2 bays are more than adequate for the building. Please feel free to contact me with any questions at 617-897-7230.

Sincerely,



Vincent Chiozzi

Enclosures



## Framingham Planning Board Uniform Site Plan Review Application Package

### INSTRUCTIONS

Please submit **entire** application form and return to the Planning Board including the following:

- Application Checklist
- One (1) original signed application packet
- Eighteen (18) copies of the application
- Ten (10) full size copies of the site plan
- Eight (8) half sized copies of the site plan
- Eighteen (18) copies of all reports/impact assessments and supporting documents
- All application material must be submitted to the Planning Board Office in PDF form on a CD or DVD
- Full payment of application fee. See attached fee schedule

**Please note:**

Additional Consultant Review fees may be required as applicable and determined by the Planning Board.  
Applicants will be billed separately by the newspaper for the required public hearing legal notices.

**Please note:**

per the Planning Board Rules and Regulations

**Article 10.3** Applicants must submit new or revised materials, documents or plans no later than 5:00 pm on the Thursday preceding the scheduled meeting in order for the materials to receive consideration at that meeting. Documents requiring staff or department review and response will need to be submitted two (2) weeks prior to the scheduled hearing's submittal deadline.

**\*\*\*Supplemental/Revised submissions are required to submit Eighteen (18) copies as noted above**

**Article 10.4** The Planning Board Director shall not schedule for consideration by the Board an application which is not deemed complete.

**A complete version of the Planning Board Rules and Regulations can be found on our webpage**

Upon receipt of an application submittal, Planning Board Staff will review and if deemed **complete**, the application will be date and time stamped by the Planning Board Office. The review procedure will be conducted pursuant to MGL 40A, Framingham Zoning By-Law and Planning Board Rules and Regulations. Planning Board Staff will process complete application submittal in the following manner

- Distribute application submittal to the Planning Board, Town Clerk and Town Departments
- Schedule a Public Hearing
- Set the dates for legal notices to be published in the newspaper
- Post the Public Hearing notice
- Distribute the Public Hearing notice to interested parties/abutters
- Schedule a departmental review meeting prior to the Public Hearing
- Set the deadline for receipt of written departmental review comments

## Site Plan Review Application Checklist

Please complete and submit with application packet.

Please insure that your application and plans include all the items below. If you answered **NO** you are required to submit a waiver request or written explanation at time of filing.

(\*\*Please note: Failure to complete all items may result in your application being deemed incomplete and may cause a delay in processing your application. Please call the office with questions or concerns)

### Yes No

- Original complete application form (s)
- Required application fee
- Certified list of abutters  
\*\*Please file original form with Assessors Department and allow 10 business days for processing, they will forward list directly to the Planning Board office)
- The Treasures' Certification Request Form
- Verification of informational meeting with residents **N/A in Tech Park, not residential area**
- Verification of Community Notice sign posting five days prior to an application submittal
- Original Building Commissioner's Determination Form
- Required number of submittal copies

### \*\*\*Plan Content Requirements

- A site plan at a scale of one inch equals twenty feet (1"=20'), or such other scale as may be approved by the Planning Board which should include the following plan content requirements
- Topography of the property, including contours at a 2 foot interval based on the most recent National Geodetic Vertical Datum (NGVD)
- Location of all buildings and lot lines on the lot, including ownership of lots, and street lines, including intersections within 300 ft
- Dimensions of proposed buildings and structures, including gross floor area, floor area ratio, total lot coverage of building, and breakdown of indoor and outdoor floor area as to proposed use. Area dimensions to include Lot Coverage of Building, Paved Surface Coverage, and Landscaped Open Space and Other Open Space, with percentages of these items to be provided and to total 100 percent of the lot area
- Maximum seating capacity, number of employees, or sleeping units if applicable
- Locations and dimensions, including total ground coverage, of all driveways, maneuvering spaces and aisles, parking stalls and loading facilities, and proposed circulation of traffic
- Location of pedestrian areas, walkways, flow patterns and access points, and provisions for handicapped parking and access, and bicycle accommodations
- Location, size, and type of materials for surface paving, curbing, and wheel stops
- Location, dimension, type and quantity of materials for open space, planting, and buffers where applicable
- Provisions for storm water drainage affecting the site and adjacent parcels, and snow storage areas. Drainage computations and limits of floodways shall be shown where applicable

- A photometric plan showing both the intensity of illumination expressed in foot candles at ground level within to the property boundaries and the location, orientation, height, wattage, type, style and color of outdoor luminaire(s) for all existing and proposed lighting
- Identification of parcel by sheet, block, and lot number of Assessors Maps
- Planning Board Signature Block at approximately the same location on each page of the submitted plans
- Zoning Table to be located on both the front page of the submitted plans and on the Parking Plan/Site Plan page
- Water service, sewer, waste disposal, and other public utilities on and adjacent to the site
- An Area designated for the storage of waste and refuse
- Sign submittal showing sign locations and construction details which shall include the following information as may be applicable: a scaled drawing of each proposed sign showing all dimensions, colors, lettering, graphics, materials and type of illumination; scaled drawing showing all dimensions of facades proposed to contain signage and indicating the location and dimensions of the proposed sign and any existing signs; photographs of existing buildings and signs; and sidewalks, curb cuts and any landscaped or other areas in which a freestanding sign is to be placed clearly showing the location of the sign
- A landscape plan at the same scale as the site plan, showing the limits of work, existing tree lines, and all proposed landscape features and improvements including planting areas with size and type of stock for each shrub or tree \*\*See Administrative Landscape Guidelines Article 18
- An isometric line drawing (projection) at the same scale as the site plan, showing the entire project and its relation to existing areas, buildings and roads for a distance of 100 feet from the project boundaries
- A locus plan at a scale of one inch equals 100 feet (1"=100'), or such other distance as may be approved by the Planning Board, showing the entire project and its relation to existing areas, buildings and roads for a distance of 1,000 feet from the project boundaries, or such other distance as may be approved or required by the Planning Board
- Building elevation plans at a scale of one-quarter inch equals one foot (1/4"=1'-0") or one-half inch equals one foot (1/2"=1'-0") or such other scale as may be approved by the Planning Board, showing all elevations of all proposed buildings and structures and indicating the type and color of materials to be used on all facades
- A parking plan, at the same scale as the site plan
- Traffic Impact Assessment
- Environmental Impact Assessment
- Fiscal Impact Assessment
- Community Impact Assessment
- Parking Impact Assessment

**Certification:**

The Planning Board is entitled to rely on this representation as being the full and complete statement of the applicant(s)/owner. Therefore, the undersigned certifies that the information provided on the plan, this application, including appendices, and the information contained in any required impact statements is a true and accurate representation of facts pertinent to the subject parcel of land and proposed development/project.

Signature of Applicant/Owner \_\_\_\_\_



Date: \_\_\_\_\_

2/18/14

Signature of Applicant (Non-Owner) \_\_\_\_\_

Date: \_\_\_\_\_

## SCHEDULE OF FEES

The following schedule of fees applies to the types of applications to the Planning Board set forth below.

- a. **Approval Not Required** (ANR) plans - \$200.00.
- b. **Preliminary Plans** - \$1000.00.
- c. **Definitive Plans** - \$1,500.00, plus \$300.00 for each acre; or \$750.00, plus \$300.00 for each acre, when a preliminary plan has been filed within the last seven months and the preliminary plan fee associated with such filing, as set forth above, was received by the board.
- d. **Amend or Modify an Approved Definitive Plan** (81W) or a previously submitted definitive plan - \$200.00 plus \$100.00 for each building lot affected. In addition, a fee of \$50.00 shall be required for the consideration of a modification of a road and a fee of \$50.00 shall be required for the modification of a drainage structure. The total fee required shall be the addition of all fees outlined above.
- e. **Modify a Scenic Way** - \$250.00.
- f. **Site Plan Review** - review of site plans shall require the following application fees:
  1. Major site plan - \$2,000.00 plus \$0.06 per square foot of gross floor area.
  2. Minor site plan (iv.i.2.a)- \$1,000.00 plus \$0.03 per square foot of gross floor area
  3. Site plan modification - \$1,000.00 ~~plus \$0.03 per square foot of new gross floor area.~~
- g. **Special Permits** shall require the following application fees, which are in addition to any applicable fees set forth above:
  1. Except for a Special Permit for Planned Unit Development, the Special Permit fee is \$500.00 for a single Special Permit Application or for a first Special Permit Application and \$200.00 for each concurrent Special Permit Application, whether concurrent with a first Special Permit or concurrent with a Site Plan Review application.
  2. **Modification or Extension of Special Permit - \$200.00**
  3. Special Permit for Planned Unit Development - \$5,000.00 + \$15.00/unit at preliminary plan submittal plus \$35.00/unit at definitive plan submittal.
- h. **Repetitive Petition** - \$200.00.
- i. **Public Way Access Permit** - \$200.00
- j. **Modify Zoning District** - \$500.00
- k. **Sign Waiver** - \$250.00

Total Amount of Check: \$1,400



# Framingham Planning Board

## Uniform Site Plan Review Application Package

Date of Application: 2/18/14

### Site Plan Review Approvals Requested:

Identify Applicable Site Plan Review pursuant to the Framingham Zoning By-Law:

- Minor Site Plan Review Section IV.I.2.a.       Major Site Plan Review Section IV.I.2.b.  
 Major Site Plan Review Section IV.I.2.c.       Major Site Plan Review Section IV.I.2.d.  
 Modification/Extension Request Section IV.I.7.d

### General Contact Information:

Note: all correspondence will be forwarded to the project contact only

Owner's name: Crossroads Center Acquisitions LLC (successor to Framingham CFII, LP) phone: 617-897-7200  
Owner's address: c/o The Congress Group Inc., 33 Arch Street, Suite 1100 fax: 617-897-7201  
Boston, MA 02110  
(number and street, town or city, state, zip code)

Applicant's name: same phone: \_\_\_\_\_  
(if other than owner)

Applicant's address: same fax: \_\_\_\_\_  
(number and street, town or city, state, zip code)

Project contact's name: Vincent Chiozzi phone: 617-897-7200  
Project contact's address: c/o The Congress Group Inc., 33 Arch Street, Suite 1100 Boston, MA 02110 fax: 617-897-7201  
617-897-7201  
(number and street, town or city, state, zip code)

Project contact's e-mail: vincent.chiozzi@congressgroup.com

### General Property Information:

Address of lot or parcel: 125, 135 & 137 Pennsylvania Avenue precinct#: \_\_\_\_\_

Framingham assessor's plan: sheet# 460, block# 8, lot(s)# 1, 20 & 22  
sheet# \_\_\_\_\_, block# \_\_\_\_\_, lot(s)# \_\_\_\_\_

The record title stands in the name of: Crossroads Center Acquisitions LLC

Parcel size (square feet/acres): 10 acres

Gross floor area of building(s) on the site (see Section I.E.1. Of the Zoning By-Laws): 98,200 SF

Floor area ratio (gross floor area of building(s) ÷ size of parcel): 0.23

Current zoning of property: office, manufacturing, laboratory, research & development

Current use of property: manufacturing, office

Proposed use of property (if different): office, laboratory, research & development



**Other Applicable Local, State and Federal Permits and Approvals:**

Y	N	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Building Commissioner has reviewed this application/plans? (Original written determination <u>must</u> be provided, form attached)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The lot is on a Scenic Road? <i>(see Article VI, Section 10 of the Town of Framingham' General By-Laws)</i> (If yes, The applicant must indicate if any repair, maintenance, reconstruction, paving work or other activities result in the cutting or removal of trees, or the tearing down or destruction of stone walls, or portions thereof. A Modification to a Scenic Road application may need to be filed.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project impacts Public Shade Tree as protected by MGL c. 87, Sect. 3.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project involves alteration or demolition of buildings which are at least 50 years old? (If yes, the applicant must obtain a determination of historical or architectural significance from the <i>Framingham Historical Commission in conformance with Article V. Section 17A. of the Town of Framingham' General By-Laws.</i> )
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The lot is situated in an historic district? <i>(see Article V. Section 5. of the Town of Framingham's General By-Laws)</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposal has an impact on interests and values protected by the Framingham Wetland Protection By-Law? <i>(see Article V. Section 18. of the Town of Framingham's General By-Laws.)</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project is located in a designated federal Floodplain Hazard Zone?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project has received or will require a special permit(s) from the Zoning Board of Appeals? (Please attach a copy)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project has received or will require a variance(s) from the Zoning Board of Appeals? (Please attach a copy)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project will require a Street Opening Permit from the Board of Selectmen?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project will require a Massachusetts Highway Department Permit?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Project will require a Public Way Access Permit? <i>(see Article VI., Section 8. of the Town of Framingham's General By-Laws.)</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Highway Overlay District Regulations IV.K.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Mixed Use Regulations IV.N.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Affordable Housing By-Law, IV.O.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Automatic Carwash/Self-service Carwash, IV.J.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project has received/apply for Wireless Communication Approval?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is requires a National Pollutant Discharge Elimination System (NPDES permit)?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Project is a designated Brownfield Site and/or subject of a 21E Survey?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	This Property was subject to a prior Permit(s) and/or Approval(s) issued by the Planning Board? (Please indicate permits and approvals) <u>Site Plan Review Approval &amp; Public Way Access Permit Decision filed June 10, 2010 and a Land Disturbance Special Permit dated June 16, 2011</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	This Application is subject to the Central Business Design Standards? (Article 17 of the Planning Board Administrative Rules and Regulations)

**Certification:**

The Planning Board is entitled to rely on this representation as being the full and complete statement of the applicant(s)/owner. Therefore, the undersigned certifies that the information provided on the plan, this application, including appendices, and the information contained in any required impact statements is a true and accurate representation of facts pertinent to the subject parcel of land and proposed development/project.

Signature of Applicant/Owner  Date: 2/18/14  
 Signature of Applicant (Non-Owner) \_\_\_\_\_ Date: \_\_\_\_\_

**To be completed by Town Treasurer:**

◆**Note:** In accordance with Article IX of the By-Laws of the Town of Framingham, the Planning Board may withhold permits and approvals in the event that an applicant has neglected to pay local taxes, fees, assessments or other municipal charges. In order to satisfy the objective of this By-Law, Town Treasurer's Signature must be obtained below to verify that no such outstanding charges have accrued relative to this application. This application will not be accepted without the following confirmation:

The signature below confirms that the applicant/owner has paid all local taxes, fees, assessments or other municipal charges and has no outstanding obligations due the Town Of Framingham.

\_\_\_\_\_

Town Treasurer

\_\_\_\_\_

Date of Signature

**To be completed by the Framingham Planning Board:**

Date completed application received: \_\_\_\_\_

Date application distributed to other boards/departments: \_\_\_\_\_

Filing fee of: \_\_\_\_\_ Paid: \_\_\_\_\_

Scheduled hearing date: \_\_\_\_\_

Advertisement date(s): \_\_\_\_\_ publication \_\_\_\_\_

Affidavit of notice submitted on: \_\_\_\_\_ date abutter's notice mailed \_\_\_\_\_

Decision: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Date of decision: \_\_\_\_\_



**TOWN OF FRAMINGHAM**  
**Inspectional Services Division**

**Department of Building Inspection**  
Memorial Building, Room 203  
150 Concord Street  
Framingham, Massachusetts 01702-8368

Telephone: 508-532-5500

Fax: 508-532-5501

Email: [Building.Dept@FraminghamMa.gov](mailto:Building.Dept@FraminghamMa.gov)

Building Commissioner

**Building Department**  
**Section IV.I.4.a Recognition Form**

To:  
From:  
Re:  
Date:

-----  
In accordance with Section IV.I.4.a of the Framingham Zoning By-Law, prior to the filing an application with the Planning Board, the applicant, as defined in Section I.E.1 herein, shall seek the Building Commissioner's review and advice to confirm which pertinent sections of the Zoning By-Law apply. The Building Commissioner's signature must be obtained below to confirm that this review has been completed. This application will not be accepted without the following confirmation:

The signature below confirms that the applicant/owner has provided information and I have advised the applicant of the necessary permits required.

\_\_\_\_\_  
Building Commissioner

\_\_\_\_\_  
Date of Signature

**TREASURER'S CERTIFICATION REQUEST INFORMATION FORM**

**Town of Framingham  
Treasurer/Collector**

Please Provide Our Office With The Following Information:

**Date:** February 18, 2014

**Address Of Property Which Is The Subject Of This Application:**

125, 135 & 137 Pennsylvania Avenue

**Property Owner's Name: (As Appears On Assessor's Records)**

Crossroads Center Acquisitions LLC (successor to Framingham CFII, LP)

**Property Owner's Address: (As Appears On Assessor's Records)**

c/o The Congress Group Inc., 33 Arch Street, Suite 1100, Boston, MA 02110

**Applicant's Name: (If Same As Owner Write: Same)**

same

**Applicant's Address: (If Same As Owner Write: Same)**

same

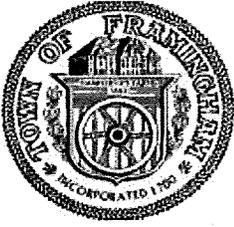
**Business(S) In Framingham Owned By Property Owner and/or Applicant:**

none

**Property Owner Or Applicant Name and Telephone:**

**Name:** Crossroads Center Acquisitions LLC (contact is Vincent Chiozzi)

**Phone Number:** 617-897-7200



TOWN OF FRAMINGHAM, MASSACHUSETTS 01702

**BOARD OF ASSESSORS**

MEMORIAL BUILDING, 150 CONCORD STREET, FRAMINGHAM, MA 01701

TEL: (508) 532-5415 FAX: (508) 620-4857

# Abutter Request

**\*\*Please Note\*\***

Bring this form to the **PLANNING BOARD** office for signature  
Then submit with the fee to the **Assessors Department**.

Date: \_\_\_\_\_

- Applicant name: Crossroads Center Acquisitions LLC
- Applicant address: c/o The Congress Group Inc., 33 Arch Street, Suite 1100, Boston, MA 02110
- Phone: 617-897-7200
- Subject propertyAddress: 125, 135 & 137 Pennsylvania Avenue
- Map 460 Block 8 Lot 1, 20 & 22
- Radius: \_\_\_\_\_
- **Planning Board**
- **Authorization Signature:** \_\_\_\_\_

- **Fee \$45.00/lot** to be paid at the Assessing Department
- Use separate request sheets for each lot
- Please allow 10 business days for processing
- Valid for only 90 days from the date completed
- Signed under the pains and penalties of perjury



APPLICATION FOR PUBLIC WAY ACCESS PERMIT(cont.)

The Planning Board is entitled to rely on this representation as being the full and complete statement of the owner/applicant. Therefore, the undersigned certifies that the information provided on the plan and this application is a true and accurate representation of facts pertinent to the subject parcel of land.

Signature of Owner/Applicant

**The Fee for the Review of this Application: See attached schedule of fees**  
NOTE: You will be billed for publication of required public notices.

NOTE: In accordance with Article IX of the By-Laws of the Town of Framingham, the Planning Board may withhold permits and approvals in the event that an applicant has neglected to pay local taxes, fees, assessments or other municipal charges. In order to satisfy the objective of this By-Law, please obtain the Town Treasurer's signature below to verify that no such outstanding charges have accrued relative to this application. This application will not be accepted without the following confirmation:  
  
The signature below confirms that the applicant/owner has paid all local taxes, fees, assessments or other municipal charges and has no outstanding obligations due the Town of Framingham.

\_\_\_\_\_  
TOWN TREASURER

\_\_\_\_\_  
DATE OF SIGNATURE

*To be completed by the Framingham Planning Board*

Date application received: \_\_\_\_\_  
Date Application distributed to other Boards/Departments: \_\_\_\_\_  
Filing Fee of: \_\_\_\_\_ Paid: \_\_\_\_\_  
Scheduled Hearing Date: \_\_\_\_\_  
Advertisement date(s): \_\_\_\_\_ Publication \_\_\_\_\_  
Affidavit of Notice submitted on: \_\_\_\_\_ Date Abutter's notice mailed \_\_\_\_\_  
Decision: \_\_\_\_\_  
\_\_\_\_\_  
Date of Decision: \_\_\_\_\_



# Framingham Planning Board

## Uniform Special Permit Application

Date of Application: 2/18/14

### Special Permits Requested:

Identify Applicable Site Plan Review pursuant to the Framingham Zoning By-Law:

<input type="checkbox"/> Use Section III. _____	<input type="checkbox"/> Open Space Residential Dev. Section IV.M.
<input type="checkbox"/> Active Adult Housing Section IV.P.	<input type="checkbox"/> Bonus Density Provisions Section IV.K.9.
<input type="checkbox"/> Planned Unit Development Section IV.J.	<input checked="" type="checkbox"/> <u>Modification</u> /Extension Request
<input type="checkbox"/> Proximity To Principal Use Section IV.B.2.a.	<input type="checkbox"/> Other (please indicate) _____.
<input type="checkbox"/> Reduction In The Required Number Of Parking Spaces Section IV.B.1.c.	
<input type="checkbox"/> Dimensional Relief To Off-Street Parking Design Standards Section IV.B.3.g.	
<input type="checkbox"/> Increase Floor Area Ratio (FAR) Sections III.C.1.f, III.C.2.f, IV.K.5.b.	
<input checked="" type="checkbox"/> Land Disturbance Section IV.H.2.	

### General Contact Information:

Note: all correspondence will be forwarded to the project contact only

Crossroads Center Acquisitions LLC (successor to Framingham CFII, LP)

Owner's name: \_\_\_\_\_ phone: 617-897-7200

Owner's address: c/o The Congress Group Inc., 33 Arch Street, Suite 1100  
Boston, MA 02110 fax: 617-897-7201  
(number and street, town or city, state, zip code)

Applicant's name: same phone: \_\_\_\_\_  
(if other than owner)

Applicant's address: same fax: \_\_\_\_\_  
(number and street, town or city, state, zip code)

Project contact's name: Vincent Chiozzi phone: 617-897-7200

Project contact's address: c/o The Congress Group Inc., 33 Arch Street, Suite 1100 Boston, MA 02110  
617-897-7201 fax: \_\_\_\_\_  
(number and street, town or city, state, zip code)

Project contact's e-mail: vincent.chiozzi@congressgroup.com

### General Property Information:

Address of lot or parcel: 125, 135 & 137 Pennsylvania Avenue precinct#: \_\_\_\_\_

Framingham assessor's plan: sheet# 460, block# 8, lot(s)# 1, 20 & 22  
 sheet# \_\_\_\_\_, block# \_\_\_\_\_, lot(s)# \_\_\_\_\_

The record title stands in the name of: Crossroads Center Acquisitions LLC

Parcel size (square feet/acres): 10 acres

Gross floor area of building(s) on the site (see Section I.E.1. Of the Zoning By-Laws): 98,200 SF

Floor area ratio (gross floor area of building(s) ÷ size of parcel): 0.23

Current zoning of property: office, manufacturing, laboratory, research & development

Current use of property: manufacturing, office

Proposed use of property (if different): office, laboratory, research & development



**Other Applicable Local, State and Federal Permits and Approvals:**

Y	N	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Building Commissioner has reviewed this application/plans? (Original written determination <u>must</u> be provided, form attached)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The lot is on a Scenic Road?(see Article VI, Section 10 of the Town of Framingham' General By-Laws) (If yes, The applicant must indicate if any repair, maintenance, reconstruction, paving work or other activities result in the cutting or removal of trees, or the tearing down or destruction of stone walls, or portions thereof. A Modification to a Scenic Road application may need to be filed.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project impacts Public Shade Tree as protected by MGL c. 87, Sect. 3.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project involves alteration or demolition of buildings which are at least 50 years old? (If yes, the applicant must obtain a determination of historical or architectural significance from the Framingham Historical Commission in conformance with Article V. Section 17A. of the Town of Framingham' General By-Laws.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The lot is situated in an historic district? (see Article V. Section 5. of the Town of Framingham's General By-Laws)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposal has an impact on interests and values protected by the Framingham Wetland Protection By-Law? (see Article V. Section 18. of the Town of Framingham's General By-Laws.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project is located in a designated federal Floodplain Hazard Zone?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project has received or will require a special permit(s) from the Zoning Board of Appeals? (Please attach a copy)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project has received or will require a variance(s) from the Zoning Board of Appeals? (Please attach a copy)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project will require a Street Opening Permit from the Board of Selectmen?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project will require a Massachusetts Highway Department Permit?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Project will require a Public Way Access Permit? (see Article VI., Section 8. of the Town of Framingham's General By-Laws.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Highway Overlay District Regulations IV.K.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Mixed Use Regulations IV.N.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Affordable Housing By-Law, IV.O.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is subject to the Automatic Carwash/Self-service Carwash, IV.J.?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project has received/apply for Wireless Communication Approval?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is requires a National Pollutant Discharge Elimination System (NPDES permit)?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Project is a designated Brownfield Site and/or subject of a 21E Survey?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	This Property was subject to a prior Permit(s) and/or Approval(s) issued by the Planning Board? (Please indicate permits and approvals)_____.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	This Application is subject to the Central Business Design Standards? (Article 17 of the Planning Board Administrative Rules and Regulations)

**Certification:**

The Planning Board is entitled to rely on this representation as being the full and complete statement of the applicant(s)/owner. Therefore, the undersigned certifies that the information provided on the plan, this application, including appendices, and the information contained in any required impact statements is a true and accurate representation of facts pertinent to the subject parcel of land and proposed development/project.

Signature of Applicant/Owner  Date: 2/18/14

Signature of Applicant (Non-Owner) \_\_\_\_\_ Date: \_\_\_\_\_

NOTES

# RECEIPT

DATE 2-14-14 NO. **071918**

RECEIVED FROM \_\_\_\_\_

ADDRESS 125 - 135 - 137 Penn

FOR Abutter's List \$ 135. -

ACCOUNT		HOW PAID	
AMT. OF ACCOUNT		CASH	<u>135 -</u>
AMT. PAID		CHECK	
BALANCE DUE		MONEY ORDER	

BY [Signature]

Crossroads Center Acquisitions, LLC  
c/o The Congress Group, Inc.  
33 Arch Street, ste 1100  
Boston, MA 02110

Boston Private Bank & Trust Company  
Ten Post Office Square  
Boston, MA 02109

5-234  
110

Date  
2/14/2014

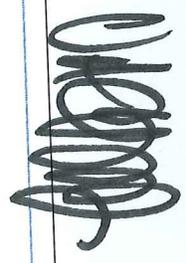
Check No.  
001049

Check Amount  
1,400.00

One Thousand Four Hundred AND 00/100 DOLLARS

Pay to the order of:

Town of Framingham  
c/o Treasurer/Collector's Office  
150 Concord Street  
Framingham, MA 01702-8381



⑈001049⑈ ⑆011002343⑆ 943378761⑈

# DEVELOPMENT IMPACT STATEMENT

The original Site Plan Review Approval and Public Way Access Permit decision for the Crossroads Center Project (located at 125, 135 and 137 Pennsylvania Avenue) was filed with the Town Clerk in June 2010. This decision approved a project containing two six-story structures, each containing approximately 169,500 SF of research and development, office and/or laboratory space. The two structures were to be connected with a common lobby and share certain mechanical systems and amenities including a food service facility and fitness center for use by employees. Parking for the approved project was to be provided in an adjacent five-level parking garage containing approximately 1,218 spaces as well as 27 surface parking spaces. In addition to Site Plan Review & Public Way Access Permit approvals, the project was granted a Special Permit for Land Disturbance.

As a result of current market conditions, we are requesting modification of the aforementioned approvals. The modification replaces the two-tower & garage plan with one that rehabilitates the existing 84,200 SF manufacturing/warehouse building at 125 Pennsylvania Avenue into approximately 98,200 SF of Office/Lab/R&D space. The building will include a food service facility and fitness center for use by employees. Parking for the modified project will be provided via 393 surface parking spaces.

## **I. TRAFFIC IMPACT ASSESSMENT**

Vanasse & Associates, Inc. (VAI) has prepared a technical memorandum (attached) which describes the greatly reduced impact of the modified project on traffic in the Tech Park Area. An additional memorandum (also attached) was prepared by VAI discussing Traffic Mitigation.

## **II. ENVIRONMENTAL IMPACT ASSESSMENT**

This section describes the Project's potential environmental impacts, capacity of existing systems serving the site, and proposed measures to mitigate Project impacts. The Project involves redevelopment of a site on which buildings and associated parking were previously constructed. It will not impact land that has not already been disturbed. As described below, the Project's environmental impacts are expected to be minimal and readily mitigated.

### ***Air Quality***

During the construction period, temporary effects on ambient air quality adjacent to the construction site may occur. To minimize potential emissions, construction activities will be conducted in strict accordance with all regulatory requirements.

During occupancy, the Project is not expected to have significant impacts on air quality, either from the building itself or from associated vehicular traffic. Building emissions related to heating, cooling, and laboratory practices will be minimized through the specification of efficient HVAC equipment and compliance with industry standards and regulations.

### ***Surface Water***

There are no lakes, ponds, rivers, wetlands, or other water bodies located on the Project site. Wetland resource areas near the Project site will not be affected by the Project, although some impacts to the buffer zone are likely to occur. A current Order of Conditions is valid for the 2010 design of the 350,000 SF project. Because of its reduced scope, the modified design will have much less impact when compared to the 2010 approved project. A new Request for Determination of Applicability or Major Plan Modification will be filed with the Framingham Conservation Commission.

### ***Ground Water***

Impacts to ground water are not anticipated during either construction or occupancy. The site grading is designed to meet the existing topography to the maximum extent. The modified project is a renovation of an existing building which will keep excavation to a minimum. There are no public water supply wells on or in the vicinity of the Project site. The Project will be served by the municipal water supply and does not involve construction of either a potable or an irrigation on-site water supply well. The site drainage design will promote recharge of surface water runoff.

### ***Storm Water Runoff***

The project is designed to not alter the existing drainage patterns. The improvements will be serviced by a new subsurface drainage collection system. The site design utilizes Low Impact Development (LID) features such as:

- An underground retention system and rain gardens to promote groundwater recharge
- Bio-retention and Stormceptor Water Quality Units to provide TSS and oil removal from runoff
- Cisterns to capture roof runoff and re-use for landscape irrigation

The site design will reduce both surface runoff peak rate and volume.

### ***Flooding***

Flooding impacts are not anticipated. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Town of Framingham Community Panel Number 250193 0004 C) indicates that the FEMA Flood Zone Designation for the site is Zone C, Area of Minimal Flooding. The Project will not affect flood storage, nor will it result in an increase in storm water runoff. Both peak rate and volume of stormwater runoff will be reduced for the 2, 10, 25 & 100-year storm events.

### ***Erosion and Sedimentation***

All proposed site improvements will be within the existing developed areas. The existing natural tree lines are to be preserved to the extent possible. Appropriate measures will be implemented to minimize Project-related erosion and sedimentation. There are no wetland resource areas on the Project site. To protect off-site wetland resource areas, silt socks or silt fencing will be installed as shown on the drawings. The site will be stabilized as quickly as possible as construction proceeds. The construction means and methods will comply with EPA NDPES Permit erosion and sedimentation control requirements.

### ***Radiological Emissions and Hazardous Materials***

The Project is not anticipated to result in either on-site or off-site impacts related to radiation or hazardous materials. The office portion of the Project is not expected to use hazardous material except in products ordinarily found in offices, such as cleaning supplies. Laboratory uses may involve substances regulated as hazardous materials; tenants will be expected to comply with applicable regulations regarding storage and handling of such materials.

### ***Temperature and Wind Conditions***

The Project is not expected to adversely affect temperature or wind conditions in the vicinity of the site. The current building is to be kept at the same height, so the Project is not expected to cause significant wind impacts. The proposed on-site parking areas are designed with landscaping and trees to maximize tree canopy coverage for the paved surfaces.

### ***Off-site Solar Access***

Because the existing building height and location will remain unchanged, the Project will not block solar access of off-site buildings.

### ***Noise and Light Impacts***

The Project site is surrounded by the Massachusetts Turnpike and office buildings, and noise impacts from Project construction are expected to be minimal. Increased sound levels, however, are an inherent consequence of construction activities and every reasonable effort will be made to minimize the noise impact of construction.

Project lighting has been designed and outdoor lighting fixtures specified to avoid off-site lighting impacts. The selected light fixtures are the same as for the original approvals. A photometric plan is included with the modified site plans.

### ***Systems Capacity***

Water supply and wastewater conveyance and treatment systems have been reviewed with the Framingham Department of Public Works and are expected to have adequate capacity to service the Project. The system evaluation for this site plan design is 70% laboratory and 30% office use in order to present the most conservative scenario.

### ***Water Demand***

Water demand for the Project is expected to be 17,553 gallons per day (gpd), representing 110 percent of wastewater flow calculated in accordance with 314 CMR 7.00. Of this total, 13,651 gpd represents new water demand, and 3,902 gpd is existing water demand. Actual water use may be less than projected volumes because the landscape plan specifies predominantly native, drought-tolerant vegetation, the irrigation system incorporates the use of cisterns to store rain water, and efficient interior plumbing fixtures will be used in the building.

The Project does not require improvements to off-site water supply infrastructure. Water connection fees, if any, will be paid at the time of issuance of the Building Permit and user fees will be paid in accordance with the Town's fee structure.

### ***Wastewater Disposal***

Additional wastewater generation is estimated to total approximately 12,000 gpd. Discussions with the Town indicate that the previously planned improvements to the downstream sewer system have now been completed and that sewer capacity now exists for this project.

### ***Solid Waste Disposal***

Solid waste generated at the Project site is anticipated to be typical of solid waste generated by office/laboratory uses. A licensed solid waste hauler and recycling contractor will be retained for removal and appropriate disposal of solid waste. In accordance with LEED principles, a recycling program for plastic and paper products will be implemented.

### ***Proposed Mitigation Measures***

As described above, the Project's environmental impacts are not expected to be significant. Nevertheless, a mitigation program has been developed to ensure that the Project's potential impacts are minimized. The following is a list of proposed mitigation measures:

- The Project is intended to be LEED certified. It will include environmentally protective technologies and practices such as energy-efficient equipment and fixtures, and water conservation features for mechanical, electrical, and architectural systems, where possible.
- Adherence to smart growth principles, including locating in a developed area, reusing a previously developed site, directing development toward communities served by existing infrastructure, and seeking to use existing resources in the established Technology Park.
- Construction of a continuous public sidewalk along the frontage of the site on Pennsylvania Avenue.
- Development of a storm water management plan that includes Best Management Practices and meets the Massachusetts Storm Water Management Guidelines.
- Implementation of construction period mitigation practices to protect wetland resources and to avoid or minimize other potential environmental impacts.
- Maintenance of a buffer from wetlands to protect resource areas.
- Implementation of a Transportation Demand Management program to minimize traffic-related air quality impacts.

## **III. FISCAL IMPACT ASSESSMENT**

The current assessed value of the site (125, 135 & 137 Pennsylvania Avenue) is \$6,180,000 with a current local tax revenue of \$247,076. The estimated value of the project related improvements is \$7,365,000. Post-development local tax revenue is expected to be approximately \$555,345. This represents nearly \$3M in local tax revenue over the next 5 years.

In addition to increased tax revenue, the project will now contribute mitigation funds to the Town rather than performing the prior off-site mitigation program work. The mitigation payment represents 3% of the total project cost. In the Decision, this total cost was estimated to be \$26,200,000 for a development that was 349,000 SF in size. When this is prorated to the modified project size of 98,200 SF, the mitigation amount is now \$221,161.

A previous mitigation payment in the amount \$20,000 was made to the Town on November 9, 2010 (copy of acknowledgement attached). When this prior payment is deducted, the remaining sum to be paid is \$201,161.

#### **IV. COMMUNITY IMPACT ASSESSMENT**

The re-development of the existing 85,000 SF building is in conformance with the zoning by-laws of the Technology Park District with an F.A.R of 0.4, as of right.

The modified project is much smaller in scale to both the previously approved Site Plan and other recently constructed projects in the Technology Park. The proposed development should have no detrimental impact to the surrounding community. In fact, the project will positively impact the community through the creation of approximately 200 construction jobs, 275 permanent jobs and 25 part time jobs.

##### ***Historical Impact***

The proposed Project does not impact any historically significant structures. The building that will be renovated is a single-story brick structure that was used for manufacturing. It does not possess any unique architectural elements.

##### ***Development Goals***

The site is located in the Framingham Technology Park Zoning District. The Technology Park Zoning District is an area specifically designated by the Town of Framingham for commercial development with uses consistent with the proposed Project.

The Project site was previously developed, is located in a densely developed area and will rely on existing infrastructure. The Project is not anticipated to result in adverse impacts on endangered or threatened natural resources and will incorporate substantial buffers from wetland resource areas located on adjacent parcels.

#### **V. PARKING IMPACT ASSESSMENT**

The previously approved Site Plan contained both structured and surface parking totaling 1245 spaces. The proposed site plan modification is much smaller in scale will therefore require far fewer spaces. The modified plan, like the previously approved plan, assumes a site use split of 70% office/30% lab and proposes 393 total parking spaces (all surface).

##### ***Project Impact***

The existing 125 Pennsylvania Avenue building will be renovated to contain approximately 98,200 sf office/lab space. The current site is serviced by three different curb cuts. These curb cuts are to be modified for new site access to Pennsylvania Avenue. The west driveway will be a one-way access to the site and will function as a service driveway as well as general parking access. This driveway has been tested against the Fire Department's templates to ensure proper accessibility for emergency vehicles. The central curb cut will provide full access to the main parking areas near the building entrance while the east driveways will serve as the main ingress and egress points to a lower parking lot.

Zoning requires that a minimum of 312 spaces be provided for the Project. The modified site plan includes a total of approximately 393 parking spaces including handicapped parking. Handicapped spaces will be located in the main parking lot adjacent to the building's front entrance.

**Zoning Parking Analysis**

The Framingham Zoning By-Law Section IV Special Regulations B – Off-Street Parking sets forth the following standards for R&D and Office land use:

- Non-medical offices: Either one parking space per 250 sf of gross floor area (1 space/250 sf) or one space per two employees (1 space/2 employees), whichever is greater.
- R&D establishment, manufacturing, industrial services, or extractive industry: one parking space per 800 sf of gross floor area (1 space/800 sf) or one space per employee (1 space/employee), whichever is greater.

Since the number of employees is not known, the parking demand calculations are based on gross floor area. The following table shows the method used to calculate the required number of off-street parking spaces per the Zoning By-law.

**Parking Demand Calculations**

<i>Land Use</i>	<i>Building GFA (sf)</i>	<i>Parking Rate by Zoning By-Law</i>	<i>Parking Demand</i>
Office (70%)	68,740	250 sf/1 space	= 275 spaces
Lab/R&D (30%)	29,460	800 sf/1 space	= 37 spaces
<b>Total</b>			<b>312 spaces</b>

As shown in the table above, parking rates complying with the bylaw indicate approximately 312 parking spaces would be required and the Project is providing a total of 393 spaces.

**Design Standard Consistency**

The following parking design standards are met for the proposed development:

- *The facility will not create a hazard to abutters, vehicles or pedestrians*
- *Appropriate access for emergency vehicles will be provided to the principal structure*

**Proposed Mitigation Measures**

The above analysis indicates that the proposed Project would have sufficient parking spaces on site. Bicycle racks will also be installed onsite to encourage local employees to ride to and from work. A new sidewalk is also planned along Pennsylvania Avenue to allow for safe pedestrian travel along the site's frontage.

## **ATTACHMENTS**

## MEMORANDUM

**TO:** Mr. Vincent A. Chiozzi, Jr.  
Vice President/Director of  
Development and Construction  
The Congress Group, Inc.  
33 Arch Street, Suite 1100  
Boston, MA 02110

**From:** Scott W. Thornton, P.E.  
Vanasse & Associates, Inc.  
10 New England Business Center Drive  
Suite 314  
Andover, MA 01810  
(978)474-8800

**SUBJECT:** Proposed Crossroads Corporate Center  
Framingham, Massachusetts

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Vanasse & Associates, Inc. (VAI) has prepared this technical memorandum to review the previously prepared traffic analysis prepared for the Crossroads Corporate Center located on Pennsylvania Avenue in the Framingham Tech Park Area adjacent to Route 9 and the Massachusetts Turnpike. Based on the extensive analysis previously prepared, and the current downsized program, it is our opinion that only a minor review of traffic conditions should be required for permitting purposes with the Town of Framingham. This is based on the following:

- The TIAS prepared for the Crossroads Corporate Center in July 2009 documented impacts based on a 402,326 square foot (sf) office/R&D use, which is substantially greater than the current proposal of 85,000 sf;
- The TIAS was reviewed by town staff and peer reviewed by GPI, Inc., with several iterations of peer comment letters and accompanying responses, additional analyses, and eventual satisfaction of the peer consultant;
- The project as constituted will not present the same impacts as previously identified; therefore project mitigation would not be as substantial as previously proposed;
- Finally, the current proposal represents essentially a re-tenanting of a portion of the existing site, and as such does not represent a significant net increase in traffic generation and therefore vehicle delay which would affect traffic parameters such as vehicle Level of Service (LOS) at area intersections impacted by the project.

### **Crossroads Corporate Center TIAS**

The Crossroads Corporate Center TIAS was prepared in accordance with the Executive Office of Transportation (EOT) guidelines for the preparation of Traffic Impact and Access Studies (TIASs) and the Town of Framingham Zoning By-Laws regarding Traffic Impact Assessments (TIAs). Accordingly, an extensive review of existing conditions including collection of traffic volumes, roadway and intersection geometrics, and operating characteristics was conducted. Operating speeds on Pennsylvania Avenue were observed, and sight distances were measured at the proposed site driveway intersections with Pennsylvania Avenue as well as at the study area intersections, per the Zoning Bylaws. A review of motor vehicle crash data was conducted to identify any concerns that might be related to intersection design and/or capacity constraints. A thorough review of public transit, the use of the existing CSX at-grade rail crossing, and future development and roadway improvements not associated with the project was also part of the TIAS.

It is not likely that any of the characteristics of the existing conditions have materially changed in the area since the preparation of the TIAS. Physical conditions such as sight distances and intersection control types (unsignalized or signalized) are consistent. Other characteristics such as vehicle speeds and crash data are likely to be similar to those at the time of the TIAS preparation.

The study area for the TIAS included intersections in the towns of Framingham and Southborough. The intersections in the Town of Framingham include:

- California Avenue at Route 9
- California Avenue at New York Avenue
- California Avenue at The Mountain Road/Pennsylvania Avenue

The intersection in the Town of Southborough is:

- New York Avenue at Route 30

With the exception of the intersection of California Avenue at New York Avenue, it is not likely that the intersection characteristics have changed materially since the preparation of the TIAS. At the New York Avenue intersection, California Avenue has been widened to provide a standard left-turn lane into New York Avenue, which was one of the mitigation measures suggested in the TIAS. No other improvements have been implemented at the intersections.

The project trip generation was based on a total of approximately 402,326 gross square feet (gsf) of commercial building space. To provide a conservative analysis scenario, a mix of 70 percent Office/30 percent Research and Development (R&D) and Laboratory space was chosen to reflect the highest potential number of vehicle trips with this combination of land uses. This resulted in building areas of 281,628 sf of office space and 120,698 sf of R&D/laboratory space. Data from the Institute of Transportation Engineers (ITE) *Trip Generation* manual<sup>1</sup> for Land Use Code (LUC) 710, General Office, and LUC 760, Research and Development Center, were used to estimate the vehicle trips to be generated by the Project. The trip generation is summarized in Table 2.

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<sup>1</sup>*Trip Generation*, Eighth Edition; Institute of Transportation Engineers; Washington, D.C.; 2008.

**Table 2**  
**TRIP-GENERATION SUMMARY**

<u>Time Period/ Directional Distribution</u>	<u>General Office Trips<sup>a</sup></u>	<u>R&amp;D/Laboratory Trips<sup>b</sup></u>	<u>Total Trips</u>
Weekday Daily	2,962	1,176	4,138
Weekday Morning:			
Entering	378	129	507
<u>Exiting</u>	<u>51</u>	<u>27</u>	<u>78</u>
Total	429	156	585
Weekday Evening:			
Entering	67	23	90
<u>Exiting</u>	<u>327</u>	<u>128</u>	<u>455</u>
Total	394	151	545

<sup>a</sup>Based on ITE LUC 710, General Office, 281,628 ksf, regression mode.

<sup>b</sup>Based on ITE LUC 760, Research and Development Center, 120,698 ksf, regression mode.

However, the current project is much smaller by comparison and vehicle traffic generation will be significantly lower. Trips were developed using an expected total of 400 employees and the statistics for LUC 710 – General Office. The total trips shown in Table 2 are contrasted with the total trips expected to be generated by the current project and this is summarized in Table 3.

**Table 3**  
**TRIP-GENERATION COMPARISON**

<u>Time Period/ Directional Distribution</u>	<u>Current Proposal Trips<sup>a</sup></u>	<u>Previous Proposal Trips</u>	<u>Difference</u>
Weekday Daily	1,426	4,138	-2,712
Weekday Morning:			
Entering	193	507	--
<u>Exiting</u>	<u>27</u>	<u>78</u>	<u>--</u>
Total	220	585	-365
Weekday Evening:			
Entering	35	90	--
<u>Exiting</u>	<u>173</u>	<u>455</u>	<u>--</u>
Total	208	545	-337

<sup>a</sup>Based on ITE LUC 710, General Office, 400 employees, regression mode.

As shown the current proposal is expected to generate less than half of the trips expected with the original proposal. This further quantifies the reduced impact of the current project.

## Peer Review

The previous TIAS was reviewed by both town staff and their consultant GPI, Inc.. GPI issued a number of comments in three comment letters dated October 14, 2009, February 18, 2010, and March 22, 2010 related to items including trip distribution, traffic analyses, TDM strategies, and mitigation. These comments were responded to in full by VAI both in response letters and at Planning Board hearings with the net result being that all comments were satisfied and GPI had no further comments beyond a number of recommendations that were included in the conditions of approval for the project.

Based on this thorough review, additional review and analysis was conducted at the study area intersections and mitigation commitments were further clarified. It is not expected that the level of mitigation would be as significant given the reduction in size and project impacts with the new proposal. However, the concluding point of the peer review was that any issues not identified during the initial TIAS effort were discovered and analyzed during the peer review process.

## Existing Building Re-occupancy

The previously proposed Crossroads Corporate Center was to be constructed on the site of three existing buildings located at 125 Pennsylvania Avenue, 135 Pennsylvania Avenue, and 137 Pennsylvania Avenue. These three buildings together constitute approximately 114,129 sf of mixed manufacturing and office space. The existing building characteristics are shown in Table 4.

**Table 4**  
**EXISTING BUILDING CHARACTERISTICS**

Type	125 Penn. Ave.	135 Penn. Ave.	137 Penn. Ave.	Total
Land Use	Manufacturing	Office	Office	--
Building Area (sf)	84,035	20,141	9,953	114,129
Parking Spaces	76	79	44	199

The proposed project represents a re-tenanting of the 125 Pennsylvania Avenue building, retrofitted for an office tenant and construction of surface parking on the site of the 135 and 137 Pennsylvania Avenue buildings. A total of 395 parking spaces are proposed, including nine handicapped accessible spaces. While the existing buildings have been vacant for several years, it is possible to make a comparison of traffic generation between the existing re-occupied buildings and the current proposal using statistics from the ITE. This is summarized in Table 5.

**Table 5**  
**TRIP-GENERATION COMPARISON<sup>a</sup>**

<u>Time Period</u>	<u>Current Proposal Trips</u>	<u>Existing Building Trips<sup>a</sup></u>	<u>Difference</u>
Weekday Daily	1,426	834	+592
Weekday Morning Total	220	112	+108
Weekday Evening Total	208	162	+46

<sup>a</sup>Based on ITE LUC 140 – Manufacturing; 84ksf and LUC 710 – General Office; 30ksf.

Table 5 indicates that the trips associated with the re-tenanting of the 125 Pennsylvania Avenue building represent a minor increase over what was likely realized at the site with the three buildings operational and generating vehicle trips. In addition, the 125 Pennsylvania Avenue site was a manufacturing use operated by the International Paper company, which would have had significant tractor trailer traffic as a part of their site traffic generations. Tractor trailer vehicles have a much greater impact on traffic operations than passenger vehicles; therefore the overall effect on traffic conditions may be similar even given the higher number of vehicle trips expected with the proposed project.

### **Conclusion**

This memo outlines on a preliminary basis the traffic differences between the previously proposed Crossroads Corporate Center and the current downsized proposal. The extensive traffic analysis effort prepared for the initial project identified a number of concerns and issues within the Framingham Technology Park. While some of these issues were presented in the TIAS, additional review through the peer review process and responses to peer comments further clarified issues with traffic circulation in the area and proposals for mitigation to offset the impacts of the project. While some traffic study of the current proposal will be required, it is not necessary to study all of the same locations, and it is likely that the mitigation will be reduced due to the smaller scale of the project. It is suggested that the study area be limited to the following:

- California Avenue at The Mountain Road/Pennsylvania Avenue
- Site Driveways at Pennsylvania Avenue

The previous project greatly impacted the intersection of California Avenue at The Mountain Road/Pennsylvania Avenue, to the point that a traffic signal was recommended. It is not likely that the current proposal will require this level of improvement. Mitigation is likely to be directed towards the TDM strategies recommended by GPI and also contained within the Framingham Tech Park Area<sup>2</sup> report prepared earlier this year. These could include commitments to shuttle bus coordination and other efforts to reduce vehicle trip generation as opposed to physical road improvements.

cc: File

<sup>2</sup> *Framingham Tech Park Area*; Metropolitan Area Planning Council; Boston, Massachusetts; Fall 2013.

## MEMORANDUM

**TO:** Mr. Vincent A. Chiozzi, Jr.  
Vice President/Director of  
Development and Construction  
The Congress Group, Inc.  
33 Arch Street, Suite 1100  
Boston, MA 02110

**From:** Scott W. Thornton, P.E.   
Vanasse & Associates, Inc.  
10 New England Business Center Drive  
Suite 314  
Andover, MA 01810  
(978)474-8800

**DATE:** February 18, 2014

**RE:** 6654

**SUBJECT:** Proposed Crossroads Corporate Center Traffic Mitigation  
Framingham, Massachusetts

---

As requested, Vanasse & Associates, Inc. (VAI) has reviewed the need for traffic mitigation required for the Crossroads Corporate Center located on Pennsylvania Avenue in the Framingham Tech Park Area. Since the downsized project is expected to generate between 63 and 68 percent less traffic than the original proposal, and the minor increase in traffic between the previous uses and the current downsized program, there is no need for traffic mitigation for this project.

### **California Ave. at Route 9**

Previously proposed mitigation included requests for the Massachusetts Department of Transportation (MassDOT) to optimize the signal timing at this intersection. This was unsuccessfully pursued with DOT in 2010 and the Town opted for the alternative payment of twenty thousand dollars (\$20,000) to be assigned to other work within the Technology Park. This payment was accepted by the Planning Board on November 9, 2010 (acknowledgement of payment is attached).

### **California Ave. at New York Ave.**

Previously proposed mitigation included the widening of California Ave. at New York Ave.. Total cost of this improvement was estimated at approximately \$660,000. However, a review of current conditions indicates the widening of California Ave. at the New York Ave. intersection has already been constructed.

### **California Ave. at Pennsylvania Ave./The Mountain Road**

The widening and signalization of California Ave. at Pennsylvania Ave./The Mountain Road is a significant construction project, requiring relocation of the eastern/southern curblines of California Ave. and work to modify the rail line that crosses California Ave. approximately 50 feet west of the intersection. Initial estimates put the cost of the intersection improvements at approximately \$580,000 (2010 data). This sum may have increased in the four years since the cost estimate was prepared. In addition, the sum is beyond the scope of this current downsized project and would not address the project traffic levels as much as it would address existing traffic patterns.

However, it appears that conditions with the current proposal may not be much different than when the site was previously occupied. A review of the trip generation for the existing buildings were they to be re-tenanted indicates a minor increase during the weekday morning and weekday evening peak hours, as shown in the following table.

**Table 1**  
**TRIP-GENERATION COMPARISON<sup>a</sup>**

Time Period	Current Proposal Trips	Existing Building Trips <sup>a</sup>	Difference
<b>Weekday Morning:</b>			
Entering	160	94	--
<u>Exiting</u>	<u>25</u>	<u>18</u>	<u>--</u>
Total	185	112	+73
<b>Weekday Evening:</b>			
Entering	34	37	--
<u>Exiting</u>	<u>170</u>	<u>125</u>	<u>--</u>
Total	204	162	+42

<sup>a</sup>Based on ITE LUC 140 – Manufacturing; 84ksf and LUC 710 – General Office; 30ksf.

An intersection analysis of the existing condition of California Ave. at Pennsylvania Ave./The Mountain Road was conducted, using the information from the original traffic study. In this instance, operations at the intersection were compared using traffic volumes for the No Build condition (site vacant), the Build Re-Occupied condition (existing re-tenanted site), and the Build Downsized Program (current proposed project). The results indicated that the intersection will operate at a similar LOS as if the site was re-tenanted. Table 2 summarizes the results.

**Table 2**  
**UNSIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY**

Unsignalized Intersection/ Critical Movement/ Time Period	2014 No Build			2014 Build Re-Occupied			2014 Build Downsized		
	Demand <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Demand	Delay	LOS	Demand	Delay	LOS
<b>California Avenue at Pennsylvania Avenue:</b>									
<i>All eastbound movements from California Avenue</i>									
Weekday Morning	763	30.1	D	857	61.3	F	914	91.3	F
Weekday Evening	74	18.4	C	111	26.5	D	108	34.5	D

<sup>a</sup>Demand of critical movement in vehicles per hour.

<sup>b</sup>Delay of critical movement in seconds per vehicle.

<sup>c</sup>Level-of-service.

As shown in Table 2, the LOS of the movements does not change between the Re-Occupied site and the Build Downsized program. In addition, while a LOS F is indicated during the morning time period, this analysis does not account for the large radius at the intersection allowing right-turning traffic on California Ave. to bypass one or more vehicles turning left. Therefore, widening to mitigate this project's downsized effects is not needed, and the overall proposal to widen and signalize the intersection is out of character with the current proposal's impact on the intersection.

### **Route 30 at Firmin Ave./Willow Street**

Discussions with the Town of Southborough indicated they do not feel the intersection improvements identified previously are a priority for the town and therefore have no plans to implement any improvements.

### **Conclusion**

Based on this and previous reviews of the current downsized proposal, it is not expected that any traffic mitigation is required beyond possibly the California Ave./Route 9 signal timing optimization. Previously identified improvements have either already been constructed, are beyond the scope of the current project, or are not a priority for adjacent towns. If you have any questions on these findings, feel free to contact me at 978-474-8800 or [sthornton@rdva.com](mailto:sthornton@rdva.com).

cc: File

**FRAMINGHAM CFII L.P.**  
c/o The Congress Group, Inc.  
33 Arch Street  
Boston, MA 02110

November 9, 2010

By Hand

Town of Framingham  
150 Concord Street, Room B37  
Framingham, MA 01702  
Attention: John W. Grande, Director

Re: Crossroads Corporate Center, 125, 135 and 137 Pennsylvania Avenue, Framingham, MA  
Site Plan Review Approval and Public Way Access Permit Decision dated April 10, 2010 issued  
by the Town of Framingham Planning Board (the "Decision")

Dear Mr. Grande:

Reference is made to the Decision. Capitalized terms used herein without definition shall have the same meaning ascribed to such terms in the Decision.

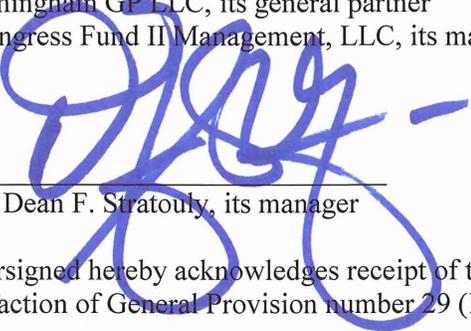
Pursuant to and in accordance with General Provisions number 29 (Location 3), the Applicant is enclosing check no. 1467 dated October 27, 2010 in the amount of \$20,000.00 representing complete satisfaction of this condition of the Decision. As set forth in the Decision, this \$20,000.00 payment is to be assigned to other work identified in the Framingham Technology Park Infrastructure Plan adopted by the Planning Board. Please countersign this letter acknowledging the above and your receipt of the \$20,000.00.

Very truly yours,

FRAMINGHAM CFII L.P.

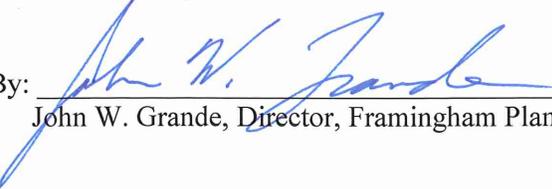
By: Framingham GP LLC, its general partner

By: Congress Fund II Management, LLC, its manager

By:   
\_\_\_\_\_  
Dean F. Stratouly, its manager

The undersigned hereby acknowledges receipt of the payment of \$20,000.00 and satisfaction of General Provision number 29 (location 3)

Town of Framingham

By:   
\_\_\_\_\_  
John W. Grande, Director, Framingham Planning Board



