TOWN OF FRAMINGHAM

Master Plan Part 2: Master Land Use Plan

Prepared for:
Town of Framingham Planning Board

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TOWN OF FRAMINGHAM

2012 Master Land Use Plan

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LIST OF ACRONYMS

ACPC – Areas of Critical Planning Concern

ADA- American Disability Act

APR – Agriculture Preservation Restriction

BMP – Best Management Practices

CSPREI - Commercial Solar Photovoltaic Renewable Energy Installation

DOER – Massachusetts Department of Energy Resources

EDA – Economic Development Administration

EOEEA – Massachusetts Executive Office of Energy and Environmental Affairs

FAR – Floor Area Ratio

FBC - Form Based Codes

GAF – Green Area Factor

GCOD – Greater Callahan Overlay District

IMP – Institutional Master Plans

LEAP – Long Range Energy Alternative Planning Systems Analysis

LED – Light Emitting Diode

LEED - Leadership in Energy in Environmental Design

LEED-ND – Leadership in Energy in Environmental Design–Neighborhood Development

LID - Low Impact Development

LOS – Level of Service

MAPC – Metropolitan Area Planning Council

MassDOT – Massachusetts Department of Transportation

MBTA – Massachusetts Bay Transportation Authority

MS4 - Small Municipal Separate Storm Sewer Systems

MWRA – Massachusetts Water Resources Authority

MWRC – MetroWest Regional Collaborative

MWRTA – MetroWest Regional Transportation Authority

PUD – Planned Unit Development

TND – Traditional Neighborhood Design

TOD – Transit Oriented Development

1 INTRODUCTION

1.1 Purpose and Intent
1.2 Contents and Layout

1
Introduction

1.1 PURPOSE AND INTENT

The Framingham Master Land Use Plan is a living, working document that is continuously being amended to remain current and continue to guide the Town of Framingham. It helps the Planning Board and the Town influence and guide all governmental policy decisions with land use impacts. The Master Land Use Plan harnesses the energies, insights, and lessons learned by the community. Through the Master Land Use Plan, Framingham can approach the next decade with a commitment to enhancing the Town's unique character, cultural assets, and natural resources.

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.

Framingham is a mature community, and therefore most of its new land uses will occur on already developed land. The Master Land Use Plan provides a way and means for Framingham to address issues that come with redevelopment. To improve the quality of life in Framingham, the Town conducted a thorough analysis on the needs of the residents and community to outline better land use policies. The Master Land Use Plan was written to provide the Town with a plan for guiding investment in public and private land uses.

This Master Land Use Plan is designed to create a vision for Framingham and guide public policy, investment, and regulations. Courts have consistently been more likely to uphold local regulations when they are backed by clear planning rationale, such as a Master Plan. It is also likely that a Master Land Use Plan will be required by future revisions to state land use law.

This Master Land Use Plan has been adopted by the Framingham Planning Board in accordance with Massachusetts General Law Chapter 41 Section 81D.

Adoption History:

Framingham Master Plan: 1988

Framingham Master Land Use Plan: September, 2012

Framingham Master Land Use Plan (technical revisions): updated July, 2014

The Master Land Use Plan recognizes the necessary changes needed to successfully bring Framingham up to current best land use practices will require Town supported efforts from all levels.

The Planning Board is the statutorily responsible governmental body under state law (MGL Chapter 41 Section 81D) for creation of the Master Plan. The Planning Board is the long-term steward of this plan and will continue to oversee the implementation of the recommended land use actions of this Plan. The Planning Board shall work in collaboration with the community, the Town Manager, Town Departments, Community and Economic Development, standing committees of Town Meeting, and consultants to integrate the Master Land Use Plan into Town government and implement the Actions. The Planning Board, through an open and transparent process with a fully engaged Town, will ensure that the priorities identified in the Master Land Use Plan are carried out in a manner consistent with the intent of state law and the public will.

1.2 CONTENTS AND LAYOUT

The Framingham Master Plan includes two parts. Part I is the Baseline Report, which provides an inventory and analysis. Part II is the Master Land Use Plan, which contains a Vision, Goals and Policies, and Implementation of Actions, and Innovative Approaches to land use planning and development.

1.2.1 Vision and Core Principles

The Vision and Core Principles Section defines what kind of town Framingham's residents and community want and what is important to the Town.

1.2.2 Master Land Use Plan

The Master Land Use Plan is partnered with the other elements of the Master Plan as a graphical interface that indicates the geographical extent of future land use and reinforces the land use management approach to an area, neighborhood, or district. The Master Land Use Plan is populated with a list of land use categories, and it maps out the areas for proposed development, conservation and preservation of land, and land uses in the Town.

1.2.3 Goals and Policies

The Goals focus on existing Town land use programs. Under the Goals are related Policies with the next level of specificity. The Goals and their related Policies are divided into sections. Within these sections, one specifically focuses on Specific Area Policies, which addresses major commercial centers and neighborhoods throughout the Town.

1.2.4 Implementation of Land Use Actions

The Land Use Actions provide an outline and list steps to implement this Master Land Use Plan over the next decade. This chapter outlines and provides guidance through land use priorities, strategies, and recommendations to revise and update the Zoning By-Laws. These Land Use Actions also sets the stage for implementation actions and maintenance of the Master Land Use Plan.

1.2.5 New Approaches to Land Use Management

The New Approaches to Land Use Management provides innovative methods and techniques being used throughout the country as options for positive change. This section includes ideas such as Low Impact Development (LID) Standards, Form Based Codes (FBC), Sustainable Site Design and Green Infrastructure, and Institutional Master Plans (IMP), as well as lesser-used methods of financing infrastructure that could be incorporated into the Zoning Bylaws, Town regulations, project developments, and can be utilized by the Town Government in other programs. As the Town proceeds with Implementation, these ideas may be further developed and implemented, as appropriate.

1.2.6 Master Plan Items Completed and Annual Reporting to Town Meeting

The Planning Board reports to Annual Town Meeting on the status of the Master Land Use Plan and items completed. The Planning Board outlines the tasks completed during the previous calendar year.

2 A VISION FOR FRAMINGHAM

2 Vision and Core Principles

2 VISION AND CORE PRINCIPLES

Framingham is a wonderful place to live, work, play, and visit. The Town has a remarkable diversity of landscapes, neighborhoods, and community character. Its strength lies in part in its human, physical, social, and economic diversity; its location; and above all its sense of community. Framingham is a large town with numerous villages and neighborhoods with distinct identities.

2.1 Vision

Framingham will protect its unique character — including the complexity of its population, variety in land use – from rural to urban, historic buildings, range in housing types, and unique and varied open spaces — "a large Town with villages and neighborhoods with distinct identities."

While the Town's physical diversity will be preserved, the visual quality of the environment will be consistent in its appeal. Municipal buildings will be well-maintained, repaired, and if needed, newly constructed so that they are able to support the efficient provision of municipal services. Historic buildings will be renovated, all neighborhoods will be clean and safe, and landlords will be held accountable for the upkeep of their properties.

The Town will capitalize on the complexity of its population by emphasizing the benefits of this variety and enjoying the range of cultural, social, retail, culinary, linguistic, and artistic opportunities provided by this unique mix.

Imagine Framingham's Downtown … a walkable, vibrant town center with renovated historic buildings, attractive signage, easy access to parking, the rail station, and other public transportation. There will be a wide variety of retail, artistic, cultural and culinary offerings during the day as well as safe and exciting evening venues. Connections to Farm Pond will provide a pleasant linkage and enhance the experience of the downtown. There will also be connections to surrounding neighborhoods, the hospital, and area institutions of higher education. Imagine Framingham's Downtown as a town center with an urban flair.

Framingham will protect and enhance the quality of life in its neighborhoods by reinforcing the distinct identity of each of the Town's villages and providing walkable and safe communities with local recreational opportunities and pocket parks. Village centers will have neighborhood oriented goods and services. Uses located in neighborhoods will be compatible with residential activities. Consistency in visual quality will be addressed though the implementation of design standards and code enforcement.

The Town's special and varied open spaces (such as Garden in the Woods, Callahan State Park, and Cushing Memorial Park) will be preserved for the enjoyment of residents and visitors alike. Public amenities will be connected, forming a system of open spaces linked together by a network of walking and bicycling trails. The Town will promote awareness regarding existing open space and recreation resources. It will also protect its numerous water resources and increase access to its waterfronts so that they may be enjoyed by all.

The Town will have a well-developed cultural and arts program which will make Framingham a regional destination, attracting people to the Downtown and in turn contributing to its vitality. Performing and visual artists will be offered state-of-the-art facilities and a wide range of programs will be available to residents and visitors; the Town's diverse residents will add a multi-cultural perspective. The Town will promote and encourage the optimal use of its performance and exhibition facilities and will support town-wide celebrations that will act to market the Town's unique artistic and cultural venues.

Framingham will protect its historic buildings and properties, reuse them and raise awareness of the town's history among residents and visitors alike. The Town will actively promote the protection and awareness of historic districts, heritage landscapes, scenic roads and vistas and historic public art.

Framingham will offer a range of housing types for a variety of needs – as set forth in the Housing Plan of 2007 (pending update in 2014).

The Town will ensure that residents' needs are met throughout the various stages of life. Special attention will be given to the needs of the increasing elderly population by supporting an active senior center and other amenities. The Town's youth will be assured the availability and easy access to safe and wholesome activities. Transportation for both these populations will be accessible and affordable.

Framingham will address its traffic issues including truck traffic in downtown and through traffic in neighborhoods, congestion on regional routes, and will engage in regional traffic planning discussions with the goals of working on regional solutions. The Town will actively provide support and pursue alternative modes of

transportation, including the use of public transportation and walking and bicycling by providing the necessary infrastructure including sidewalks and bike lanes.

The Town will reinforce its tax base by supporting Route 9 and Route 30 commercial development, the office, technology, and industrial areas, as well as small businesses, and will make a concerted effort to attract a wide range of job opportunities for residents. Existing commercial centers will be used in efficient ways, including reusing older outdated, vacant or underused buildings, and increasing densities where appropriate. Residents will continue to enjoy a variety of shops, restaurants, and services.

The Town's citizens will work together with town government towards a unified vision. Zoning and other regulations will support the goals of the master plan, will be easy to understand and enforce. The actions implemented will result in reinforcing all that is Framingham – a positive, dynamic, and unique town where citizens can contribute to a community with a strong sense of pride and a wide variety of people, places and opportunities.

2.2.Core Principles

Moving forward, the Town should ensure that its Core Principles are represented in everything that Framingham does:

Community Character - Support existing neighborhoods, village centers, landmarks, and natural features, as well as unique historic sites that contribute to why residents and visitors value Framingham.

Environmental Values - Maintain the quality of the environment, natural resource ecology, public health, living conditions, and property values.

Economic Development - Promote economic development through public investment and private redevelopment with a focus on infusions of new capital to improve the built and natural environment.

Downtown – Build a strong vibrant downtown with civic, retail, service, hospitality, and residential uses that provide a strong sense of place and helps define Framingham.

Network of Transportation - Create links both within the community and to major transportation systems outside the community to support Framingham as the region's hub.

Clear Planning and Development Processes - Develop clear and consistent standards for land use projects, both private and public, that enable projects to receive municipal review in a rational, managed process. Provide a hierarchy of review based on scale and intensity of the project while ensuring that projects enhance the quality of the built environment in Framingham.

Sustainable and Resilient Community - Consider how each action meets the needs of the present without compromising the needs of future generations.

3 MASTER LAND USE PLAN

3.1 Purpose and Intent

3.2 Master Land Use Map Categories

3 MASTER LAND USE PLAN

3.1 PURPOSE AND INTENT

The Master Land Use Plan represents desired land use patterns and is a basis for the Goals and Policies in this Plan. It will be used to encourage a discussion on choices for land use programs and as a basis for advancing zoning amendments and the creation of new zoning districts. The Master Land Use Map provides a graphic vision of the future of Framingham. Areas in Framingham are recommended for conservation of undeveloped land, some for maintenance of existing land use patterns, while other areas are suitable for redevelopment or new development.

The Planning Board will introduce zoning amendments to help implement the Master Land Use Plan. These amendments will allow the Town to review and apply appropriate controls to carefully guide development proposals. This will ensure that the quality of residential life and redevelopment or change in land use is balanced appropriately.

3.2 MASTER LAND USE MAP CATEGORIES

The Master Land Use Map Categories designate existing conditions and a future vision of the Master Land Use Plan. There are twenty-one Categories of land uses recommendations. These are not zoning districts, but rather recommendations for future revision to Zoning Districts. The twenty-one Land Use Categories categorize and distinguish the range of land uses and development that are possible within Framingham for consideration of future rezoning efforts. These Categories shall provide a foundation for the application of the land use for future development and programs, such as zoning and district and neighborhood master plans. The 21 Land Use Map Categories are located in the Attachment Section of the Master Land Use Plan: Master Land Use Maps

3.2.1 Residential Categories

The Residential Categories are proposed largely to preserve neighborhood character by reinforcing the existing and desired development density. Where reinvestment occurs, the character of the neighborhoods could change, such as shifts from older single-story homes to new multi-story or townhouse buildings. Generally, the overall density of build-out will remain the same, with specific changes shown in the Master Land Use Map. These Residential Categories shall serve as a basis for future rezoning, after a land use analysis of the area has been conducted to review current uses, potential reuses, traffic and environmental analysis, and community character.

a. Very Low Density Residential – Maximum of one residential unit per acre. This is the lowest density of residential development. It is intended to denote areas where conservation or cluster development may be most appropriate by allowing attached accessory units with restrictions and better cluster development design without compromising neighborhood character or land values. [This could serve as a foundation for future rezoning efforts for the Single Family Residential (R-4) Zoning District]

b. Low Density Residential – Maximum of one or two residential units per acre. This density may be best served by conservation or cluster development as determined by the size and character of the property under consideration. [This could serve as a foundation for future rezoning efforts for the Single Family Residential (R-3) Zoning Districts]

c. Medium Density Single-Family Residential – Maximum of three to five residential units per acre. This designation is for areas of the densest single-family neighborhoods or cluster development. [This could serve as a foundation for future rezoning efforts for the Single Family Residential (R-1 and R-2) Zoning Districts]

d. Medium Density Multi-Family Residential - Five to ten residential units per acre. This designation is for low-scale multi-family development and urban small lot single-family. [This could serve as a foundation for future rezoning efforts for the General Residential Family (G) Zoning District]

e. High Density Residential - Multi-family with eleven to twenty units per acre, such as three story apartments and condos. Physical improvements to the developments, including changes in density, may be appropriate. The intent is to preserve a diversity of affordable unit types.

f. Very High Density Residential – More than twenty residential units per acre. These are areas for exemplary reuse and new development projects.

g. PUD Residential - Master planned residential and mixed-use development. The Planned Unit Development (PUD) permit is a special designation granted after review by the Planning Board and adoption by Town Meeting. The PUD in Saxonville is as designated and is supported with this land use category.

3.2.2 Commercial and Mixed-Use Categories

The Commercial Categories are intended to identify the range of existing and proposed commercial and mixed-use areas. The size of the commercial or mixed-use center is one way to distinguish the smaller neighborhood centers from others. The Commercial Categories provide a foundation for future exploration of innovative rezoning of neighborhoods and business corridors and centers.

a. Professional Office - General commercial, professional office and light industrial. This category is intended to designate areas of commercial development characterized by uses with lower traffic volumes, because the uses are office and light industrial.

b. Neighborhood Commercial - Small-scale center. This category is for the residential, small retail and mixed commercial centers primarily serving a neighborhood market base within Framingham. [This could serve as a foundation for future rezoning efforts for Neighborhood Business (B-1) Zoning District.]

c. Village Commercial Center - Medium-scale center. This category is for residential, arts and culture, institutional, retail and mixed commercial centers primarily serving a market base within Framingham but also having a stronger secondary market beyond the neighborhood and Town. [This could serve as a foundation for future rezoning efforts for the Community Business (B-2) Zoning District.]

d. Regional Commercial - Large-scale shopping areas. This category includes those sections of the Golden Triangle designated for serving a regional retail market. [This could serve as a foundation for future rezoning efforts for the Business (B) Zoning District.] It also allows medical, institutional, office, arts and culture, and housing uses.

e. Downtown District - Central Business District. This is the largest civic and commercial center of the Town, characterized by uses including arts and culture, institution, residential, retail, commercial, office, medical, and transportation. While not developed with the same volume of commercial space as the Regional Commercial areas, the Downtown has a history, structure, density, mix of uses and transit availability, and sense of place not replicated elsewhere. The intent is to designate areas that are currently and may in the future be identified as part of the Downtown and its revitalization. [This could serve as a foundation for future rezoning efforts for the Central Business (CB) Zoning District.]

f. Highway Mixed Use - Standalone and strip mall, retail, commercial, office, auto-service businesses and residential on an arterial road or state highway. Outside of the shopping centers, the smaller businesses lining sections of the Route 9 corridor are considered Highway Commercial. The businesses are currently oriented and arranged for the highway traffic but could be improved to accept transit and other modes of access. Other major roads have small strip commercial areas, such as Concord Street, Water Street, Franklin Street, Union Avenue and Route 135/Waverley Street that may also utilize this designation. This category allows for high density and very high density residential in the mix of uses. [This could serve as a foundation for future rezoning efforts for the General Business (B-3 and B-4 Zoning Districts.]

g. Technology District - Industrial, professional office, research and development, and light manufacturing uses in a master planned development project. This category intends to define the long term development goal for certain jobs and development at the existing 9/90 Corporate Center and Technology Park around I-90, Exit 12, and in portions of the Golden Triangle associated with I-90, Exit 13.

h. Planned Industrial Reuse - Light industrial and manufacturing uses, warehousing, businesses using light equipment, and start-up businesses requiring changeable and expandable spaces. Industrial uses provide jobs with higher wages than many service jobs, and they provide a more significant contribution to the tax base. Industrial spaces are opportunities for start-ups and business expansions. The intent of this category is to improve the industrial areas under master development plans.

3.2.3 Agriculture/Horticulture Category

Lands in Agriculture and Horticulture Categories should generally be retained in perpetuity as agriculture and horticultural.

a. Agriculture/Horticulture – Agribusiness and Farms. This is intended to identify land in agricultural use, often under a Chapter 61 tax classification, or land that should be sustained for future agricultural production.

b. Non-Chapter 61A Agriculture/Horticulture Parcels- Agribusiness and Farms – These are agribusinesses or farm uses that are not under Chapter 61 tax classification, but are equally important to the agriculture/horticulture nature of the Town and the community.

3.2.4 Open and Public Land Categories

Open Space and Public Land Categories are lands either protected conservation lands, large areas of open space under private ownership that is not preserved, or are conserved for active recreation, and include public land that could be utilized for purposes such as schools, parks and public utilities.

a. Civic Use – Government property. This general category is applied to Town-owned land developed for government services not included in the other categories. The uses may be schools, general government offices, public parking structures or small lots, and emergency services.

b. Open Space - Land conserved and preserved for open space, water supply, wildlife habitat, watershed protection, and passive or limited recreation, and which is not otherwise committed to another public or private purpose. Included is the Garden in the Woods (New England Wildflower Society), the lands of the Sudbury Valley Trustees, MWRA-owned land, cemeteries and land connected to state institutions. [See the Institutional II category for designation of certain other large open land holdings by nonprofits.]

c. Active Recreation - Improved public and private recreational lands. This category includes ball fields, public beaches, public parks, golf courses and other outdoor recreation facilities owned privately and publically. The Regional Rail Trail identified on the Master Land Use Plan is included in this category.

d. Highway Corridor - Interstate highway and adjacent lands. This area constitutes the Mass Turnpike (I-90) corridor and includes the interchanges and rest area located along the highway and within the right of way. The intentions for identifying the corridor are to note its separation of the Town along an east/west axis and to encourage preserving the quality of the highway experience, recognizing and considering the number of travelers who may only see Framingham from that vantage point.

3.2.5 Institutional Categories

This category is for a special class of uses for which State law provides some exemptions from local zoning regulations.

a. Institutional I - Churches, hospitals, prisons, private and public education facilities. This designation is for properties that are held by those entities most frequently included in the definition of institutions. The properties are typically fully committed or developed to maximize use and economic return. With the exception of churches, these institutions will often consider expansion to enhance revenues. By designating the properties in their current state, the Town is encouraging the entities to divulge and discuss any plans to expand these boundaries or divest properties for reuse.

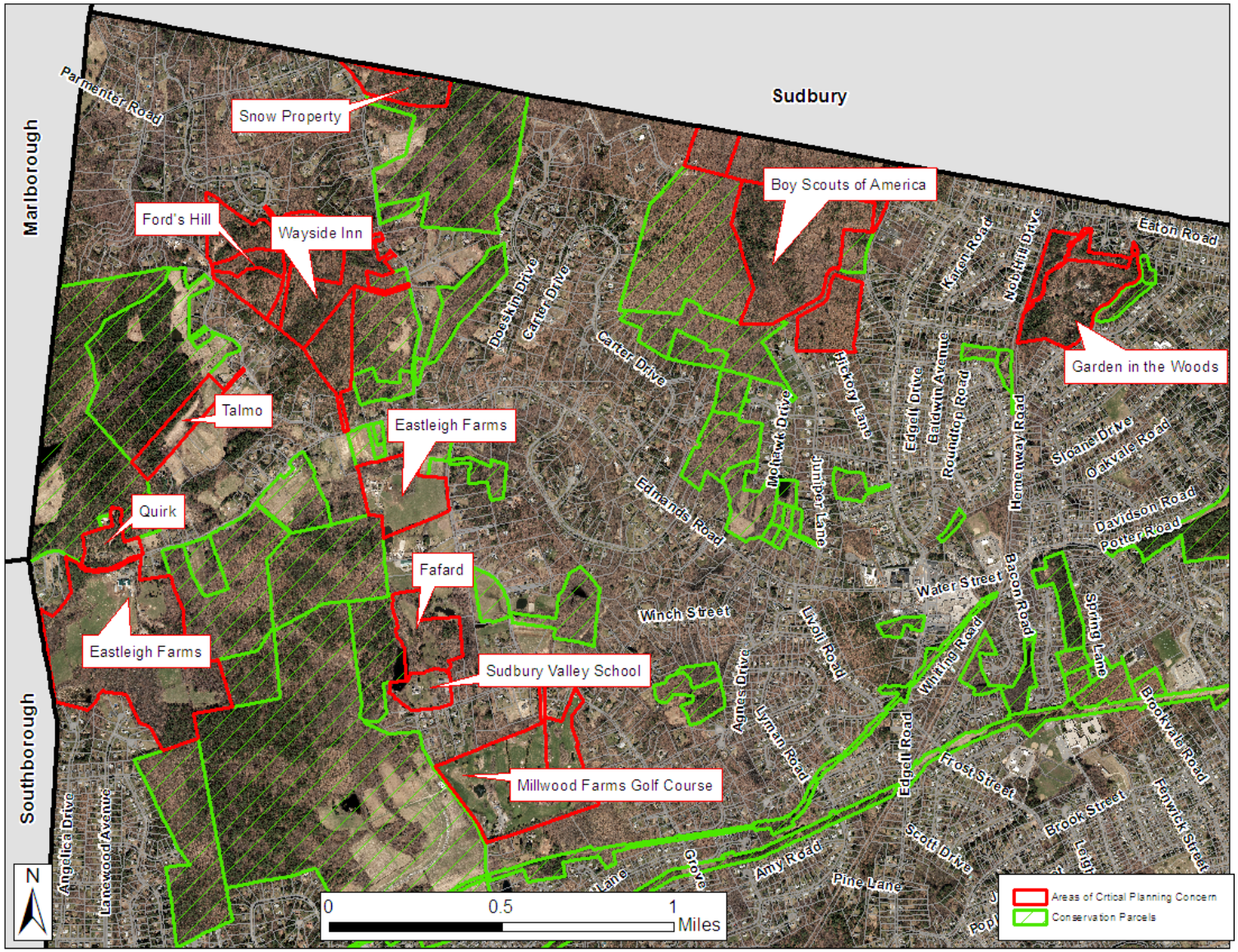
b. Institutional II - Nonprofit and institutional uses such as retreats, camps and meeting centers. This category recognizes certain unique institutional uses that have significant property holdings with large open land areas in the Town. The properties are used in the missions of the owners but could be intensified with new development, which would change the character of the land and surrounding neighborhoods.

3.2.6 Areas of Critical Planning Concern

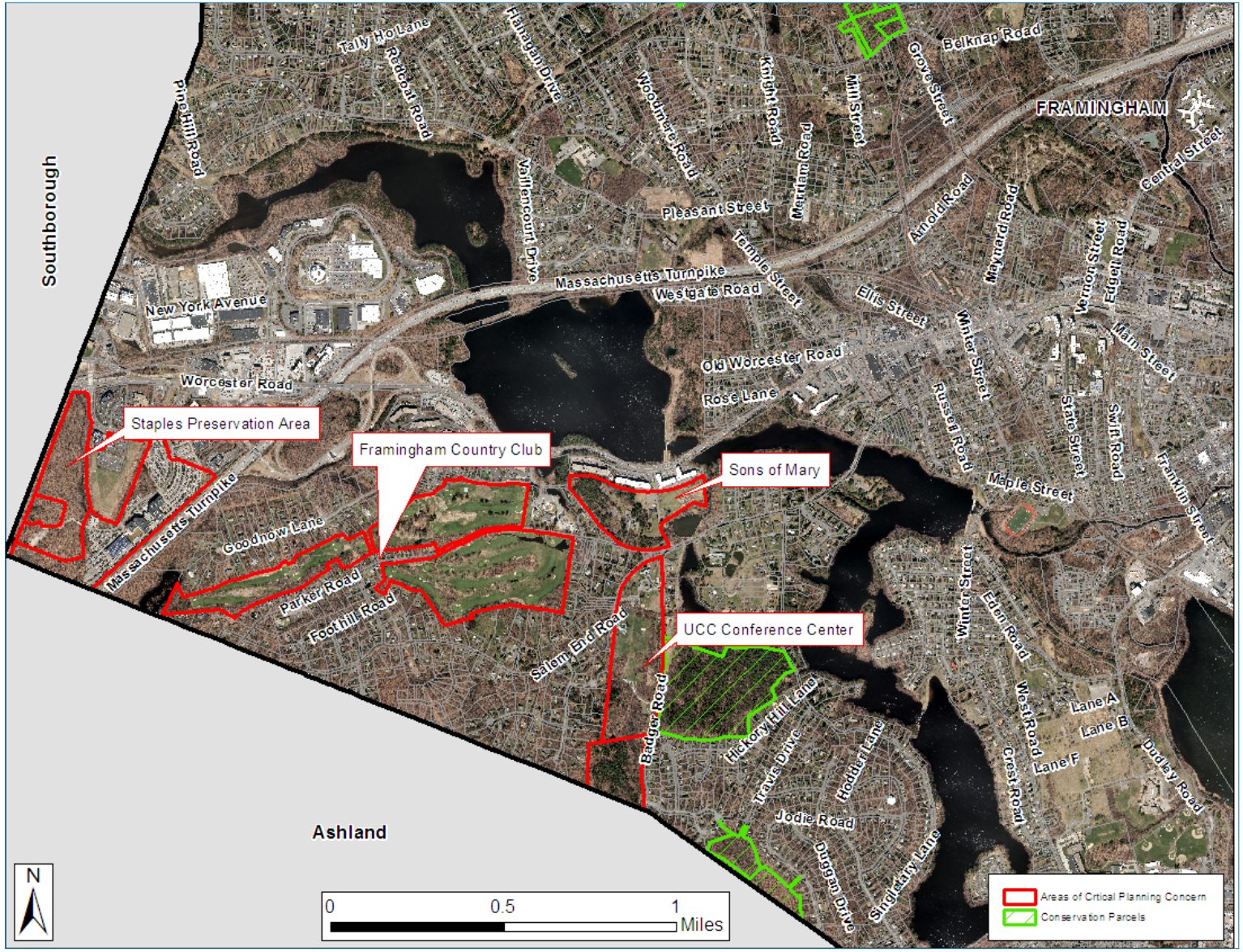
Specific properties will be designated as Areas of Critical Planning Concern (ACPC). The ACPCs are considered as properties that may change from their current use to an alternative use and have the potential to create substantial impacts on that area and potentially on the Town as a whole. These impacts could be changes to traffic circulation, degradation of critical environmental resources, and demands on municipal services, as well as impacts to the quality

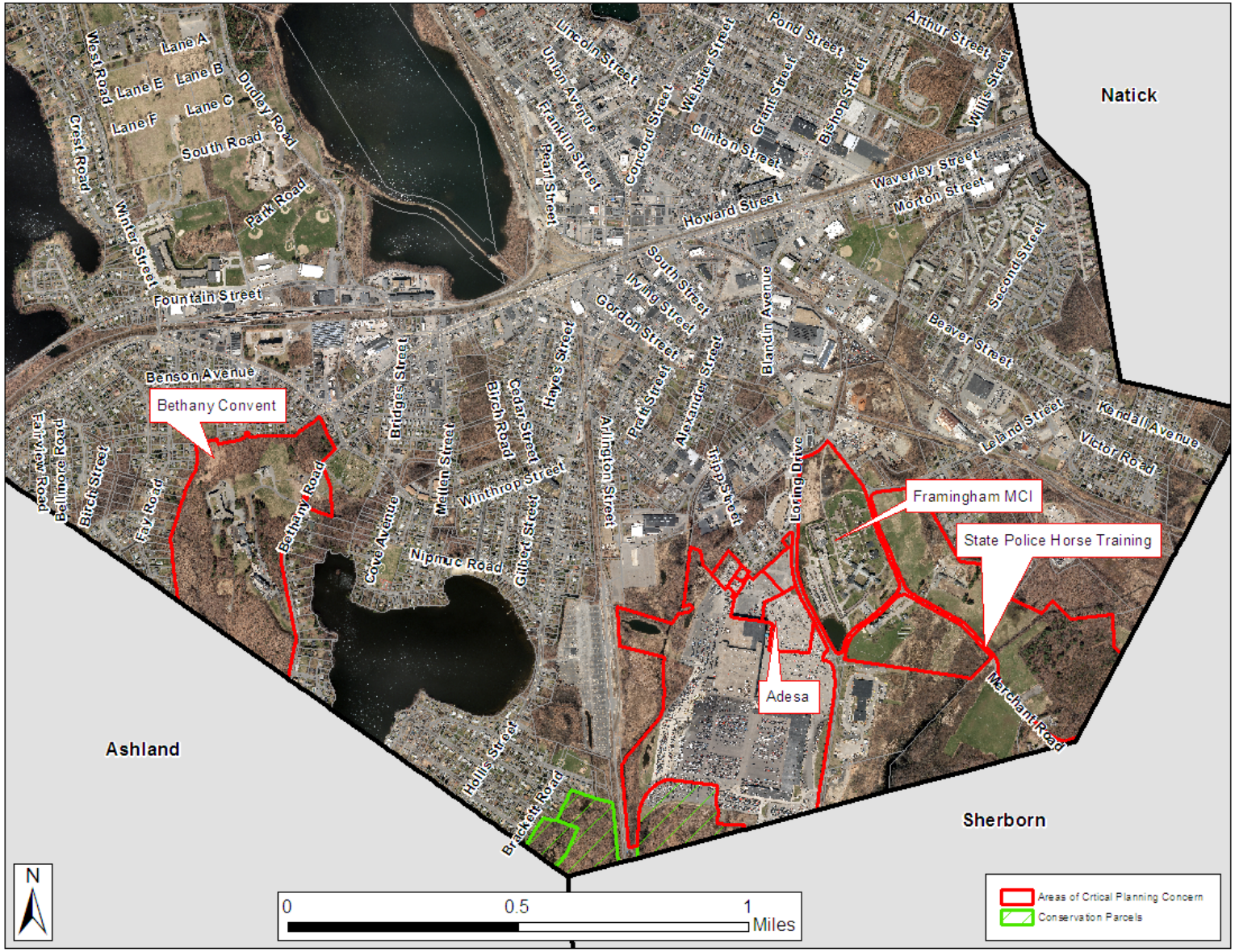
of life. ACPC examples include Eastliegh Farm, Hanson Farm, Marist House, etc. The Planning Board will update the list of ACPCs if a particular ACPC changes use, and during regular Master Plan updates.

Northwest Quadrant



Southwest Framingham




Natick
Ashland
Sherborn
Bethany Convent
Framingham MCI
State Police Horse Training
Adesa
Lane A
Lane B
Lane C
Lane E
Lane F
West Road
Crest Road
Dudley Road
South Road
Park Road
Winter Street
Fountain Street
Benson Avenue
Bellmore Road
Birch Street
Fay Road
Bethany Road
Cove Avenue
Nipmuc Road
Bridges Street
Mellen Street
Birch Road
Cedar Street
Winthrop Street
Gilbert Street
Hayes Street
Arlington Street
Hollis Street
Brackett Road
Lincoln Street
Union Avenue
Franklin Street
Pearl Street
Concord Street
Webster Street
Clinton Street
Grant Street
Bishop Street
Pond Street
Arthur Street
Willis Street
Howard Street
Waverley Street
Morton Street
South Street
Irving Street
Gordon Street
Pratt Street
Alexander Street
Blandin Avenue
Hipp Street
Loring Drive
Second Street
Beaver Street
Leland Street
Kendall Avenue
Victor Road
Marchant Road
N
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Miles
Areas of Critical Planning Concern
Conservation Parcels

Garden in the Woods
Riverpath Preservation Area
Wayland
Natick
Westgate
Angela Road
Potter Road
Turner Road
Griffin Road
Joseph Road
Little Farms Road
Oakvale Road
Lancaster Drive
Davidson Road
Edith Road
Doris Road
Clara Road
Bradford Road
Alfred Road
Elm Street
Pinewood Drive
Nadine Road
Water Street
Spring Lane
Swanson Road
Carl Path
Park Avenue
Birch Road
Jay Drive
Hillside Street
Danforth Street
Old Connecticut Path
Lake Road
Brook Street
Simpson Drive
Dawson Street
"A" Street
Hamilton Street
Brownlea Road
Chouteau Avenue
Bellefontaine Avenue
Delmar Avenue
Perry H. Henderson Drive
Wesley Road
Fenwick Street
Anderson Road
Leigh Street
Central Street
Copeland Road
Paxton Road
Lowther Road
Prior Drive
Massachusetts Turnpike
Haynes Road
Cherry Street
Campello Road
Gibbs Street
Emily Road
Randy Road
Debra Lane
Newbury Street
Speen Street
Indian Head Road
Summer Street
Karal Drive
Sylvester Drive
Ruth Drive
Foster Drive
Ridgefield Drive
Lohnes Road
Whittier Street
Morse Road
Cochituate Road
Donna Road
Pitt Road
Prospect Street
Lockland Avenue
Beacon Street
Concord Street
West Drive
Flutie Pass
South Road
Richwood Street
Worcester Road
Walnut Street
Oaks Road
Phelps Road
Oran Road
N
0
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Miles
Areas of Critical Planning Concern
Conservation Parcels

4 MASTER PLAN IMPLEMENTATION STRATEGIES

4.1 General Land Use Goals and Community Character
4.2 Creating a Sustainable and Resilient Community
4.3 Sustainable Land Use and Development Review
4.4 Expanding Open Space
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4
LAND USE GOALS AND POLICIES

The Master Land Use Plan Goals and Policies provide direction and guidance to decisions made by the Town. The Goals are divided into the elements found in a typical community master plan with additional elements to meet the needs of Framingham: sustainable land use, economic development, conservation planning, and healthy community planning. The elements include specific recommendations to implement the goals of the Plan.

The Goals and Policies reinforce what Framingham is: a positive, dynamic, and unique town that provides a wide range of opportunities and a high quality of life for its citizens.

4.1 LAND USE GOALS AND COMMUNITY CHARACTER

The Planning Board solicited public input on the priorities considered most important to the future of Framingham. Community character grows from a unique set of built conditions, history, natural resources, and people. Framingham is a unique and diverse community. It provides a wide variety of defining elements such as different neighborhoods, villages, regional commercial centers, art and culture, educational institutions, health care, open spaces, and major water bodies. It is Framingham's diversity that defines its character. Framingham's diversity should be celebrated and used to promote the values of living, working, learning, and recreating in the Town. Maintaining and enhancing Community Character is reflected in every goal and policy section in this chapter.

The Planning Board identified land use and community character as the critical focus of the Master Land Use Plan and identified the following general land use policies.

a. Framingham shall encourage new investment that reinforces the existing unique characteristics of each neighborhood and business area in the Town through rehabilitation of existing buildings, including reuse and expansion.

b. Framingham shall balance open space and natural resource values with alterations of the built environment to restore damaged open space, improve habitat around natural resources, and protect remaining natural resources.

c. Framingham shall acknowledge the impacts from alterations in the built environment while focusing on development that conforms to community goals and values.

d. Framingham shall increase the Town's wealth by supporting value added development in existing commercial centers, especially downtown and our villages, matching infrastructure upgrades to these areas, including reuse of older, outdated, vacant or underused buildings, and increasing densities where appropriate.

e. Framingham shall support efforts to provide a wide range of job opportunities to maintain Framingham's leadership role as the economic hub of the region.

f. Framingham shall become a sustainable and resilient community through its zoning initiatives, land use policies, governmental decisions, and investments.

g. Framingham shall update its land use regulations to reflect current and future needs of the Town to promote a better quality of life for residents and the community.

h. Framingham shall identify, restore, and protect its natural and historic resources to preserve Framingham's unique character as "a large town with villages and neighborhoods with distinct identities" through policies, education, zoning, and regulations that value preservation and compatible development.

i. Framingham shall invest and encourage the arts and cultural economy to achieve greater public participation and awareness and to improve the quality of community life.

j. Framingham shall act with a housing policy that maintains the value of homes, creates diverse neighborhoods, establishes a high quality of neighborhood life, builds relationships between neighborhoods and utilizes Framingham's resources.

k. Framingham shall implement policies that upgrade and maintain public infrastructure, which supports new and existing residential and business uses and ensures ecological health.

l. Framingham shall work through its Town Government to build stronger relationships with state and federal government agencies, to manage the public service demands placed on Framingham as a regional hub and develop closer working relationships with local public and private institutions that make Framingham their home.

m. Framingham shall identify regional issues that have specific land use impacts on Framingham and as the regional economic hub.

n. Framingham shall work with neighboring communities to address land use issues and bring greater mutual resources to bear for the benefit of residents of both the Town and the region.

o. Framingham shall strive to improve the visual quality of its built environment.

p. Framingham shall reduce traffic congestion impacts from automobiles, by actively supporting and pursuing alternative modes of transportation, including use of public transportation, walking, and bicycling. This will be accomplished by seeking funds to provide the necessary infrastructure, including traffic calming on major roads, pedestrian footbridges, sidewalks, and bicycle lanes.

q. Framingham shall actively promote public participation in the development of land use and urban designs plans and make efforts to encourage public participation in administrative decision making through Town boards, commissions, committees, and agencies.

4.2 CREATING A SUSTAINABLE AND RESILIENT COMMUNITY

Sustainability is about ensuring a community has a healthy environment, a vibrant economy, and a strong community with social equity (the three Es). All of the Es are equally important. A sustainable community strives to establish a holistic approach that will enable a town to improve the quality of life, become a healthier community, be more self-reliant for energy and food, and provide economic security, in addition to being accessible to all. Sustainable communities are not only about sustaining the quality of life, but they are also about improving it.

The built environment when compatible with the natural resources and land conditions within the Town provide a comprehensive approach to energy conservation and public policies and programs. Resilient communities are able to withstand natural disasters and climate change. These resources and approaches can ensure a sustainable future for Framingham.

4.2.1 Sustainability and Resiliency Polices

a. Create a definition of a sustainable community that applies to all actions of Town Government.

b. Establish economic stability, social equity, and environmental security as the foundations for a sustainable Framingham.

c. Encourage energy efficiency and environmental conservation policies by Town Government.

d. Support sustainable business development practices.

e. Promote programs and facilities that raise the quality of life for residents.

f. Utilize, conserve and add to community resources to meet current needs and be a steward of these resources for future generations.

g. Inventory physical capital, economic capital, and human capital, and determine the best uses of development and redevelopment to meet the future goals of Framingham.

h. Adopt policies to make the community more resilient in the face of increasing severity of natural disasters and climate change.

i. Adopt regulations and local programs for green infrastructure for public and private buildings.

4.2.2 Energy and Environment Polices

a. Reduce the Town's waste production by encouraging the reuse and recycling of products and through Town purchasing policies for products with recycled content.

b. Reuse and rehabilitate existing buildings and developed land.

c. Reduce Town water consumption and decrease its dependency on Massachusetts Water Resource Authority.

d. Encourage efficiency in Town travel through the use of fuel-efficient and alternative energy vehicles and increased vehicle sharing.

e. Encourage private businesses to undertake transportation demand management.

f. Provide zoning incentives to encourage green building construction for private development.

g. Encourage large-scale development of Greenfield sites to be green development with minimal impact on natural and energy resources.

h. Encourage reuse of Brownfield sites.

i. Reduce Town energy demand according to the Selectmen's Policy on Energy (adopted July 1, 2007).

j. Reduce the use of fossil fuels, with a conservation first (conservation before renewable energy) strategy.

k. Support alternative and renewable energy system development (such as geothermal and solar) when not in conflict with the character of the surrounding neighborhood. Distinguish renewable from alternative energy sources that may not be as renewable, such as virgin biomass.

l. Encourage the conservation and preservation of land through conservation easements and private donations.

m. Plant new trees on public and private land for both beautification and mitigation of local carbon demand.

n. Increase the tree canopy throughout the Town.

o. Update the municipal stormwater facilities to meet state and federal regulations under the Storm Water Municipal Separate Storm Sewer System and the National Pollutant Discharge Elimination System Phase II Permit [Storm Water Phase II MS4 Regulations, 40 CFR 122 (chapters 21 - 37).

p. Establish a municipal standard for all new development or redevelopment to meet energy efficiency standards set by the Town above the currently adopted Energy Stretch Code.

q. Establish a comprehensive energy conservation retrofit plan, with guidelines for residential and commercial buildings to bring them up to energy efficiency standards.

r. Establish a solar access ordinance that promotes access to sunlight for all residents.

s. Encourage an alternative and solar energy by-law.

t. Continue energy and environmental education in the community.

4.2.3 Healthy Community Polices

a. Encourage bicycle and pedestrian facilities to promote physical fitness and alternative modes of transportation.

b. Provide educational health programs for residents and community members.

c. Provide general health care through Town programs for community members, e.g., flu shots, free clinic, and medical support.

d. Provide recreational opportunities throughout the town and public gathering places for all ages and abilities to promote well-being, cognitive development, and physical activity.

e. Conduct a case analysis to examine the quality and delivery of public health goal and policy development, adoption, and implementation.

f. Dedicate public and vacant land for community gardens and community supported agriculture to grow food and serve educational purposes.

g. Encourage and support local farmers markets.

h. Support mixed-use developments that provide open space for physical activity.

i. Promote Safe Routes to School Programs in addition to generally safer transportation in planning locations of new schools.

j. Increase the number of parks and playgrounds and access to such areas within residential areas.

k. Incorporate Natural Playgrounds into playground design for physical and cognitive development and conditioning.

4.2.4. Economic Development Policies

a. Improve business attraction, business retention, and expansion efforts through Town planning efforts through the development of an economic development plan.

b. Continued attention to the Advance 9/90 Corporate Center and Technology Park project proposals that provide additional high tech, research and development, and light industrial jobs.

c. Support the "Golden Triangle" as a vital regional commercial and mixed-use center by acting on the zoning that promotes high quality, mixed use design through flexible zoning.

d. Improve the Downtown as the civic and commercial center of Framingham through implementation of the Downtown Master Plan and support institutions such as the Framingham Public Library, the MetroWest Medical Center, and increased presence of colleges and universities in Downtown.

e. Establish new destinations and tourist attractions such as a children's museum, music hall, art center, etc.

f. Support the arts and higher educational institutions by creating an atmosphere that feels inviting to creative professionals by encouraging the transitional use of spaces as artisan live-work spaces in existing industrial and warehousing areas.

g. Encourage small startups and local businesses, and promote the training and retraining of local people to become those entrepreneurs who will revitalize the Town. Support micro-entrepreneurs with live-work spaces clustered in the Downtown area, and support cooperatives and other structures that help businesses share resources such as "server farms" to support small business computing needs or retail and commercial storage facilities.

h. Encourage the use of light industrial facilities to import, export or assemble materials.

i. Promote commercial and industrial development with unique character, technology clusters, focus on small business and local business enterprises, the cultural economy, and entrepreneurs to foster growth overall.

j. Enable job training and job training facilities to redirect the employees who previously relied on the industrial and manufacturing sector.

k. Establish an action plan for business retention and expansion for existing businesses and companies that choose to locate in Framingham.

l. Encourage defined and coordinated roles for municipal entities to be involved in business recruitment and retention.

m. Establish regular direct outreach to regional heads of multinational and other corporations who have established or will establish themselves in Framingham.

n. Develop a toolbox of resources for small companies and startup companies who are interested in locating in Framingham.

o. Conduct an Economic Development Competitiveness Analysis for Framingham.

p. Conduct a Long-range Energy Alternative Planning Systems (LEAP) Analysis.

q. Develop a build-out analysis for the major economic hubs and neighborhoods within Framingham.

r. Develop a capacity and resources inventory to determine resources needed to make Framingham economically competitive within Massachusetts.

s. Establish a live-work plan for employment hubs within Framingham.

t. Establish a Work Force Development Program.

u. Encourage a business expansion plan.

v. Establish a strong transportation system between the major economic hubs within the Town and regional transportation.

4.3 SUSTAINABLE LAND USE AND DEVELOPMENT REVIEW

4.3.1 Zoning Policies

Zoning and other regulations need to be understandable and applicable at all levels. Regulatory actions should reinforce the essence of Framingham as a positive, dynamic, and unique town where citizens contribute to a community with a strong sense of pride. Framingham should be viewed as a community with substantial economic, physical, and civic resources, which provides a wide variety of opportunities for its residents, the region, and the state.

The Zoning Policies are drafted so that these directives may be used to build the land use implementation tools.

a. Examine existing zoning by-laws and districts to determine their conformance with the Master Land Use Plan and revise accordingly.

b. Establish zoning regulations that support neighborhoods and neighborhood centers.

c. Expand or modify existing zoning by-laws and districts to support development and redevelopment that meets the other land use goals in this document.

d. Provide zoning incentives in the Downtown, commercial centers, neighborhood centers and residential areas that have experienced disinvestment by allowing an increase in density for projects that provide substantial benefits to the Town and exceed or further the goals of this Master Land Use Plan.

e. Designate mixed-use zoning for use in areas of the Town where redistricting from a single land use will improve vibrancy and community health, either as a zoning district or an overlay district, especially retail areas and former mill sites.

f. Prevent the encroachment of residential uses into manufacturing, light manufacturing, technical park, and other research & development zones and areas within Framingham.

g. Prevent the encroachment of non-residential uses into established residential areas, except for planned mixed-use development and home businesses.

h. Improve procedures to provide for the expeditious enforcement of the Town's land use, building, and health regulations.

i. Utilize zoning to improve wealth and property values for all residents.

j. Enact zoning to protect public health, safety, and welfare.

k. Adopt zoning incentives or bonuses to promote high standards in Framingham's built environment.

4.3.2 Edge and Transition Policies

a. Maintain the residential quality of existing and new residential neighborhoods by delineating edges and providing transitions to adjacent commercial, industrial, and institutional uses.

b. Protect existing residential neighborhoods with a distinct and recognized character from the visual and physical impacts of adjacent commercial and industrial uses by using setbacks, buffering, and screening of parking areas, storage areas, and outdoor equipment, and design criteria to evaluate the appropriateness of proposed development within these areas.

c. Provide safe and attractive pedestrian and bicycle connections between residential neighborhoods and adjacent commercial and industrial areas.

d. Protect a sense of place in existing neighborhoods and establish new community character by recognizing the value of entrances and gateways.

e. Identify unique characteristics and historical attributes to help neighborhoods define themselves, renew themselves, or become reinvigorated.

4.3.3 Commercial Center Policies

a. Ensure each commercial business area can serve the surrounding neighborhoods, develop its own unique and attractive character, and accommodate market demands.

b. Establish priorities for revitalization, improvements, and public investment for the Downtown and commercial centers.

c. Improve the Town's Drive-thru By-Law and limit drive-thru businesses in the Central Business District. Exempt financial institutions and retail pharmacies from the restriction in Neighborhood Business Districts.

d. Establish a pedestrian streetscape by locating off-street parking behind buildings and preserve on-street parking and municipal satellite lots throughout commercial centers.

e. Encourage structured parking. Locate structured parking and surface parking lots behind buildings and not on the street edge within Town Commercial Centers and Neighborhood Centers.

f. Establish development standards and intermodal access standards for commercial centers.

g. Establish Town Commercial Center and Neighborhood Center Area Master Plans that provide design guidelines for architectural and construction standards specific to the history of the area.

h. Encourage reuse of historically significant buildings as commercial businesses and office space.

i. Encourage development styles that take into account existing historic buildings and contextual design features.

j. Promote new construction and infill development that strengthen existing residential or village business centers, buildings, and land use patterns.

k. Encourage the creation of outdoor space as part of retail and restaurant uses to expand the streetscape and foster a sense of community.

4.3.4 Neighborhood Policies

a. Celebrate the unique attributes of each neighborhood by supporting and reinforcing the neighborhood's identity and history.

b. Promote a high quality of life in each neighborhood.

c. Support a strong economic and physical link between neighborhoods, businesses and commercial centers.

d. Establish community standards for new development to fit in with existing neighborhood design and style, except where new design will improve the area aesthetically.

e. Encourage the Town's residential neighborhoods to incorporate Leadership Energy and Environmental Design-Neighborhood Development (LEED-NDTM), features to create environmentally friendly designs to decrease residential carbon footprints throughout the Town.

f. Improve street lighting standards for residential areas by decreasing light pollution and spillover onto adjacent properties by encouraging Light-Emitting Diode (LED) lighting, in addition to time of day and night lighting restrictions, especially during the months of daylight savings time.

g. Utilize energy efficient lighting and light schedules for all street lighting within Town.

h. Promote public health and recreation by improving maintenance of existing parks, adapting park features for the benefit of the variety of neighborhood demographics, and establishing additional parks, playgrounds, and common areas for neighborhoods and community members.

i. Promote neighborhood pride through community days, social events, and heritage days.

4.3.5 9/90 Corporate Center and Technology Park Policies

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.

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.

c. Encourage technological, research and development, laboratory, and light industrial uses in the area of Exit 12 off Interstate 90.

d. Encourage technologically advanced building design that incorporates LID standards, green building design, and other energy efficient and carbon-footprint reduction programs.

e. Incorporate landscape, streetscape, open space, trails, and pathways into the design of large-scale projects and for existing commercial and industrial parks.

4.3.6 General Manufacturing and Industrial Policies

a. Encourage manufacturing uses that produce value-added products.

b. Encourage startup companies and encourage Economic Gardening to grow already established companies in Town.

c. Identify and maintain an adequate level of freight rail capacity.

d. Establish an industrial reuse strategy to maintain both large and small parcels of land and industrial uses south of Route 135, while enhancing protection for adjacent residential neighborhoods by addressing issues related to setback, access, buffering, and screening.

e. Leverage use of brownfield sites and set goals to remediate toxic and abandoned sites.

4.3.7 Natural Resource Policies

a. Improve the quality of life and the value of property in the Town by protecting environmental resources.

b. Develop strategies to allow the Town to respond quickly and efficiently to the impacts of natural hazards.

c. Establish priorities to protect and preserve critical natural resource areas.

d. Encourage regulatory incentives, partnerships, and purchase preservation measures that do assume that the Town should purchase property while understanding that preserving important parcels of open space might sometimes require Town investment.

e. Conserve wetlands to ensure no net loss of total wetlands.

f. Minimize adverse visual and environmental impacts of development on open spaces.

g. Enhance open space functions and ecological roles as water storage and natural habitat areas.

h. Identify and protect wildlife habitat areas and wild life corridors.

i. Preserve existing forests, floodplains, and wetlands.

j. Improve the ecological quality and appearance of the public water supply lands.

k. Encourage links between and among open space parcels, wild life habitat, and wetlands.

l. Utilize utility easements and corridors as wild life habitats and green areas.

m. Create a Town land trust or cooperate with area land trusts to maintain and provide upkeep for donated, preserved, or purchased lands.

n. Provide incentives for landowners and private organizations to put their land under conservation restrictions or other forms of land conservation or preservation.

4.3.8 Building and Site Design for Private and Public Properties Polices

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.

b. Adopt lighting standards that minimize light pollution as the standard of performance.

c. Encourage investment in existing and new civic and public spaces that are accessible and remove existing architectural barriers.

d. Encourage artistic elements and art in civic spaces.

e. Encourage sustainable and green design standards.

f. Integrate stormwater management, stormwater drainage systems and LID.

g. Maintain and improve the historical fabric of neighborhoods and communities through good site design and streetscapes.

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.

i. Incorporate bicycle and pedestrian features on and off-site through Complete Streets regulations.

j. Require a scale and type of development compatible with topography, existing habitat, and water resources.

4.3.9 Taxation Policies

a. Consider tax abatement incentives and special tax programs for projects that further or exceed the goals of this Master Land Use Plan.

b. Consider further tax reductions for private land with conservation easements, especially with public access, pathways, and trails.

4.3.10 Financial Policies

a. Apply for state and federal financial support for environmental remediation of properties.

b. Use Economically Distressed Area designation to support site remediation under the State Brownfields Act.

c. Seek and utilize volunteer grant writers, local and regional educational institutions, and local companies for assistance to further the goals of this Master Plan.

4.3.11 Permitting and Development Review Process

a. Expand Framingham Planning Board web presence to provide more information on local, state, and federal laws related to land use and development.

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.

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.

d. Encourage straight forward and predictable town regulations.

e. Encourage pre-planning efforts for specific areas and projects.

f. Permit or require electronic permit submissions and public online review to keep the public informed.

g. Maintain a review process that achieves the appropriate balance between private and public interests.

h. Clearly articulate the parameters for review from legal and regulatory perspectives for all participants in the process.

i. Continue to include strong findings for all town permits and decisions.

j. Award developers with extra building density or building height in exchange for good design, open space, affordable housing, or other community benefits, including developing in the Downtown and using mixed use projects.

4.4 EXPANDING OPEN SPACE AND PROTECTING NATURAL SYSTEMS

The key goals of the Framingham Open Space and Recreation Plan: 2013-2020, are (from the executive summary):

a. Maintenance and improvement of the current inventory of active recreational facilities;

b. Maintenance and improvement of the current inventory of conservation and open space parcels;

c. Conservation of natural resources and open space to protect water resources, wildlife habitat, and horticultural, agricultural and sylvan opportunities, and passive recreational opportunities;

d. Creation of new recreational facilities and programs to meet resident needs as appropriate; and

e. Undertake other town-wide efforts that will support open space and recreation.

The quality of the Town's environment is essential to the quality of life, as a vibrant "Healthy Community," and to the value of land. High quality living conditions occur in a healthy environment and a varied landscape of development matched with natural resources. To achieve this, the Town needs to identify opportunities for restoration, maintain and stabilize the present natural environmental qualities, and incorporate these resources into new development projects so that these conditions may be sustained over the long term.

The Town enjoys a significant percentage of quality open space and linked water resources: 1,627 acres of open water, 869 acres in open space tax classification, 179 acres in recreational use, 109 acres of conservation land, and additional acres of conservation restrictions as well as public and nonprofit lands. Not all of these lands, however, are under restrictions to remain as open space. Adding new protections and purchasing lands identified for acquisition, as open space will require continued funding. Other means to preserve land will occur by ensuring that conservation values are included in all project designs and by supporting third party stewardship.

4.4.1 Cluster Development Policies

a. Encourage cluster residential development as an alternative to standard platting for residential subdivisions. Design new development in the context of the physical characteristics of the land according to the existing site resources, resource values, and existing density allowances according to zoning.

b. Use Open Space Cluster Development or Agriculture Preservation Development By-law for residential development throughout the Town.

c. Encourage alternatives to traditional subdivision platting for residential subdivisions, and expand applicability to appropriate residential districts to protect scarce open space and local ecology.

d. Promote land use patterns and new investment that preserves tracts of open space land or creates new open space in urban areas for passive or active recreation.

4.4.2 Conservation and Active Recreation Area Policies

a. Expand the inventory of active recreational facilities and open space parcels.

b. Promote conservation of natural resources and open space to protect water resources, wildlife habitat, horticultural, agricultural, and sylvan opportunities and passive recreational opportunities.

c. Create new recreational facilities to fulfill unmet needs.

d. Undertake other efforts that will support open space and recreation.

e. Maximize use of the Town's open space and recreation areas, and determine carrying capacity of facilities matched with population and demographics.

f. Provide open space and recreation opportunities for individuals of all ages, socioeconomic levels and physical abilities.

g. Make capital improvements and improve maintenance of recreation facilities to meet demands.

h. Acquire land for future recreation needs.

i. Promote recreational fields or courts throughout the Town within close proximity to neighborhoods that allow residents to walk or bicycle to them, and provide the necessary pedestrian and bicycle infrastructure.

j. Emphasize three areas for public action: regional trails, preservation of open space, including through third party stewardship, low impact development, and green project design for all new construction.

4.5 CONSERVING HISTORIC RESOURCES

The key goals of the Framingham Historic Preservation Plan (2002) are:

a. Identify historic, archeological, and natural resources significant to the Town.

b. Protect historic resources, natural sites, and landscapes.

c. Invest in the historic Downtown to ensure its continuing viability as a community center.

d. Make Town-owned historic buildings and sites accessible.

e. Educate the public about historic resources and heighten its awareness of historic preservation.

f. Encourage the adaptive reuse of historic buildings. Provide incentives when available.

g. Develop a mechanism to protect and enhance historic buildings, sites, and their settings.

4.5.1 Historic Preservation Policies

a. Support town boards, commissions, departments, and local organizations that have an effect on historic resources.

b. Identify, evaluate, and protect the Town's historic resources, natural sites, landscapes, stonewalls, and streetscapes.

c. Protect historic resources through effective legislation, regulatory measures and departmental procedures. Inventory all historically and architecturally significant properties, including properties controlled by the Department of Corrections in Framingham and any others identified on the National Register of Historic Places. Adopt additional historic district designations.

d. Invest in the historic Downtown to ensure its continuing viability as a community and civic center.

e. Educate the public about historic resources and heighten its awareness of historic preservation through public events, signage, and restoration.

f. Seek state and federal aid in revitalizing historic village centers.

g. Protect Town-owned buildings and sites.

h. Provide incentives and financial aid to preserve, revitalize, and adaptively reuse Framingham's historic buildings and places.

i. Maintain and protect town, state and federal owned historic properties in Framingham.

j. Utilize historic events, persons, and places (i.e. Crispus Attucks, Boston Massacre, Salem End Road, Knox Trail, Harmony Grove, Village of Saxonville, etc.) to establish Framingham as a tourist historical destination to visit and explore the significant local landmarks.

k. Work with local historic committees, other towns with shared history, local historians, Massachusetts Historic Commission, and the National Parks Service for the preservation of these historic resources to obtain state and federal designation.

l. Recognize historic and scenic ways in Town. Increase the length of legally designated scenic ways.

4.6 IMPROVING HOUSING

The key goals of the Framingham Housing Plan (pending update in 2014) are:

a. Preserve the Town's existing inventory of affordable housing.

b. Continue to meet the 10% statutory minimum under Chapter 40B.

c. Provide housing for a diverse mix of households.

d. Encourage regional solutions to regional housing needs.

e. Encourage neighborhood conservation.

4.6.1 Housing Policies

The economic viability of Framingham relies on the provision of an appropriate mix of housing to maintain and preserve Framingham as a town with a high quality of life for residents and a diverse workforce.

a. Promote Framingham as a place that offers a high quality of life and work opportunities.

b. Protect and enhance the character of residential neighborhoods and small business centers, and encourage the individual identities of Framingham's neighborhoods.

c. Adopt zoning, regulatory, permitting, and other procedures that promote residential reinvestment and development that is appropriate to its location and is in accordance with the Housing Plan.

d. Support rehabilitation code compliance for a diverse housing stock to ensure that quality housing is available to a variety of household types and individuals at all age, economic, and social levels.

e. Promote the elimination of substandard, overcrowded, or other undesirable living conditions.

f. Encourage the creation of and compliance with a barrier free architectural environment.

g. Encourage housing that preserves and protects open space and marginal land.

h. Support the preservation and physical improvement of existing public and privately owned affordable housing.

i. Join local consortiums and organizations to develop creative approaches to housing of all types and price ranges in the region.

j. Create policies for specific neighborhood areas to improve the quality of the existing housing stock.

k. Provide housing opportunities for special needs and at-risk populations such as the elderly, homeless, and people with disabilities.

l. Preserve and maintain the existing housing stock as a valuable source of housing and neighborhood strength, particularly in the older sections of the Town, recognizing that the existing housing stock is a very valuable asset and the most efficient way to meet the goals of the Housing Plan.

m. Encourage homeowners and landlords to invest in the energy efficiency of their homes and increased landscaping to enhance the streetscape.

n. Promote owner-occupied housing as a housing option.

4.7 IMPROVING TRANSPORTATION AND INFRASTRUCTURE

Linking appropriate access and other infrastructure to support the community provide accessibility, convenience, and choice and add higher value to all land, homes, and business.

Transportation elements of the Master Land Use Plan promote transportation links by identifying commercial centers and densities, which can be associated with different transit and transportation options. Major public ways for pedestrian and bicycle traffic can be identified as rail trails, sidewalks, and pedestrian lanes, while transit centers and major roadways are identified as part of a complete program of multi-modal access.

The effective linking of neighborhoods, residents, institutions, and businesses to each other within the community requires a comprehensive land use and urban design approach. The local, regional, and national network of highways, rail lines, and air routes must be accessible to Framingham residents and workers to support economic development and the local quality of life. Lastly, telecommunication and related technology must be considered as part of the necessary information "highway" network, as this option provides an opportunity to connect people to jobs and commerce with a lower capital investment in hard infrastructure.

4.7.1 Transportation and Infrastructure Design Policies

a. Develop a Town-wide Strategic Transportation Plan to further the policies and recommendations of the Master Land Use Plan related to Transportation, which incorporates Complete Streets and Healthy Communities concepts and policies.

b. Establish a Complete Streets classification system. Based upon this system, improve travel conditions throughout the Town for drivers, pedestrians, and bicyclists by a variety of measures that focus on upgrading the existing system, including physical improvements at key intersections, traffic signal modifications, traffic pattern modifications and facilities for improved bicycle, pedestrian, and universal accessibility in addition to new construction.

c. Build new and maintain existing Town infrastructure with sustainable design standards that reduce the amount of stormwater runoff and improve the quality of the street environment.

d. Introduce traffic calming on roadways that serve residential neighborhoods and along traffic corridors that have become dangerous to pedestrians and bicyclists. Conduct traffic analyses to determine needs for traffic calming features.

e. Incorporate bicycle, pedestrian, and public transportation within public rights-of-ways.

f. Provide a fully connected network of pedestrian paths and sidewalks throughout the Town. Promote Road Diets and lane width reductions for streets and ways throughout the Town to increase pedestrian and bicycle access and build traffic calming features.

g. Work with abutting towns to expand connections to neighboring towns and landmarks.

h. Recognize the impacts of road construction on the Town's natural resources and ensure interdisciplinary review of road construction, layout, and traffic calming devices.

i. Use public infrastructure to play a key role in all the development, redevelopment, and revitalization plans by using access to encourage a certain quality of development. Particularly using combinations of public water and sewer lines to encourage more appropriate use of the Town's remaining open lands and protection of natural resources.

4.7.2 Public Transit and Intermodal Policies

a. Provide a rational transit system. Improve efficiencies and increase public transit to link between the major commercial nodes, the village centers, the Downtown, the Golden Triangle, and the existing transit nodes, i.e. Metrowest Regional Transit Authority (MWRTA), Logan Express and the Massachusetts Bay Transportation Authority (MBTA) train station.

b. Re-examine the efficiency of the existing bus system and plan a public bus route that complements existing transit resources.

c. Establish light rail service in Framingham and outside linking to the MBTA Green Line. Expand the MBTA or similar public transportation infrastructure system as a more efficient way to provide expanded public transit service.

d. Enhance existing public transportation options within Framingham by strengthening the local services, i.e. Logan Express and the MBTA station facilities and services.

e. Create non-automobile dependent modes of transportation between major nodes such as the train station, Logan Express, major employment centers, educational institutions, and medical services.

f. Improve intermodal links between the public transit options through public investments and private development projects.

g. Establish a transit program that links major traffic corridors with public transportation opportunities to allow intermodal transportation within Framingham.

4.7.3 Infrastructure Policies

a. Extend public water and sewer utilities only when required for a new commercial project if the project is fully funded by the project proponent, is in a currently developed area, meets the other goals of the Master Land Use Plan, and conforms to the underlying zoning district, or is considered a more desirable alternative to the zoning district. This does not apply to low-density residential areas.

b. Place utilities underground. Existing overhead utilities should be subject to a long-term plan for financing their placement underground.

c. Upgrade telecommunications and internet infrastructure and access for residents, businesses, and Town Government.

d. Encourage infrastructure projects to include elements that improve aesthetics, reduce traffic congestion, mitigate noise and light pollution, preserve natural and cultural resources, and coincide with the policies of the Master Land Use Plan.

e. Incorporate Complete Streets concepts into new construction and redevelopment.

f. Encourage the use of alternative energy sources in Town-owned buildings and municipal projects.

4.7.4 Capital Program and Maintenance Policies

a. Draft the annual Capital Improvement Program that lays out the business and financial plans for the Town's expenditures consistent with the Master Land Use Plan.

b. Improve the Town's existing infrastructure with a pavement management system for roads and sidewalks and utility maintenance plans. Set policies and standards for regular and long-term maintenance through a program of capital planning and budgeting, maintenance agreements, and financial incentives for private development.

c. Improve multi-disciplinary collaborative design reviews for capital construction projects proposed by the Town, state or federal agency to improve the quality of project design and maintenance.

4.7.5 Link Land Use and Transportation Policies

a. Consider allowing the use of "air rights" for development over public highways where appropriate to provide important public benefits and promote better connections between neighborhoods.

b. Encourage and zone for Transit Oriented Development (TOD) and an expanded Downtown.

c. Link land use plans with transportation systems, including pedestrian, bicycle, and public and private transit.

4.7.6 Public Building and Facilities Use Policies

a. Develop a strategic plan for public buildings and facilities to maximize their use, efficiency, and provide support to district revitalization.

b. Create a facilities management plan to address long-term operational and maintenance needs for buildings and facilities.

4.7.7 State Highway Corridor Policies

a. Improve the design and performance quality of the Massachusetts State Highway corridors, particularly within the business areas of Route 135, Route 126, Route 30 and Route 9, and Interstate 90 by providing zoning that encourages pedestrian connections, greater Floor Area Ratio (FAR), mixed-use development, shared parking, reduces traffic congestion, reduces the need for auto travel between activities, encourages public transportation, and provides bicycle trails and bicycle facilities.

b. Adopt a physical improvement plan to enhance the appearance of Route 9 utilizing both hardscape and softscape development standards.

c. Improve the physical crossings over Route 9 by constructing physical improvements to visually and physically reconnect the community, providing for streetscape improvements and intermodal pathways.

4.7.8 Complete Streets Policies

a. Adopt a clear and strong Complete Streets Policy that all surface road systems provide safe and adequate access so that cars, trucks, transit, pedestrians, and bicyclists are safety accommodated in the transportation system to reach to any destination.

b. Encourage Town projects to incorporate sidewalks, walking paths, bicycle accommodations, and transit.

c. Improve streets and roadways to incorporate MassDOT "Complete Streets" features that are safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit, with a top priority for Safe Routes to School.

d. Improve the connection of transit to places of employment, homes, schools, and shops through planning and design.

e. Incorporate bicycle amenities throughout the Town, including designated cycle tracks, bicycle lanes, sharrows, or shared bicycle/pedestrian accommodations.

f. Require all new projects to incorporate sidewalks and pedestrian features and bicycle accommodations into their site design.

g. Ensure that pathways for multi-modal access connect the main attractions and activity areas within Framingham.

h. Develop a plan for future streetscape improvements using a Complete Streets mode to make locations more attractive for reinvestment, redevelopment, reclamation and reuse.

i. Maximize the development and use of internal connectors and service roads to improve connections among uses.

j. Update Town building and construction standards to match state policies for bicycles and pedestrians to further the Healthy Community initiatives and Complete Streets Concepts.

4.7.9 Scenic Roads and Public Way Access Policies

a. Require all subdivision roadways provide documentation to inform the Town if the long term intention of the roadway is to remain public or private.

b. Develop a list of all accepted roadways in Framingham.

c. Revise the existing list of Scenic Roads within Framingham.

4.8 BUILDING INSTITUTIONAL RELATIONS

Encourage communication and relationships between Town leaders, businesses, residents, and local institutions (universities, colleges, foundations, hospitals) to meet the goals of this Plan by implementing the following land planning policies.

a. Direct future expansion of institutions to areas within Framingham, which are compatible with the facility and Town plans.

b. Develop institutional master and/or strategic plans to allow a basis for discussion of expansion projects and links to Town Commercial Centers and Neighborhood Centers.

c. Encourage all institutions to have a presence Downtown.

4.9 CELEBRATING COMMUNITY CULTURE

Community culture is promoted through the maintenance of historic resources expansion of commercial centers that offer employment opportunity and enhancement of open spaces, recreational and park lands the maintenance and promotion of the arts, cultural and higher education facilities and support for a wide range of diversity among the community's populations.

4.9.1 Arts and Culture Policies

a. Encourage and expand the arts, cultural, expression and entertainment venues in Town, particularly in the Downtown area, Town Commercial and Neighborhood Centers.

b. Develop cross connections between various sectors within the creative economy such as artists, designers, college art and theater programs, and new technologies to strengthen the overall vitality of cultural life.

c. Facilitate greater communication and collaboration among cultural organizations, artists, the business community, nonprofit organizations, and Town government.

d. Provide new spaces and locations in existing civic spaces to allow the creative economy to thrive.

e. Increase the availability of affordable studio, live-work, performance, and rehearsal space to accommodate, encourage, invite, promote and retain artists, cultural organizations, and businesses.

f. Determine the infrastructure that will further the creative economy and provide it.

g. Utilize the local art community to enhance neighborhoods, Town parks, and commercial areas by displaying local public art.

4.9.2 Community Culture Policies

a. Promote outdoor entertainment, e.g. art in the park, community movie night, and local concert series that provide a mixture of diverse performing arts.

b. Host Community Days, e.g. Framingham Fest, Green-up Day and Marathon Monday.

c. Encourage ethnic and cultural festivals throughout the Town that embrace Framingham's diverse culture and historical background, e.g. celebrate Framingham's rich historical experience with the Anti-slavery / Abolitionist Movement, and Suffrage Movement.

d. Encourage neighborhood events and festivals throughout the town.

4.10 MAINTAINING INTERGOVERNMENTAL RELATIONS

Framingham should deepen its relationship with its federal and state legislators and agencies to further discussion on the issues of importance within the Town and region. The Town should also update local regulations to be consistent with state and federal laws and regulations.

4.10.1 Regional Policy

Continue to participate in the regional planning efforts through established groups such as Metropolitan Area Planning Council (MAPC) and MetroWest Regional Collaborative (MWRC), and new organizations that may be formed.

4.10.2 Inter-municipal Policies

a. Continue to explore options for more sharing and efficient delivery of government services across municipal boundaries. Consider sharing public works, social programs and public building use as options to reduce costs and travel on local roads.

b. Develop public safety policies for inter-municipal land use at Town borders.

4.11 SPECIFIC AREA POLICIES

4.11.1 Downtown Framingham

4.11.1.1. Land Use Policies

a. Establish a Main Street Program.

b. Create a vibrant Downtown destination that provides a unique urban experience for residents and visitors.

c. Adopt a plan for Downtown that mutually supports activities and land uses as follows: arts and culture, education, medical, government, specialized retail stores, and higher density residential.

d. Create opportunities for new investment, redevelopment, reclamation, and reuse. Mitigate the impacts of the rail line while increasing transit ridership and improve access to the train station.

e. Promote reinvestment and redevelopment of existing housing stock and build new units to increase housing opportunities for a diversity of incomes.

f. Support existing and new businesses to improve the physical built environment and housing stock generally, while keeping the scale and character of the surrounding neighborhood.

g. Provide physical links that provide an alternative to single occupancy vehicle travel between neighborhoods and the Downtown.

h. Establish Transit Oriented Development (TOD) nodes linked to the West Natick and Framingham MBTA Stations.

i. Recognize Farm Pond, Cedar Swamp and Massachusetts Water Resources Authority (MWRA) lands as important water and wetland habitat.

j. Invest in Cushing Memorial Park, and contribute to environmental stewardship of water bodies in the Downtown, including Farm Pond, Cedar Swamp, and MWRA holdings. Plan for improved public access to these resource areas.

k. Provide increased open space and parks, and enhance linkage to Farm Pond and Cushing Memorial Park.

l. Encourage redevelopment of existing buildings to meet the architectural standards of the area, allowing for retrofitting of existing buildings and building on vacant lots.

m. Encourage streetscape that incorporates furniture and amenities in the pedestrian realm to support local businesses, promote outdoor activity and create new outdoor civic space.

n. Embrace cultural diversity in the design features and accents throughout the streetscape.

4.11.1.2 Parking Policies

a. Develop a parking management plan to meet the varied needs of customers, employees, commuters, and residents.

b. Consider a neighborhood residents-only parking or a residents-free/public-paid parking policy. Reduce parking in front setbacks on residential properties.

c. Encourage and support the use of alternative modes of transportation to reduce the demand on parking and traffic congestion, including transit, shuttle buses, shared vehicles and pedestrian and bicycle accommodations.

d. Provide parking facilities for all types of transportation options without allowing parking to dominate.

e. Assess existing winter parking regulations.

4.11.1.3 Transportation and Destinations Policies

a. Reduce Downtown truck and vehicle traffic congestion while improving or providing alternative modes of transportation within the Downtown.

b. Provide multi-modal options for accessing Downtown, including pedestrian, bicycle, motorbike, and motor vehicles.

c. Provide support for Americans with Disabilities Act (ADA) improvements for buildings and streets.

4.11.1.4 Institutions and Culture Policies

a. Strengthen zoning and other land use policies that guide institutional investment and expansion of the Downtown.

b. Support state and/or federal historical designations to acknowledge Framingham's unique and historic involvement with the Anti-slavery/Abolitionist Movement and Suffrage Movement.

c. Encourage opportunities for tourism, culture, arts, entertainment, recreation, food and health.

d. Support the cultural economy and multi-cultural businesses to foster a vibrant Downtown.

4.11.1.5 Railroad Yard Policies

a. Utilize the rail yards as a potential economic and valuable logistic resource for the Downtown.

b. Redevelop the existing Marshalling Rail Yards (North Yards) in the Downtown for alternative urban land uses to support revitalization and reinvestment efforts.

c. Consolidate rail yard services into the existing Marshalling Rail Yard in South Framingham.

4.11.1.6 Environmental and Open Space Standards

a. Restoration and improvement of Farm Pond to improve wildlife habitat and open space planning to provide passive recreation opportunities, so that this natural resource can become an asset for Downtown revitalization efforts.

b. Encourage water features, installation art and community gardens to attract residents and visitors to Farm Pond and other open space within the Downtown.

DOWNTOWN FRAMINGHAM

4.11.2 Mount Wayte/ Franklin Street

4.11.2. Land Use Policies

a. Offer a new mix of land uses that will bring new investment to the Mount Wayte Avenue and Franklin Street District in support of the Downtown with smaller-scale retail, office, and medium-density residential development.

b. Reconcile existing land uses of governmental and private properties and facilities.

c. Establish land use regulations and other initiatives to further the environmental, open space, and cultural policies.

d. Conduct an economic market analysis to determine the business needs to meet the potential demand of the residents and community members. Promote outdoor restaurants on Farm Pond, a supermarket, and other needs if determined feasible.

e. Enhance the value of the existing single-family neighborhoods within this area.

4.11.2.2 Transportation and Destinations Policies

a. Ensure that the pathways for multi-modal access lead to the main attractions and activity in this area such as Farm Pond, Cushing Memorial Park, Bowditch Athletic Complex, Keefe Technical High School and Callahan Senior Center.

b. Improve public transportation linkages to this area.

4.11.2.3 Environmental and Open Space Corridor Policies

a. Connect the open spaces and MWRA properties to create a continuous corridor linking river corridors with Farm Pond, the surrounding public lands, and other wetlands.

b. Improve view sheds of the natural areas and water resource areas where physical access is not possible.

4.11.2.4 Arts and Culture Policies

a. Restore the historic, social, cultural history and architecture of the area, e.g. Eames Family Farm, Harmony Grove, New England Branch of Chautauqua (Lake View) and Cushing Memorial Park.

b. Support education about the social and cultural history of the area.

MOUNT WAYTE

4.11.3 South Framingham

4.11.3.1 Land Use Policies

a. Apply Open Space Policies.

b. Apply Housing Policies that support rehabilitation of existing housing stock and infill development to enhance and improve the quality of life within the Town.

c. Consolidate rail yard services into the existing Marshalling Rail Yard in South Framingham. Modernize the existing Marshalling Rail Yard in South Framingham by establishing a limited access roadway along existing regional utility easements and/or existing right-of-ways to provide freight transportation services for commercial enterprises that rely on truck and rail services.

d. Promote investments to retrofit existing buildings with energy efficient features to improve the economic values of these structures and promote a sustainable economy.

4.11.3.2 Environmental and Open Space Corridor Policies

a. Provide connections between open spaces and aqueduct properties to create a continuous corridor to improve the quality of life in existing residential neighborhoods.

b. Improve view-sheds of the natural and water resource areas where physical access is not possible such as Beaver Dam Brook and Washakum Pond.

4.11.3.3 Buffers and Transitions Policies

a. Establish a redevelopment plan that reclaims and reuses the industrial lands under appropriate design standards.

b. Recognize the need for special care along the edges of zoning districts whose uses are not compatible.

c. Provide design elements along industrial corridors that pass through non-industrial zones, e.g. boulevards, linear parks and pocket parks, to improve the appearance of the built environment and quality of life.

d. Improve visual physical and environmental buffers between non-residential uses and existing or new residential uses to protect residential neighborhoods.

e. Protect residential neighborhoods in South Framingham by adjusting zoning districts to more closely reflect actual usage.

f. Establish Town Capital Program policies to support the infrastructure for buffers and transitions.

4.11.3.4 Transportation and Destinations Policies

a. Apply Infrastructure Policies.

b. Increase links to the parks and playgrounds located within South Framingham and surrounding areas. These links will allow residents to safely and enjoyably walk to the parks.

4.11.3.5 Brownfield Policy

Apply Brownfields programs and funding to encourage investment, redevelopment, reclamation and reuse of the industrial lands and structures.

4.11.3.6 Parking Policies

a. Reduce the congestion in residential neighborhoods in the South Framingham by improving public transit, parking design and use requirements in the General Residence (G) Zoning District.

b. Improve public facilities for overnight parking, off-street parking and winter parking bans.

c. Discourage parking on the front lawns of properties.

d. Encourage parking to be located to the side or rear of the property.

e. Improve neighborhood access to the trains, Logan Express, and Route 9.

f. Consider a neighborhood parking permit program.

SOUTH FRAMINGHAM

4.11.4 Framingham Centre

4.11.4.1 Land Use Policies

a. Rezone Framingham Centre to encourage mixed-use transitions between the Common and exiting Route 9 corridor development.

b. Ensure that the location, height, architectural character, and scale of non-residential development are appropriate to the existing pattern of small-scale and historic buildings.

c. Define clear edges to the historic district.

d. Expand the historic district to encompass and protect nearby and threatened structures. Furthermore, encourage reinvestment in historic structures and properties with language that avoids discouraging new investment.

e. Encourage small-scale, unique commercial shops, home offices, and small medical offices consistent with the historic land use patterns. Incorporate pedestrian and bicycle features for safe travel.

4.11.4.2 Accessibility Policies

a. Visually and physically connect Framingham Centre with Framingham State University and surrounding streets and neighborhoods south of Route 9 to repair the geographic heart of the Town, which was damaged by the widening of Route 9.

b. Encourage residents, college students and others to use Framingham Centre for shopping, dining and other activities by improving safety, environmental quality and pedestrian access from both the north and south of Route 9.

c. Explore options for air rights above Route 9 as a means to create a better connection between the north and south portions of Framingham Centre.

d. Introduce traffic calming features to slow traffic around the Framingham Centre.

4.11.4.3 Preservation Policies

a. Continue to improve Framingham Centre, surrounding structures, pedestrian path, and throughways to restore the historic center.

b. Develop a Framingham Centre Master Plan.

c. Encourage and expand cultural uses and activities throughout the year.

d. Consider expansion of the historic districts, infrastructure improvements and zoning revisions.

e. Strengthen the urban design of Framingham Centre to become the geographic center of the Town again.

4.11.4.4 Institutional Relations Policies

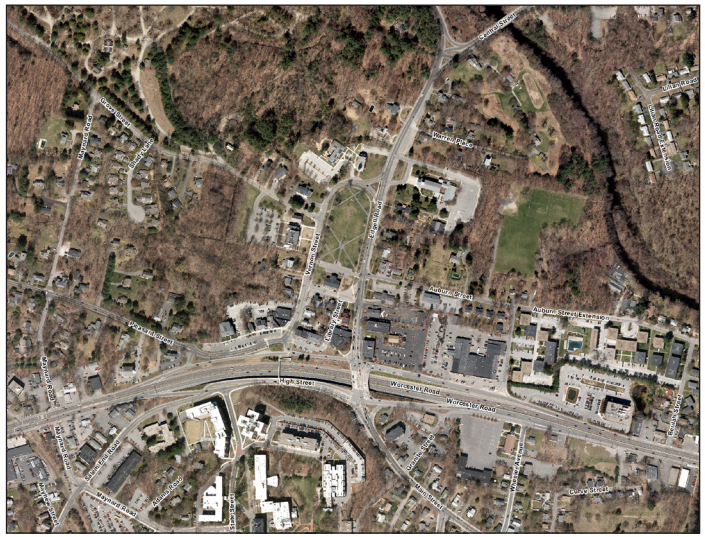
a. Encourage improved economic and social ties between the Town government, businesses, nonprofits entities and residents of the Town and Framingham State University.

b. Allow future expansion of Framingham State University to areas within Framingham that are compatible with this facility and Town plans to provide for long-term relationships between existing neighborhoods and the University.

c. Encourage institutional Master Plans to be submitted for review by the Town to permit land use planning that coincides with the Town's goals.

d. Encourage Framingham Centre for Framingham State University and Massachusetts Bay Community College facilities whenever possible, without displacing existing healthy commercial uses.

FRAMINGHAM CENTRE


Concord Street
Water Place
Hollis Street
Cochituate Road
Auburn Street
Auburn Street Extension
Worcester Road
Worcester Road
High Street
Dudley Road
Dudley Road
Dudley Road

4.11.6 Northwest Quadrant

4.11.6.1 Land Use Policies

a. Consider decreasing the allowable zoning density of development for conventional subdivision development in the Northwest Quadrant to preserve valuable agricultural and open space land through Open Space Residential Cluster Development land use.

b. Require alternatives to conventional subdivision platting, e.g. Open Space Cluster Development in order to conserve open space.

c. Require an analysis before extending water and sewer in the Northwest Quadrant.

4.11.6.2 Extension of Utilities Policy

Only extend water and sewer utilities through land into undeveloped areas when there are significant health and safety emergencies or where the extension creates opportunities to improve the character and quality of the built and natural environments.

4.11.6.3 Preservation Policies

a. Protect the rural quality of the Northwest Quadrant while accommodating development by allowing cluster residential development when open space is preserved in perpetuity.

b. Protect key scenic and natural resource areas such as open meadows visible from the roadside, farms, trail ways and view sheds through a variety of means, including conservation restrictions, donations, and preservation related to cluster development.

c. Establish connected and continuous greenways through the Northwest Quadrant to provide public access and protect wildlife habitat.

d. Establish protected connections between fragmented open space to promote wildlife and habitat preservation.

e. Protect and support agricultural enterprises with a set plan on how to manage, maintain, and finance the land use. Support local agriculture with state and federal programs.

f. Provide support to the local farms through ag-tourism, scenic farm loop, and other agriculture programs.

NORTHWEST QUADRANT

4.11.7 Saxonville

4.11.7.1 Land Use Policies

a. Revitalize Saxonville as a mixed-use village center composed of stores, shops, small businesses, rehabilitated existing housing, and new infill housing. Promote multifamily mixed-use projects at a scale appropriate to the village center. Ensure that any new development, investment, redevelopment, reclamation or reuse in Saxonville respects the existing building patterns, and that parking is located behind buildings.

b. Develop on-site and on-street parking plans.

c. Create links between new and old Saxonville neighborhoods, specifically Pinefield, the Saxonville Mill neighborhood, and the Danforth Bridge neighborhoods.

d. Promote the historic character of primary corridors such as Water Street, Central Street, Elm Street, and Danforth Street.

e. Develop a streetscape improvement program.

f. Ensure zoning by-laws preserve historic character.

g. Promote the historic neighborhood scale of secondary roads such as Potter, Old Connecticut Path, School Street, and Hamilton Street.

h. Encourage mixed use in the Roxbury Mill complex to provide increased economic vitality.

i. Consider public parking to support reuse of older structures, preserve historic structures, and land use patterns.

j. Provide civic spaces and pedestrian links in the village center.

k. Preserve the historic mill houses that surround the center, within and outside the historic district.

l. Provide outdoor civic spaces to enhance the natural resources and community spaces within this area.

m. Ensure a connection between Saxonville and the Planned Unit Development (PUD).

SAXONVILLE

Hollis Court
Hollis Street
Hollis Avenue
Hollis Place
Hollis Terrace
Hollis Drive
Hollis Road
Hollis Lane
Hollis Circle
Hollis Alley
Hollis Way
Hollis Park
Hollis Square
Hollis Trail
Hollis Walk
Hollis Ridge
Hollis Hill
Hollis Mill
Hollis Pond
Hollis Lake
Hollis Bridge
Hollis Tower
Hollis Manor
Hollis Estate
Hollis Villa
Hollis Cottage
Hollis Farm
Hollis Garden
Hollis Grove
Hollis Orchard
Hollis Meadow
Hollis Valley
Hollis Hamlet
Hollis Village
Hollis Center
Hollis Plaza
Hollis Mall
Hollis Arcade
Hollis Pavilion
Hollis Gallery
Hollis Museum
Hollis Library
Hollis Theater
Hollis Cinema
Hollis Stadium
Hollis Arena
Hollis Rink
Hollis Pool
Hollis Spa
Hollis Resort
Hollis Lodge
Hollis Inn
Hollis Hotel
Hollis Motel
Hollis Tavern
Hollis Pub
Hollis Grill
Hollis Bar
Hollis Club
Hollis Lounge
Hollis Cafe
Hollis Bakery
Hollis Market
Hollis Shop
Hollis Store
Hollis Mart
Hollis Depot
Hollis Station
Hollis Terminal
Hollis Port
Hollis Harbor
Hollis Dock
Hollis Pier
Hollis Wharf
Hollis Quay
Hollis Landing
Hollis Anchorage
Hollis Mooring
Hollis Moorings
Hollis Boat Yard
Hollis Marina
Hollis Yacht Club
Hollis Sailing Club
Hollis Rowing Club
Hollis Boat Club
Hollis Canoe Club
Hollis Kayak Club
Hollis Rowing Center
Hollis Sailing Center
Hollis Boat Center
Hollis Canoe Center
Hollis Kayak Center
Hollis Rowing Course
Hollis Sailing Course
Hollis Boat Course
Hollis Canoe Course
Hollis Kayak Course
Hollis Rowing Regatta
Hollis Sailing Regatta
Hollis Boat Regatta
Hollis Canoe Regatta
Hollis Kayak Regatta
Hollis Rowing Race
Hollis Sailing Race
Hollis Boat Race
Hollis Canoe Race
Hollis Kayak Race
Hollis Rowing Team
Hollis Sailing Team
Hollis Boat Team
Hollis Canoe Team
Hollis Kayak Team
Hollis Rowing Club
Hollis Sail

d. Encourage parking garages to reduce surface parking and increase building development.

e. Facilitate the expansion of the Logan Express service at an existing or nearby location as part of new investment in the Golden Triangle.

f. Improve access to Interstate 90.

GOLDEN TRIANGLE

4.11.9 9/90 Corporate Center and Technology Parks

4.11.9.1 Land Use Policies

a. Continue to support high technology and light manufacturing uses with zoning and infrastructure improvements.

b. Encourage high standards for architecture, urban design, landscaping and streetscape.

c. Reposition remaining underutilized and underdeveloped land to provide new opportunities for commercial uses.

d. Provide incentives to encourage the highest and best use of older developed parcels in the Technology Park.

4.11.9.2 Access and Parking Policies

a. Encourage a reduction in parking by promoting shared parking with adjacent uses.

b. Encourage parking garages to reduce surface parking and increase building development.

c. Facilitate the expansion of local and regional public transportation connections to Framingham MBTA Station and the Logan Express service.

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.

e. Explore opportunities presented by adjoining vacant commercial property to improve public parking and public transit.

f. Improve access to Interstate 90.

4.11.9.3 Infrastructure Policies

a. Provide increased development opportunities in exchange for public improvements.

b. Improve the telecommunications infrastructure.

4.11.9.4 Environmental and Open Space Corridor Policy

Minimize adverse visual and environmental impacts of development on open spaces in the area, and enhance their functions as water storage, natural habitat, and areas for passive recreational use.

TECHNOLOGY PARK / 9/90

5 IMPLEMENTATION OF LAND USE ACTIONS

5.1 Short Term Actions

5.2 Longer Term Actions

5.3 Consider New and Innovative Approaches to Land Use Management

5.4 Implementation Timeline for Land Use Actions

5 IMPLEMENTATION OF LAND USE ACTIONS

These Land Use Actions build on the previous Goals, and Policies to carry out the Master Land Use Plan. The Planning Board shall work with Town Departments under the direction of the Town Manager and respective Standing Committees to develop and adopt zoning changes as recommended in the Master Land Use Plan. This relationship between Town Meeting, Standing Committees and the Planning Board will require continual communication and input to ensure successful adoption of these changes.

The Planning Board will refine these recommendations and related work programs on a continual basis. The work plan is:

a. The Planning Board will prepare an update on actions, changes, and amendment to the Master Land Use Plan as a report to Town Meeting annually and add that report to the Master Land Use Plan;

b. The Planning Board will undertake a periodic comprehensive review and update of the entire Master Land Use Plan every five years. The Planning Board will amend and extend the Master Land Use Plan as necessary, but not less than every ten years;

c. The Planning Board will advance actions identified as Short-Term actions over the next four years;

d. The Planning Board will advance actions identified as Mid-Term actions over the next seven years; and

e. The Planning Board will advance actions identified as Long-Term actions over the next decade.

5.1 SHORT TERM ACTIONS

These are the first priority actions, to be addressed within the next 1 to 4 years. These actions mainly focus on land use regulations and suggest where zoning should be analyzed and reconsidered in light of current conditions and opportunities.

5.1.1 Comprehensive Revisions to Town Land Use Regulations

The Town of Framingham Zoning By-Laws include residential, commercial, industrial, and special districts that specify the allowed uses and dimensional, standards. The Zoning By-Laws were first enacted on March 15, 1939 and have been amended many times over the years to meet the needs and goals of the community and to respond to changes in federal and state laws, regulations, and case law. Zoning needs to be amended to be consistent with this plan and community needs and desires.

The Planning Board should review and evaluate the Town's current Zoning, update existing regulations, and incorporate and consider the advantage of different and newer approaches to land use regulations. The Planning Board should identify the strengths and shortcomings based on the review of the local development process and the projects that have resulted from application of these regulations. In addition, a review of national best land use practices will be used in combination to recommend potential revisions.

This comprehensive approach will not be used to postpone other improvements to zoning, which have already been identified as necessary for the Town's future growth. During this process, the recommended revision of several key zoning sections listed below may be developed and advanced, along with other changes needed to take advantage of land use changes and opportunities that may occur in the short term.

5.1.1.1 Signage and Digital Signs

Commercial and public signage is evolving with highly changeable, illustrative, animated, and interactive signs. When considering By-laws to address changing technology and practice, the Town should:

a. Ensure signage requirements are content neutral;

b. Define digital signs and regulate those sign types for health and safety;

c. Address health and safety over aesthetics;

d. Provide consistency in prohibitions on types of signs and not favoring commercial signs; and

e. Consider standards for both private property and for public property.

5.1.1.2 New Parking Standards

Consider revising the Town's Parking By-law requirements [Zoning By-law, sec. IV.B.] to allow:

a. Parking requirements that can be reduced in transit focused areas and areas with shared parking;

b. Encouraging development in Downtown and other older commercial areas in Framingham Centre and Saxonville without requiring an expansion of surface parking, which is not a land use that encourages pedestrian activity;

c. Encouraging Low Impact Development (LID) and techniques for reducing runoff and heat island effects;

d. Accommodating the growing use of smaller vehicles (allowing smaller parking spaces, motorbike spaces, and bicycle parking);

e. Encouraging the growing use of alternative energy vehicles (by requiring electric charging stations); and

f. Encouraging the use of car sharing programs as an alternative to car rental or car ownership.

5.1.1.3 Live Work Space

Encourage Live-Work space in existing older industrial building and all mixed use and commercial area. A model by-law for Live-Work Space is included as Appendix G.

Lead Department - Planning Board

Supporting Department/ Organizations - Town Counsel, Community & Economic Development, Building Department, Standing Committee on Planning & Zoning, and others as appropriate

5.1.2 Zoning Districts or Overlay Districts for the Key Commercial Centers and Corridors

New zoning districts and/or overlay districts should be created for key commercial areas. These areas create an identity for the Town, provide opportunities for new local jobs, taxes, and further the economic development goal of this Master Land Use Plan.

5.1.2.1 Rezoning Key Districts

Task 1 - Complete a zoning analysis and land use study of the commercial districts:

a. Collect Assessor records, property information, and current zoning information to accurately identify properties within the target rezoning areas or corridor;

b. Collect and create maps to graphically represent the current zoning in addition to an appropriate area outside the corridors depicting the abutting corridor properties;

c. Identify vacant and underutilized land for potential redevelopment or conservation; and

d. Identify the priority commercial areas for overlay rezoning.

Deliverables:

- Inventory Analysis with a property information for the area or corridor;
- Existing Conditions Maps; and
- Listing of Key Commercial Districts.

Task 2 - Prepare potential zoning overlay districts or redefined zoning districts:

a Develop new zoning or overlay districts for the area or corridor;

b. Identify allowed uses;

c. Include incentives to encourage new investment; and

d. Develop potential area or corridor zoning maps to depict the proposed zoning district.

Deliverables:

- Proposed zoning districts or overlay districts; and
- Potential Area or Corridor Zoning Maps.

Task 3 - Rezone the target areas or corridors through the Town Meeting process:

a. Complete the public hearing process for input for the proposed zoning district changes; and

b. Meet with the Standing Committee on Planning and Zoning for further input.

Deliverables:

- Town Meeting presentation and background material; and
- Zoning District By-Law amendments.

Lead Department - Planning Board

Supporting Department/Organizations - Department of Public Works and Community and Economic Development Department

5.1.2.2 Overlay Districts

The incremental approach does not require a master land use plan but the developer must submit an application on a per use basis and the zoning provides a list of what is allowed by-right, by site plan approval, or by special permit. Zoning is typically prescriptive, detailing parking requirements (e.g., one space per residential unit and/or shared-use parking). Typically this approach does not address affordable housing due to the complexity of the requirements set forth by the Town and State. Overlay Districts can use a master plan or an incremental approach. The master plan approach requires a developer file a master site plan that identifies the impacts of proposed uses, including traffic, environmental, and effects on existing uses:

a. Allowed uses defined by underlying districts;

b. A special permit for additional uses detailed in the master site plan ;

c. Consideration of history of structures (with a report to the historical society);

d. Maximum number of dwellings determined by Planning Board based on existing structures, trip generation, and number of affordable units provided;

e. A limit (e.g., 10%) on larger residential units (e.g., three bedrooms); and

f. Allows for increase or reduction in parking requirements, on a case-by-case basis.

Currently, based on public policy and plans the Light Manufacturing (M-1) and General Manufacturing (M) Zoning Districts in the Framingham Zoning By-laws are not clear as to what is expected from development in these areas. A new Planned Industrial District By-law for Framingham, particularly for the South Framingham and the Adesa property should be drafted with the following key elements:

a. Area master plan requirement for larger and aggregated parcels;

b. Phased development allowance;

c. Transit-oriented site planning and demand management programs;

d. Limits on the percent of commercial and service uses to a portion of the building spaces, or use of an FAR restriction; and

e. Requirements for identification and standards for mitigation of adverse impacts.

5.1.2.3 Target Areas or Corridors Identified for Rezoning

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:

1. The General Manufacturing District and General Business District for the Golden Triangle (Golden Triangle);

2. The General Business District for the Waverly Street (Route 135) corridor and General Manufacturing District in South Framingham;

3. Downtown Framingham;

4. The 9/90 Corporate Center and Technology Park;

5. Mt Wayte Corridor;

6. Saxonville and Nobscot Corridor;

7. Temple Street Neighborhood;

8. Dennison Triangle Corridor on Bishop/Howard/Clinton Street;

9. The Concord Street Corridor;

10. Framingham Centre District; and

11. Route 9/Worcester Road Corridor.

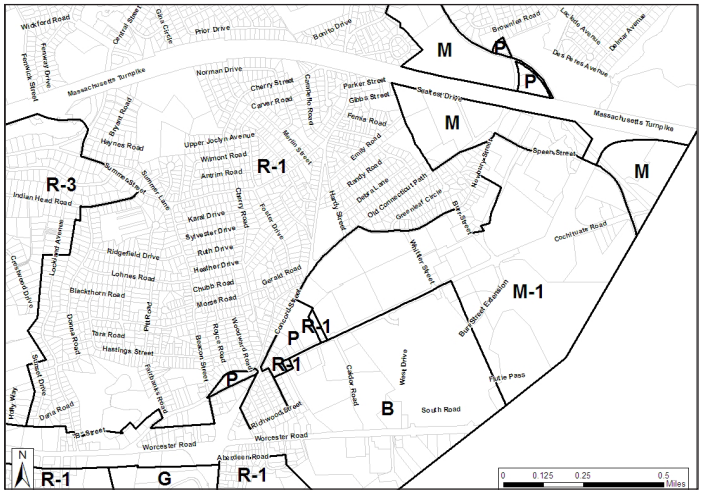
Below, each Target Area and Corridor has been identified with additional sub-tasks specific for the areas for successful rezoning of these districts. A Smart Growth Plan was developed for the Route 9 Metrowest Corridor, prepared under the auspices of the Sustainable Communities Consortium. This is described separately in section 5.1.2.3.11

5.1.2.3.1 Golden Triangles

Rezoning of the General Manufacturing District (M) and General Business District (B) in the Golden Triangle [Figure 5.1]. The General Manufacturing Zoning District adjacent to Concord Street, Old Connecticut Path, Speen Street, Worcester Road (Route 9), Cochituate Road (Route 30), and within the Golden Triangle is some of the most valuable, highly-sought-after property within Framingham for development and business growth. With direct access to the Massachusetts Turnpike (Interstate 90) at Interchange 13, this land is a priority for business development for the Town and region.

The existing zoning within this area also consists of Single Family Residence Zoning Districts directly adjacent to the General Manufacturing (M) Zoning District and General Business (B) District. Large active recreational areas of State protected land, including Lake Cochituate, Reardon Park, and the Cochituate Rail Trail are adjacent to and bisect the M Zoning District. Therefore, the rezoning of the General M Zoning District and B Zoning District is critical to soften the transitions between residential, active recreational, manufacturing, commercial properties. Rezoning would allow for more suitable land uses and better use of the land, which include professional office, telecommunication, research and development, and high tech manufacturing.

GOLDEN TRIANGLE



Task items:

a. Identify large parcels of land and businesses within the Target Area;

b. Conduct a traffic study to determine the carrying capacity of the existing roadways and provide recommendations for traffic and Level of Services betterment;

c. Conduct a land use analysis to better understand the existing conditions of the area and to better understand the possible future growth of the area;

d. Develop a plan to work with large corporations and large parcel owners to develop a strong buffer between changes in use; and

e. Commence a joint planning effort with the Town of Natick to identify future long-term transportation system improvements needed in the Golden Triangle to improve traffic circulation for existing development and accommodate future growth, providing improved access to the Massachusetts Turnpike (Interstate 90).

Deliverables:

• Traffic Report that provides traffic recommendations for improvement within the area;

• Produce a land use analysis to determine the appropriate zoning and recommendations for the Golden Triangle Overlay Zoning District;

• Revise the existing zoning to be consistent with the goals of Framingham and to be consistent with the Town of Natick's zoning;

• Produce a rezoning package based on neighborhood meetings and the public process; and

• Revise zoning through the Town Meeting process, for the Attorney General's Approval.

Lead Department - Framingham Planning Board in partnership with Natick Community Development Department

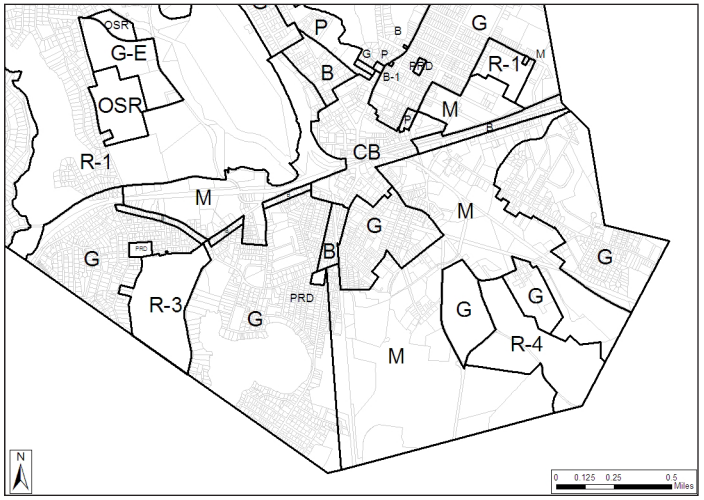
Supporting Department/ Organization - Department of Public Works, Community and Economic Development Department

5.1.2.3.2 South Framingham

South Framingham, along Waverly Street (Route 135) from the Natick and Ashland town lines, is an important area for the Town of Framingham. This area has been heavily settled since the establishment of Framingham, once home to Dennison Manufacturing and General Motors, is now the most densely populated area in Framingham. The existing zoning within this area consists of General Manufacturing (M), Light Manufacturing (M-1), Single Family Residential (R 1- 4), Office and Professional (P), and Business (B) Zoning Districts. Potential development sites and areas that maybe subject to future redevelopment can be identified through a susceptibility to change analysis. Potential development sites and redevelopment areas could possibly emerge under certain conditions at some of the locations identified through analysis.

The area of focus is along Waverly Street east of the Central Business (CB) Zoning District encompassing commercial properties and neighborhoods along Blandin Avenue, Leland Avenue, Kendall Avenue, and east to the Natick line.

SOUTH FRAMINGHAM



Task items:

a. Consider Overlay Zoning that provides Form-Based Code Zoning and Traditional Neighborhood Design;

b. Consider rezoning to B-1, B-2, B-3, and B-4 Zoning Districts from General Business (B);

c. Create an entrepreneurial zoning district that supports a creative professional workforce and small startup businesses through a Live-Work District;

d. Partner with state and local organizations to consider a TOD overlay district;

e. Identify vacant and underutilized land isolated by intersecting rail lines for redevelopment and reinvestment; and

f. Identify sensitive habitat and wetlands for restoration and preservation.

Deliverables:

• Produce a land use analysis for the areas of focus within Southeast Framingham along Route 135, TOD area, and Southwest Framingham along Route 135;

• Revise existing zoning as a result of the land use analysis that correlates to the area. Follow the Town Meeting process and seek final approval through the Attorney General;

• Produce a traffic study of the various study areas to be able to provide recommendations to increase the Level of Service and incorporate Complete Street Policies into the roadways;

• Produce an open space and park lands master plan to protect existing natural resources, provide directions for future preservation of open spaces, and establish a system for seeking outside funding sources; and

• Develop a rail line and aqueduct trails master plan to guide the Town in creating future trails within the area.

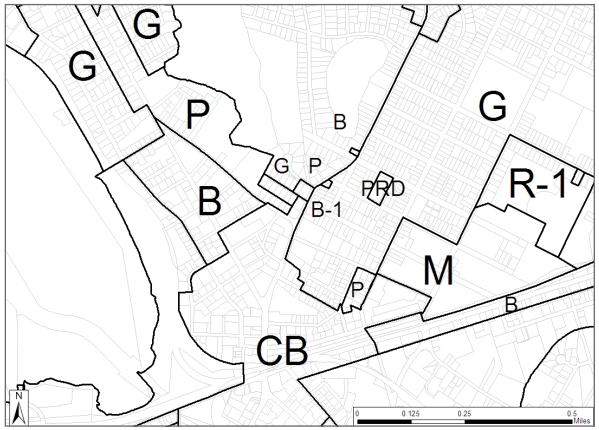
Lead Department - Planning Board and Community & Economic Development

Supporting Department/ Organizations - Department of Public Works, Framingham Board of Health, Framingham Police Department, and other key Departments and Organizations

5.1.2.3.3 Downtown Framingham

The MBTA commuter rail service from Downtown Framingham [Figure 5.3] to Worcester and Boston is an asset that attracts potential buyers and renters for particular types of new residential uses and for the limited amount of commercial office spaces available for tech-based businesses, entrepreneurs and professional services. The Town has embarked on an ambitious Transit Oriented Development (TOD) program to improve pedestrian connections between the Downtown and the commuter rail station and parking facilities, as well as improving signage, the streetscape, and the public realm.

DOWNTOWN FRAMINGHAM



Task items:

a. Design and develop signage to help guide visitors and the community to destinations within Downtown Framingham;

b. The Community and Economic Development Department should continue to pursue state grants to finance studies and initiatives supportive of new TOD within walking distance of the existing transportation facilities and the MBTA station. These will result in pedestrian and bicycle enhancements and other improvements aimed at promoting the redevelopment of potential development sites located within 1/4-mile of Downtown Crossing at the intersection of Route 135 and Concord Street;

c. Identify and inventory existing buildings and tenants for each building space in the Downtown. There are opportunities to convert a few obsolete commercial buildings into moderately priced condominiums, apartments, lofts or live-work space for artists, entrepreneurs, and young professionals. Affordable space in Downtown Framingham may be an attractive alternative to Boston and Cambridge to meet the need for affordable space for middle-income artists, artisans, entrepreneurs, and other creative professionals;

d. Identify geographic descriptions relative to who is located within the area, including governmental, hospital, etc.;

e. Articulate a cohesive Economic Development Strategy for the Downtown, as recommended in the Downtown Market Analysis (March 2008). This strategy needs to be evaluated in the context of a comprehensive downtown economic development strategy that examines buildings or site-specific potential and financial feasibility for reuse/redevelopment as well as the existing and projected supply of similar property in the MetroWest area. An attractive feature of Downtown Framingham is easy access by road and commuter rail to educational institutions in the Boston, Worcester and Pioneer Valley areas where many artists and creative professionals are employed;

f. Coordinate the efforts of the Town and the MetroWest Regional Hospital to develop an IMP to guide physical improvements to the campus to utilize the connection between medical care and the Downtown to improve the physical, visual and social expansion of the area;

g. Provide visitors to the area's medical centers, specifically the hospital, with access to local businesses to ensure success of the Town's Downtown revitalization efforts, while providing visitors with walkable options for dining and entertainment; and

h. Utilize the Urban Design and Land Use and Market Analysis to identify a new mix of uses that would increase the likelihood of reinvestment and redevelopment in the Downtown. The Town should promulgate a new zoning initiative for the Downtown, the Central Business District and adjacent environs. A Downtown TOD Overlay District or a revised Central Business Zoning District, with appropriate development standards guiding the intensity of development that incorporates Form Based Zoning principles should be formulated by the Town. The zoning/overlay district should be accompanied with appropriate development incentives based on a project's performance relative to achieving the more global objective for a revitalized Downtown and South Framingham.

Deliverables:

• Provide zoning and/or overlay district that support the area of critical mass required to deliver the vision of a TOD. Incorporate added density for live-work and/or mixed-use projects;

• Wayfinding and Signage: (Link http://www.fdrms.org/wayfinding/) Design and implement markers and visual aids for visitors and travelers to navigate efficiently around our downtown. The purpose of the Signage will point the way to historic gems, scenic trails, public transit and alternative vehicular routes – making Downtown Framingham an enjoyable place to visit, explore and even rediscover;

• Front Door Framingham Project: (Link http://www.fdrms.org/front-door/) The Front Door Framingham Project seeks to establish a new

identity for this historically contemporary business district with a gateway that invites visitors, commuters and travelers to shop and explore our multi-cultural, creative downtown; and

• Incorporate art, civic & cultural events, in addition to community revitalizations efforts within Downtown, such as murals, movie nights, and cultural fairs.

Lead Department/Organization: Framingham Downtown Renaissance, Community & Economic Development, and Planning Board

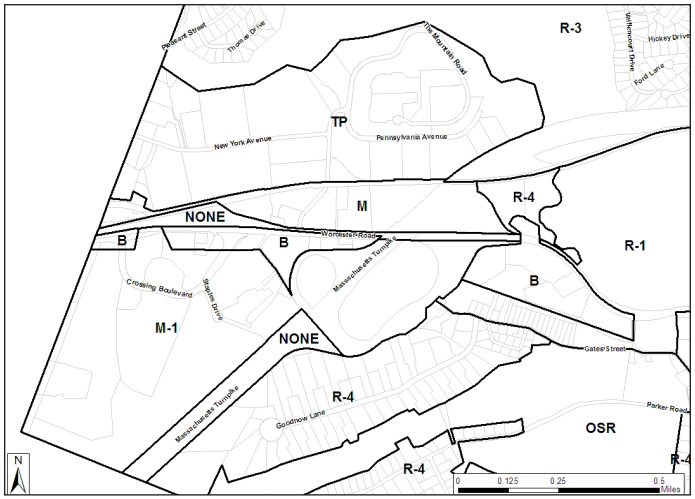
Supporting Department/ Organizations - MetroWest Medical Center, and Department of Public Works

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.

9/90 CORPORATE CENTER AND TECHNOLOGY PARK



Task items:

a. Conduct an inventory analysis of all properties within this area of Town;

b. Review the density of the existing land uses, while considering a mixed-use option for a live-work-play type environment;

c. Create a work plan with the businesses, corporations, and large parcel owners to develop a Technology Park Master Plan, Streetscape Improvement Plan, and update the Technology Park Zoning District;

d. Develop a Ch. 43D Streamline Permitting option with the area to allow for better promotion of parcels and increase permitting efficiency;

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;

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; and

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.

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;

• Sponsor an overlay district in conjunction with the Town of Southborough similar to the Golden Triangle Overlay District near Exit 12. Increase the number of Parcels that are members of the 43D Streamline Permitting program; and

• Produce a master plan for the area to provide for complete streets and a pedestrian friendly campus. 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.

Lead Department - Framingham Planning Board in partnership with Southborough Planning Department

Supporting Department/ Organizations - Department of Public Works, Community and Economic Development Department, Framingham Police Department, MetroWest Chamber of Commerce, and other key Departments and Organizations

5.1.2.3.5 Mount Wayte Corridor

The Mount Wayte Corridor is primarily comprised of the Light Industrial (M-1) District Zoning. The Mount Wayte Corridor is located between the intersection of Mt. Wayte Avenue and Union Avenue to the east and the intersection of Mt. Wayte Avenue and Dudley Road to the west, and along Franklin Street to the north and south. The corridor is also comprised of Professional and Office (P), General Residence (G), and Neighborhood Business (B-1) Zoning Districts. The properties along the Corridor present opportunistic development opportunities such as the vacant Perini facility, an underutilized shopping plaza, vacant buildings once used for restaurants, and vacant state government buildings. Opportunities exist within this area for redevelopment and corridor connections. Nearby, is Cushing Memorial Park, one of the largest most used parks owned by the Town of Framingham and Farm Pond, a natural resource that connects Downtown and the Corridor visually.

MOUNT WAYTE CORRIDOR

Task Items:

a. Conduct a land use analysis to review the roadways and the existing land uses;

b. Conduct a traffic analysis to determine if a Complete Streets options is viable within the corridor. In addition to determining if there are natural connections between Framingham State University and Downtown Framingham;

c. Utilize the Corridors historic features, such as Eames Family Farm, Harmony Grove, New England Branch of Chautauqua (Lake View), and Cushing Memorial Park;

d. Establish a relationship with the private landowners within the Corridor to establish a pedestrian scale development, allowing for patrons and the community to utilize shopping and dining opportunities without using their personal vehicles to get from one store to the next; and

e. Develop the Mount Wayte Corridor as a focal point for economic development while establishing a connection between nearby Framingham State University and the Downtown.

Deliverables:

a. Produce a Complete Streets Corridor Plan for the Mount Wayte Corridor, creating connections between Cushing Memorial Park and Downtown Framingham. Additionally, provide for public transportation options to establish a connection between Framingham State University and Downtown Framingham;

b. Construct a multi-use path around Farm Pond, with access from the Corridor;

c. Publish an economic development plan to allow for Mount Wayte to serve as a connector between Framingham State University and Downtown Framingham, and establishing Mount Wayte as a destination location; and

d. Seek funding sources through federal, state, and local resources to enhance the historic features within the corridor, in addition to providing the Parks & Recreation Department and Conservation Commission with funding to support the protection of natural resources and park lands within the area.

Lead Department - Framingham Planning Board, Community & Economic Development, and Department of Public Works

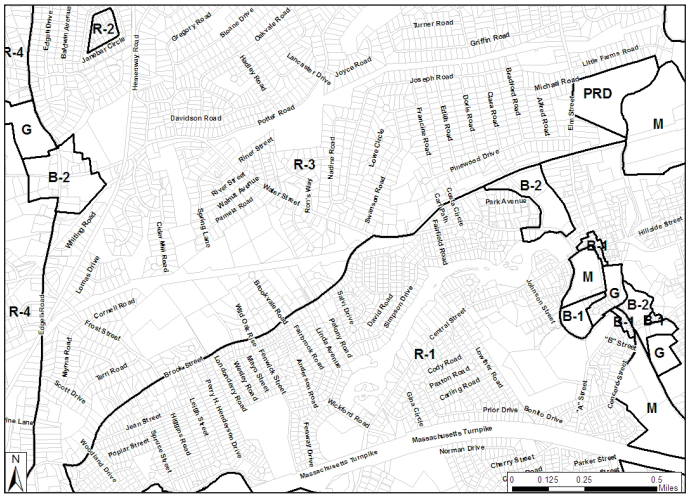
Supporting Department/ Organizations – Framingham Historic Commission, Framingham Historic District, and other Key Organizations

5.1.2.3.6 Saxonville Nobscot Corridor

Saxonville is one of the oldest neighborhoods within Framingham. With Saxonville's deep roots in the cotton and wool industries in the 1800s, to its production of uniforms and blankets during the Civil War, the Mills are on the National Register of Historic Places. The five Mills are now home to small businesses, and the Boston Heart Study and a strong residential community. Approximately, two miles to the west of Saxonville is Nobscot Village. Nobscot Village, originally the home of many farms within Framingham is still one of the most underdeveloped areas within the Town. Nobscot Village contains an historic chapel, Hemingway School, Framingham Fire Station, Christa McAuliffe Branch Library, an underutilized shopping plaza, and several other small businesses.

Saxonville was once connected to Downtown Natick by the trail; in recent years Framingham has worked to develop a plan for the construction of the Cochituate Rail Trail, a multi-use path that will once again connect Saxonville with Downtown Natick. However, there is a lack of a connection between Saxonville and Nobscot, connected by Water Street, which is limited to vehicles and narrow sidewalks. Along Water Street is Pinefield Shopping Plaza with sitings off the Street, with a massive parking lot between the Street and the building.

SAXONVILLE NOBSCOT CORRIDOR



Tasks Items:

a. Review the existing conditions of the mill buildings and underutilized shopping plazas;

b. Conduct a land use analysis to determine the existing uses between Saxonville and Nobscot, in addition to reviewing the use of the Pinefield Shopping Plaza;

c. Water Street is primarily residential and open space, and contains a small shopping plaza. Work with the MWRA to open the aqueducts for pedestrian uses; and

d. Conduct a zoning analysis, build-out analysis, and corridor study to revise the zoning within the area to ensure the best use. By rezoning this corridor, this will allow residents and private landowners to utilize their properties by reducing the need to expand onto existing open space parcels along the corridor.

Deliverables:

- Publish a strategic plan for the reuse of the mill buildings and underutilized shopping plazas;
- Establish a corridor connection plan between Saxonville and Nobscot, utilizing the Pinefield Shopping Plaza.
- Produce a corridor transportation plan to provide multi-modal options for vehicles, bicycles, and pedestrians to co-exist;
- Produce an economic development plan to increase the use of the existing shopping plazas and mills within the corridor; and
- Prepare and produce zoning to be consistent with the market demands and potential land uses as described in the zoning analysis, build-out analysis, and corridor study. Follow the appropriate channels for zoning amendments, such as Town Meeting approval and final approval from the Attorney General.

Lead Department - Framingham Planning Board, Community & Economic Development, and Department of Public Works

Supporting Department/ Organizations – Framingham Parks & Recreation, Friends of Saxonville, Nobscot Neighbors, Framingham Historic Commission, Framingham Historic District, and other Key Organizations

5.1.2.3.7 Temple Street Neighborhood

Once a neighborhood sited as the fairgrounds, the Temple Street Neighborhood has undergone significant development over the years. Development includes several shopping plazas, high density housing, and single family homes. The intersection of Temple Street and Route 9 currently has severe traffic congestion due to unplanned development. This neighborhood has the potential to serve as a localized neighborhood center as it serves as a transition zone between highway businesses and low density residential neighborhoods.

TEMPLE STREET NEIGHBORHOOD

Task Items:

a. Conduct a land use analysis to better understand the potential redevelopment of this neighborhood. Consider the use of FBCs as a technique for more consistent and predictable building form as redevelopment occurs;

b. Conduct a traffic analysis to better understand the cause of traffic congestion in the neighborhood;

c. Review the existing housing stock within the neighborhood. Develop a relationship with the large apartment complex owners/ managers to discuss possible options for redeveloping these assets of the Town; and

d. Develop a non-motorized trail network plan for the corridor to make connections with other non-motorized trails in the neighborhood.

Deliverables:

• Publish a traffic roadway plan for the neighborhood to increase the LOS within the neighborhood. The traffic roadway plan should incorporate Complete Street policies and connecting trail networks;

• Produce an economic development plan to consider alternative uses of the commercial area such as mixed-use developments and office spaces to create a live-work-play environment; and

• Revise zoning through Town Meeting and approval of the Attorney General based on the recommendations from the land use analysis.

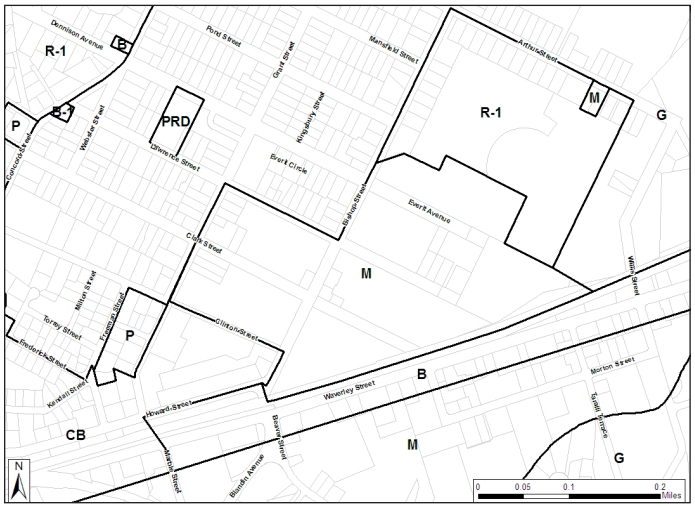
Lead Department - Framingham Planning Board, Community & Economic Development, and Department of Public Works

Supporting Department/ Organizations – Framingham Parks & Recreation and other Key Organizations

5.1.2.3.8 Dennison Triangle Corridor on Bishop/Howard/Clinton Street

With the vacancy of Dennison Manufacturing within the Dennison Triangle Area, existing manufacturing buildings are underutilized or remain vacant. This area is limited in the number of parking spaces and public transportation. With the close proximity of Downtown and nearby residential neighborhood, there is an opportunity to establish a commercial center, office uses, research & development infrastructure, and residential mixed-use for a live, work, play, visit environment.

DENNISON TRIANGLE



Task Items:

a. Conduct a land-use analysis for the Dennison Triangle and those within a half mile to determine the existing uses and potential uses, along with the requirements needed to reuse or redevelop the existing buildings;

b. Conduct a traffic review analysis of the corridor to determine the LOS, possible opportunities for complete streets, and non-vehicular connections to surrounding destinations;

c. Conduct a land use analysis and economic development study to determine the opportunities within the area. Additionally, research how this corridor can support a TOD overlay in Downtown Framingham; and

d. Establish a cultural type of District to help identify and give the Corridor an identity of its own.

Deliverables:

• Produce a public transportation and Complete Streets Plan for this area to decrease vehicle congestion. Promote a walkable urban environment. Strive for a LOS of B or better within this Corridor as a way to benchmark a pedestrian environment;

• Publish an Economic Development Plan and Land Use Master Plan for this Corridor to provide direction for future growth and expansion of the Corridor. With the Corridor's close proximity to the Downtown TOD there is opportunity for future growth and expansion of this area; and

• Consider revising existing zoning based on the recommendations from the land use analysis. Follow the appropriate channels for zoning amendments, which includes Town Meeting approval and final approval from the Attorney General.

Lead Department - Framingham Planning Board, Community & Economic Development, and Department of Public Works

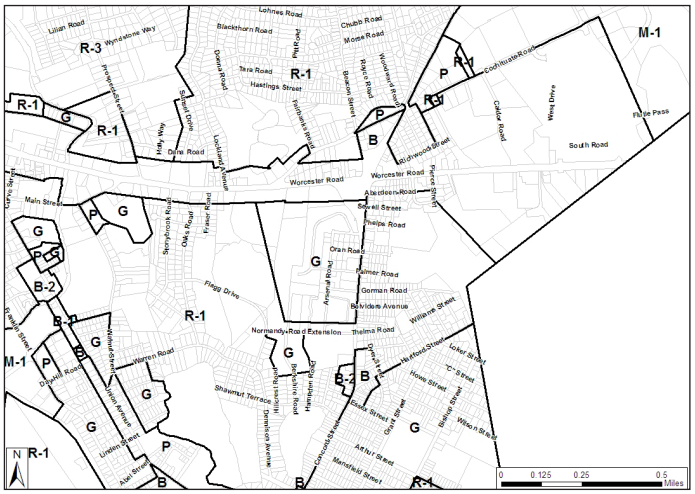
Supporting Department/ Organizations – Framingham Parks & Recreation, Framingham Historic Commission, Framingham Historic District, and other Key Organizations

5.1.2.3.9 Concord Street Corridor

Recent revitalization of the Concord Street Corridor includes The Musterfield at Concord Place that serves as a gateway to the Downtown. To support ongoing redevelopment efforts for the Downtown, rezoning opportunities should be examined throughout the Concord Street corridor to facilitate physical improvements to properties. Existing zoning along this corridor ranges from General Business, General Residential, Single Family Residential, Office and Professional, and Planned Reuse Zoning Districts.

Buildings whose facades face Concord Street are envisioned as becoming small offices for business professionals, neighborhood-based shops, and restaurants. Side streets which are perpendicular to Concord Street are envisioned to remain as single-family housing.

CONCORD STREET CORRIDOR



Task items:

a. To ensure that the proper rezoning is identified for this corridor, conduct an inventory of all existing small shops, professional offices and vacant buildings along the Concord Street Corridor; and

b. Create a close working relationship with the directors and managers at the Framingham Housing Authority, Mass Bay Community College and other property owners to ensure that the Concord Street Corridor is a livable and workable place for residents and community members.

Deliverables:

• Produce a corridor master plan for this area of Framingham to better direct future growth and establish an important entrance into Downtown Framingham;

• Publish a housing plan for this corridor which may incorporate mixed-use development for commercial-residential or office-commercial-residential; and

• Incorporate complete street policies for non-vehicular opportunities.

Lead Department - Planning Board

Supporting Department/ Organizations - Department of Public Works and Community and Economic Development Department

5.1.2.3.10 Framingham Centre

Framingham Centre is home to the Framingham Centre Common, Framingham History Center, and early municipal governmental buildings, including the former Town Hall, Framingham State University and the former central library. The principal land use and development challenges for Framingham Centre are two-fold: overcoming the physical division of the area by the major highway, Route 9 (Worcester Road), and zoning that cannot support the desired changes. The roadway has disconnected the center into two distinct islands with poor physical and visual connectivity. The regulatory challenge is to reconnect both sides of Route 9 and further to preserve and restore the historic buildings and landscape, while providing the zoning tools necessary to provide an economic future for the area that would result in the continued active use of buildings and properties.

FRAMINGHAM CENTRE

Task items:

a. Coordinate the efforts of the Town and the Framingham State University under their own Master Plan to develop physical improvements to reattach both north and south areas of the center physically, visually and socially. This effort should take advantage of the Route 9 MetroWest Smart Growth Plan under the Sustainable Communities Consortium program;

b. Coordinate and implement any future considerations related to the above objectives with the Framingham Historic Preservation Plan;

c. Utilize the Community and Neighborhood Business District to encourage a mix of small-scale neighborhood-based businesses to complement existing residential, governmental and educational uses, and then utilize that synergy to enhance the Framingham Centre's function as a gathering place for the community;

d. Consult with MassDOT directly about air-rights over Route 9 to link the two sides of Framingham Centre, and include the Mass Department of Higher Education regarding participation by Framingham State University;

e. Encourage a pedestrian and bicycle-oriented center with excellent public transit facilities and services; and

f. Encourage land use development on infill and vacant properties that complements the period architecture and land use patterns of Framingham Centre before Route 9 was expanded.

Deliverables:

• Produce a master plan for this corridor to help ensure the areas north and south of Route 9 are reconnected and create a pedestrian friendly environment;

• Seek federal, state, and local funding opportunities to preserve natural resources along the Sudbury River, the historic buildings within the Centre, and preservation of historic character of the corridor;

• Establish a business development organization to encourage small business to locate within the Centre and also to provide resources and support for the small businesses; and

• Publish a master plan for this corridor to ensure the historic characteristics are embraces in future development or redevelopment of the Centre.

Lead Department - Planning Board

Supporting Department/Organizations - Framingham State University, Historic District Commission, Historic Commission, Community and Economic Development Department, and Department of Public Works

5.1.2.3.11 Route 9/Worcester Road Corridor

MetroWest Regional Collaborative (MWRC) proposes to work with Metropolitan Area Planning Council (MAPC) and the communities of Framingham, Natick, Southborough and Wellesley on a Route 9 MetroWest Smart Growth Plan. This plan would further develop the recommendations outlined in a recently completed Route 9 Corridor Analysis, which determined that the development potential of the Route 9 corridor under current zoning could result in almost doubling the current floor area, which would severely exacerbate traffic congestion. The study suggested that future development on Route 9 should include a more mixed pedestrian and bicycle friendly environment. The planning concept is to create denser Smart Growth Opportunity Areas that could be better served by public transportation and generate fewer automobile trips than the current development pattern. The future growth/redevelopment patterns illustrated by these Smart Growth Opportunity Areas, and as enabled by the zoning/regulatory change expected as a product of this project, would also provide more diversity of housing, more equitable access to housing and jobs, and more efficient use of land and improved air quality.

The Route 9 MetroWest Smart Growth Plan will include alternative designs and land uses for several Smart Growth Opportunity Areas along with computer visualizations, traffic analysis, design guidelines and zoning recommendations. The principles of "Sprawl Repair," which encourage turning strip developments into more compact urban forms, will be applied to the extent possible. Sprawl repair entails retrofitting auto-dependent strip developments and malls surrounded with seas of parking into denser, more walkable, mixed-use developments that are more urban in form with buildings close to the streets, parking behind buildings and a pedestrian-friendly environment. This will be done in the context of a robust and inclusive public process. It will conclude with a final report documenting existing conditions and proposed improvements. The recommendations will cover topics relevant to the corridor including, but not limited to, traffic, land use and quality of life. An implementation-based document, the final report will identify necessary actions to execute the recommendations and goals. The final report will be used as a benchmark for implementing smart growth at each Smart Growth Opportunity Area and coordinating those actions with segments of the Framingham Master Land Use Plan in the corridor as a whole.

Task 1 - Overview of Corridor Issues and Opportunities:

a. Perform site visits to collect information and take photographs to document current conditions, issues and opportunities;

b. Collect available mapping, zoning by-laws, master plans and other relevant materials for the communities;

c. Collect images and smart growth examples that will be used in the public presentations;

d. Develop an Issues and Opportunities Diagram of the corridor focusing on key problem areas and potential Smart Growth Opportunity Areas;

e. Develop and update a webpage on the MWRC/MAPC website with links to project products; and

f. Conduct Public Meeting #1: A public meeting will occur at the end of Task 1 to present the findings of the earlier Route 9 Corridor Analysis and receive input regarding corridor issues and opportunities that have been identified on the Issues and Opportunities Diagram.

Deliverables:

- Issues and Opportunities Diagram;
- PowerPoint for the Public Meeting; and
- Webpage.

Task 2 - Conceptual Design of Smart Growth Opportunity Areas:

a. Meet with planners of the four communities to select the specific Smart Growth Opportunity Areas that will be targeted. Develop illustrative plans, cross sections and visualizations that depict what the Smart Growth Opportunity Areas would look like if redeveloped based on the recommendations in the Route 9 Corridor Analysis report, smart growth principles and feedback from the first Public Meeting;

b. Work on designs for three representative areas: one that is currently large office space in a more rural setting, one that is large scale and has deep lots used primarily for retail, and one that is small scale office or retail on small lots that are not set very deep

from Route 9. Each of the four communities includes areas that would fall into these three examples; and

c. Conduct Public Meeting #2: A draft of the illustrative plans, cross sections and visualizations would be presented and discussed at a second public meeting, along with a more detailed discussion of the principles of smart growth/sprawl repair with additional examples and case studies. Feedback would address the mix of uses (including residential where appropriate), building heights, density, the amount of housing (including the percentages of affordable units), and public transit and pedestrian/bicycle access.

Deliverables:

- Conceptual designs for Smart Growth Opportunity Areas;
- Plans, Cross Sections and visualizations;
- PowerPoint Presentation for the Public Meeting; and
- Update Webpage.

Task 3 - Transportation Analysis and Recommendations:

a. Conduct a trip generation analysis based on the impacts of proposed increases to development density and changes to land use at the Smart Growth Opportunity Areas. Specific transportation opportunities and obstacles will be discussed qualitatively in the context of each alternative development scenario to create a more livable and desirable corridor;

b. Inclusion of effective pedestrian, bicycle and public transportation access both along and across the corridor will be addressed for each Smart Growth Opportunity Area. The analysis will consider recommendations for how to expand Metro West Regional Transit Authority (MWRTA) service to the Smart Growth Opportunity Areas; and

c. Develop street standards for the Smart Growth Opportunity Areas, and integrate them into the design guidelines in Task 4.

Deliverables:

- Vehicular trip generation analysis and identification of opportunities and obstacles;
- Summary of effective pedestrian, bicycle and public transportation access; and
- Street standards.

Task 4 - Implementation: Zoning Recommendations and Design Criteria:

a. For the Route 9 Corridor to be functional, livable, and serve an ever changing economy, it must have a better-defined physical form and an alternative mix of land uses. Proposed new zoning recommendations and design criteria are the foundations for making this possible; and

b. Using Smart Growth Opportunity Areas as models to identify specific zoning recommendations and design criteria needed to increase density and implement future development. Zoning recommendations and design criteria will include site layout and features that promote denser development in the Smart Growth Opportunity Areas, public transit, walking and bicycling. The zoning recommendations and design criteria would include housing and mixed-use requirements, density, setbacks, height limits, building orientation, parking placement, open space, parcel connectivity, low impact development/stormwater treatment recommendations, and amenity requirements.

Deliverables:

- Specific zoning recommendations and design criteria necessary to successfully implement the preferred smart growth development patterns. Indicate where the communities should update their existing by-laws and site plan requirements;
- PowerPoint Presentation for the Public Meeting; and
- Update web page.

Task 5 - Summary of Recommendations and Goals:

Provide a concise final report with illustrative plans and recommendations developed from this project. It is intended that this document will be used as a benchmark for decisions and action steps to implement smart growth at each Smart Growth Opportunity Areas and the corridor as a whole and will outline metrics that will assist in determining the accomplishment of the goals.

Deliverables:

- A final report with illustrative plans and recommendations; and
- Updated webpage.

Task 6 - Public Outreach:

a Conduct public meetings as well as outreach to a wide spectrum of stakeholders. All public meetings will be designed to obtain feedback and shape the development of the deliverables. The Public Outreach process will involve Planners, Planning boards, stakeholders and the general public early on and continuously throughout the project. A strong effort will be made to include a diverse range of participants that include the housing industry, the business and development community, major educational and non-profit institutions and employers, smaller non-profit and community–based organizations, local design communities, MWRTA, advocates for special needs populations and the general public. The Massachusetts Department of Transportation and the Executive Office of Housing and Economic Development will also be important participants in the public dialogue. Particular attention will be made to include underrepresented groups such as the disability community, low-income residents, communities of color, and the non-English speaking communities of MetroWest. Working with the MetroWest Regional Employment Board, the South Middlesex Opportunity Council (SMOC) and the Councils on Aging of each community facilitate strategies for involving underrepresented populations throughout the project; and

b. Conduct extensive outreach and communication during the course of this project and includes, but is not limited to, development of a project website, advertising meetings in newspapers and on the radio via public service announcements and community calendar listings, as well as distribution of flyers. A continuously updated website will include project products, updates, and links to other resources.

Lead Department –Framingham Planning Board, and Community & Economic Development

Supporting Department/Organizations - Department of Public Works and MetroWest Regional Planning Collaborative

5.1.3 Conservation of Open Space Agricultural Lands Natural and Historic Resources

Changes to the land use regulations are necessary to preserve the health, environmental quality, and character of Framingham. The following are considered the critical short-term needs for conserving the remaining natural and historic resources.

5.1.3.1. Agricultural Preservation

The intent of the Agricultural Preservation District is to encourage the preservation of agricultural lands in active agricultural production and/or as open space for active and passive recreation while accommodating new residential development in a pattern of land development that is sensitive to the permanent preservation of natural features and historic sites and structures, by allowing the Planning Board as the Special Permit Granting Authority (SPGA), by a special permit, to allow an alternative use and pattern of land development for single, two-family, and multi-family residential use to promote more efficient use of land.

Task Items:

a. Conduct a land use analysis to determine the locations, sizes, and types of agricultural lands in Framingham. Additionally, review which agriculture parcels are enrolled in Chapter 61 and 61 a, and/or have agriculture preservation restrictions (APR) on them;

b. Seek the input from the Agricultural Committee to ensure any plans or by-laws meet the needs of the landowners and farmers within Framingham; and

c. Consult with state agricultural land use experts to assist in the development of a plan or by-law to help protect these important resources.

Deliverables:

- Sponsor a Town Warrant Article for Zoning By-law to allow for an alternative type of development to the traditional Subdivision;
- Identify alternative options for farmers to preserve their lands;
- Seek federal, state, and local funds to help protect and/or preserve agricultural lands in perpetuity;
- Establish a trail network connecting major open space parcels through non-vehicular modes; and
- Implement alternatives preservation options to ensure that agriculture land is preserved in perpetuity, such an agriculture mitigation account, new farmers program, etc.

Lead Department - Planning Board

Supporting Department/ Organizations - Community &Economic Development Conservation Commission, Agricultural Committee, and Standing Committee on Planning & Zoning

5.1.3.2 Open Space Cluster Development

Open Space within Framingham is limited compared to the amount of land that has been lost to development and dedicated to infrastructure. To help conserve and protect the limited amount of open space that remains, the Town has to work collaboratively with developers and landowners.

The redevelopment of an open space cluster by-law would be an important tool to encourage development to conserve Framingham's remaining open spaces and natural resources; and provides developers with an alternative to the traditional subdivision. Currently, the Open Space Residential Development (OSRD) By-law is an elected option obtained by a Special Permit from the Planning Board in R-3 and R-4 Single Family Zoning Districts. Consequently, the OSRD Special Permit is not a required type of development nor is it easy to use. A revised more flexible open space cluster by-law could be highly effective in meeting the goals of the Master Land Use Plan and providing an alternative to traditional subdivision practices.

To meet the goals of the Master Land Use Plan and to better manage residential land and consumption, the recommendation is to revise the existing OSRD By-law or create an alternative open space cluster by-law. The revision or development of this type of by-law should be expanded it include additional zoning districts, allow for larger contiguous tracks of land to be preserved, provide non-vehicular trail connections to other open space parcels or areas of interest, in addition to providing a new housing stock.

Other communities have adopted open space cluster zoning by-laws with density bonuses to provide effective protections for important resources. To mitigate the demands of the additional requirements that come with an open space cluster projects, the Town needs to review the existing open space parcels in Town and determine what elements of the land the Town wishes to protect and preserve, while allowing for an increase in density.

When amending the existing OSRD By-law or developing an open space cluster by-law the following recommendation and tasks should be taken into consideration:

Task 1 - Existing conditions and by-law analysis:

a. Expand the applicability of an open space cluster by-law to the R-1, R-2, R-3 and R-4 Single Family Residential Zoning Districts;

b. Within each of the Single-Family Residence Zoning Districts, identify appropriate lot sizes, frontage and side setbacks in addition to the building envelope size;

c. Utilize zero lot lines within R-1 and R-2 Single Family Zoning Districts, where appropriate; and

d. Create open space overlay districts or priority open space preservation areas.

Task 2 - Open space cluster by-law standards:

a. Develop by-law standards based on case studies and other community by-laws and regulations to ensure that the dimensional requirements are practical; and

b. Ensure open space cluster standards effective in providing protections to important resource areas in all developments that utilize the by-law.

Task 3 - Submittal Requirements:

Modify the definitive development plan requirements and replace the first step with an identification of the site resources, an analysis of the resource values, and a delineation of the potential building area. Require the contents of an open space cluster site plan or a special permit application to be prepared by a Registered Landscape Architect or a Professional Engineer. The applicant shall be required to submit the following:

a. Identify all conservation areas, including primary conservation areas, secondary conservation areas and potentially developable areas;

b. Identify the location of house sites that are appropriate for development;

c. Align the streets and trails to access the house lots. Any new trails shall be laid out to create internal and external connections to existing and/or potential future streets, sidewalks, bicycle paths and trails;

d. Identify lot lines for private yards, exclusive easement areas, and shared amenities, with a design that encourages an integrated community within the proposed development and further the goals of the Master Land Use Plan and the Open Space and Recreation Plan; and

e. Prepare and submit the Existing Conditions (Site Analysis) Plan, Concept Plan, Locus Plan, Management Plan for the Common Open Space, and a narrative for the entire project.

Task 4 - Unit Type and Number:

a. Provide flexibility in the unit type and number to accommodate different options for building typology;

b. Research a density bonus or incentives option for the modification of lot sizes, unit placement, shape, and other dimensional requirements for the lots within the open space cluster that meet these objectives;

c. Decrease the right-of-way requirements for Very Low Volume Roads as prescribed by Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400) (AASTO) or other accepted standards for narrow roads. Traffic and pedestrian improvements related to Complete Streets;

d. Protect open space in perpetuity that has unusual values to the community;

e. Require developments to permanently contribute to the Town's Affordable Housing Goals and Plan; and

f. Encourage developments that are comprised of active adult senior housing.

Task 5 - Maintenance and Preservation

a. Maintain and continue to preserve agriculture, habitat, open space, and rural lands in the Master Land Use Plan by means of tax incentives, land trusts, and education for the Framingham Community;

b. Develop or improve common open space design standards;

c. Identify and require common open space for the residents of the open space cluster;

d. Identify options for common open space ownership and maintenance that coincides with the goals of the Master Land Use Plan and the Town's Open Space Plan; and

e. Develop resources for both private and/or public to management of open space in perpetuity.

Task 6 - Recreational Opportunities

a. Ensure that the greatest amount of open space area within the development is preserved to allow for active and passive recreation;

b. Encourage open space preservation within the open space cluster development to connect to adjacent open space parcels where possible;

c. Establish trails from the open space cluster development to adjacent open space parcels, water resources, trail networks, village centers, transportation nodes, neighborhoods, and points of interest; and

d. Create access to open space for the use by the community.

Deliverables:

• Sponsor the revision of an open space cluster type of by-law for the Single Family Residential (R-1 & R-2) Zoning Districts. Follow the appropriate channels of adoption which include Town Meeting and Attorney General approval;

• Propose a revised or a new open space cluster type of by-law for the Single Family (R-3 & R-4) Zoning Districts as recommended through the review and research of other adopted cluster type by-laws. Follow the appropriate channels of adoption which include Town Meeting and Attorney General Approval;

• Seek federal, state, and local funds for the preservation and protection of open space parcels in perpetuity. Through funding, purchase conservation restrictions or purchase of land for parks, trails, and/or wildlife habitat; and

• Establish a funding source or open space account for future land acquisition opportunities or purchase from large project mitigation or donations.

Lead Department - Planning Board

Supporting Department/ Organization: Community & Economic Development, Conservation Commission, Standing Committee on Planning & Zoning, Agriculture Commission and other key Departments and Organizations

5.1.3.3 Areas of Critical Planning Concern Mapping

The residents and community of Framingham are aware of the value and importance of protecting open space and the environment in order to maintain a high quality of life in Framingham. In addition to the efforts such as Neighborhood Cluster Development By-law, Open Space Cluster Development By-law, Open Space Residential Development By-law, and Agriculture Preservation Development By-law, that preserves land for agriculture, recreation, wildlife habitat and as open space, there is a need to protect the critical areas and resources of the Town from less sensitive and poor development practices through new zoning district initiatives.

Several of the Key Area and Corridor Zoning Districts will require an analysis for identification of critical areas to be prioritized for special planning consideration. The Areas of Critical Planning Concern (ACPC) Maps will be instrumental to the identification and evaluation of future rezoning initiatives within these Key Areas or Corridors. With the Areas of ACPC maps, the Planning Board shall identify historic overlay districts, scenic ways, and buildings with significant historical importance to Framingham.

The process of rezoning several of the Key Areas or Corridors will require consideration and intensive review of these critical areas to ensure successful and proper utilization of the new or proposed zoning district(s).

Task 1 - Zoning analysis/study to identify different types of ACPC:

a. Review and assess the ACPC Maps, identify and update the maps with any natural resources, open space, scenic-ways, historic properties, homes and areas that should be on the maps;

b. Collect Assessor records, property information, and current zoning information for the identification of such properties;

c. Review existing land uses and zoning to create maps to graphically represent the current zoning;

d. Create a ranking system, and rank ACPC;

e. Utilize the ACPC Maps to compare existing zoning to potential zoning or overlay districts; and

f. Create a land database for the identified area within Framingham, identifying the specific ACPC with current and potential zoning and the factors contributing to its designation for special planning consideration.

Task 2 - Develop new Zoning Overlay Districts.

a. Establish wildlife habitat corridor overlay districts, which require areas for wildlife habitat corridors to connect existing conservation areas as land is developed;

b. Consider a Greater Callahan Overlay District (GCOD) in which cluster subdivisions could be the required form of development for any development over a specified size or number of lots; and

c. Collect data and create maps to graphically represent the current zoning in addition to an appropriate area outside the corridors depicting the abutting corridor properties and land uses.

Deliverable:

- ACPC Map

Lead Department - Planning Board

Supporting Department/ Organizations - Board of Health, Community and Economic Development Department, Conservation Commission, Public Works, and Historic Commission

5.1.3.4 National Park and Historic Development

The Town should implement the recommendations of the Framingham Historic Preservation Plan (2002) to encourage increased sensitivity to historic resources and character and to utilize the Town's historic features to maintain and attract tourism. The goal of historic preservation is to identify opportunities for adaptive reuse of historic buildings and properties to ensure their long-term preservation and functionality.

Framingham has been directly part of many of America's significant historical events, including the Boston Massacre, Salem Witch Trials, Abolition Movement, and Industrial Revolution lands. Residents and community members of the Town are not fully aware of Framingham's significant history. Framingham should work with other towns and cities with similar historical experience, particularly Salem and Danvers, to fully develop opportunities to be identified as a linked tourist destination. This will potentially help protect historical structures and landmarks within Framingham. The Town should explore the possibility of establishing a relationship with the U.S. National Parks Service and these other communities not only to preserve historical resources but to become a connecting destination for visitors interested in the Town's part in the regional and national history.

The following work plan is recommended to accomplish this:

Task 1 - Historic Building and Property Identification:

a. Enumerate historic buildings, properties, areas, or points of interest within Framingham;

b. Create a database of all buildings and properties currently included and not included on the historic registry;

c. Create a plan for town-wide historic identification of buildings and properties;

d. Expand and add additional Historic Districts within the Town; and

e. Establish protection for historic properties and roads.

Task 2 - Historical Municipal Collaboration:

a. Create a working relationship with abutting towns and cities for the development of a historic collaboration network;

b. Create a working relationship with towns and cities within Massachusetts that share common history that directly influenced Framingham's development, i.e. Salem-Danvers-Framingham Connection; and

c. Collaborate with towns and cities with connected histories to establish a trail or destination system as a means of using that synergy to promote tourism.

Task 3 - Historic Site Development:

a. Develop a list of historic locations, walking trails to historic and natural locations, and parks within Framingham to be utilized as a National Parks System;

b. Work with the National Parks Service to identify national programs and funding sources for the conservation and preservation of historic buildings and properties, both areas and points of interest; and

c. Support state and federal designation and/ or recognition as a heritage site or other special historic and/or cultural status through the National Parks Service related to Framingham's unique and historical involvement with the Abolitionist Movement / Anti-slavery Movement and Suffrage Movement.

Task 4 - Framingham as a Destination within Massachusetts:

a. Publicize and market Framingham's historical significance throughout the state; and

b. Encourage schools, organizations, and community groups to utilize Framingham's unique history as a learning classroom or tourist destination.

Task 5 - Historic Reuse of Buildings and Properties:

a. Through zoning and map revisions, encourage adaptive reuse and continued functionality for historic, buildings, properties, and neighborhoods;

b. Develop a list of historic buildings and properties within the Town; and

c. Preserve the architecture of historical buildings.

Deliverables:

• Provide a plan for the development of historic locations, walking trails to historic and natural locations, and parks within Framingham to be utilized as a National Parks System;

• Publish a historic reuse redevelopment and investment guide for historic buildings and properties to aid owners in preserving their investments;

• Update the Scenic Roadway list through Town Meeting designation; and

• Seek federal, state, and local funding sources for the preservation of historic buildings, purchase of historic sign designations, and other associated improvements for historical resources.

Lead Department - Planning Board

Supporting Department/Organizations: Community & Economic Development Department, Historic Commission, Board of Selectmen, Parks and Recreation Department, and other key Departments and Organizations

5.1.3.5 Scenic Roadway

The Administration of the Scenic Road Act (Appendix 11 of the Framingham Zoning By-law) outlines the purpose of the Act as to protect the scenic quality and character of Town roads designated as Scenic Roads by establishing rules and regulations governing local administration of the Scenic Road Act, M.G.L. Ch. 40, a. 15C. Appendix 11 is a list of Scenic Roadways designated by Town Meeting. The list of Scenic Roads was last up-dated in 1974.

Task Item - Scenic Roadways:

a. Review the existing list of scenic roadways accepted within Framingham;

b. Create an inventory of all accepted streets and roadways within Framingham; and

c. Conduct a review to determine which roadways meet the Scenic Road requirements set forth in Appendix 11 of the Framingham Zoning By-law and the Scenic Road Act, M.G.L. Ch 40, s. 15C.

Deliverables:

• Prepare and present the list of roads within Framingham that should be designated as Scenic Roads to Town Meeting to update the Scenic Roadways list.

Lead Department - Planning Board

Supporting Department/Organization: Framingham Historic Commission

5.1.4 Transportation

The Town must provide accessibility for all members of the community and support a mobile population. This requires looking comprehensively at all aspects of transportation such as infrastructure, modes, and land use implications. The short-term needs are to develop a Town-wide transportation master plan as a new element to add to this Master Land Use Plan, and within that element, focus on Complete Streets as an infrastructure design program.

5.1.4.1 Town-wide Transportation Plan

The Town shall work to provide the Framingham community with an easy-to-use transportation system (public and private), move all utilities underground, and provide accessible public transportation. Programs like Complete Streets, "Healthy Communities," land preservation, alternative energy, and sustainable land development approaches should be incorporated as programs into the Town's Capital Improvement Plans to make Framingham a healthy, energy efficient, and carbon neutral community.

The following work plan is recommended to accomplish this:

Task 1 –Transportation and Infrastructure Design Policies:

Implement transportation and infrastructure design policies and include an emphasis on placing utilities underground.

Task 2 – Alternative Modes of Public Transportation:

Develop a Town wide plan for alternative modes of public transportation that connects areas of Town, other forms of non-vehicular transportation, and other communities.

Task 3 –Infrastructure Policies for Traffic Management:

Develop infrastructure policies to incorporate new approaches to traffic management.

Task 4 – Best Management Practices:

Incorporate Low Impact Development [LID] Techniques and Complete Streets features into town-wide design standards to reduce the impact of the Town's roadways and provide access for all roadway users.

Task 5 – Air Right Policies:

Develop Air-Rights and public building programs over highways.

Task 6 – Alternative Energy:

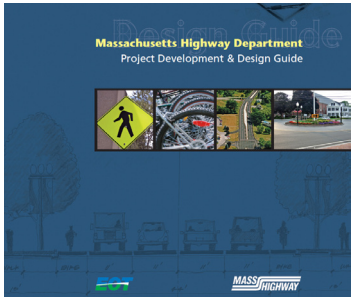
Consider and research making public utilities, (i.e. street lights, illuminated crosswalk signs, trash compactors, etc.) rely on solar panels and alternative energy sources.

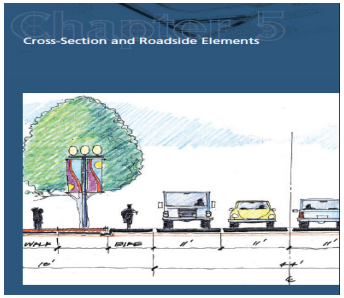
Deliverables:

• Establish a plan for locating pedestrian bridges over major arterials such as the Massachusetts Turnpike and Route 9;

• Produce a strategic plan to require public amenities to utilize solar and utilize LID and BMP features within design and/or redesign of projects; and

• Publish a Complete Streets Plan for all areas of Town.





Lead Department - Department of Public Works

Supporting Department/Organization - Planning Board and Framingham Police Department

5.1.4.2 Complete Streets

Complete Streets is a program to create the safest and most reliable transportation system in a way that strengthens our economy and quality of life. A complete street allows all modes of transportation including trucks, cars, transit, bicycles, and walkers, to travel safely and comfortably within the same streetscape. Most Americans would rather drive less and walk if safe, reliable, and convenient options existed. Transit in the United States is currently growing faster than the population. Roughly 50 percent of trips taken by car are less than 3 miles; 28 percent of all automobile trips are less than one mile; and 65 percent of trips less than 1 mile are taken by car. Consequently, the Complete Streets supports a non-

vehicular option for those who would rather walk or ride a bicycle to their designation.

Incorporating Complete Streets into roadway will improve both private and public projects within the Town. Additionally, amending Town's zoning to include Complete Streets will help the community reduce traffic congestion, increase physical activity, and improve the physical appeal of the Town.

MassDOT is currently working to apply Complete Streets, community-oriented ideas into plans and future street projects to make the Complete Streets concept a livable and mainstream concept in the following ways:

a. Adopt a broad Complete Streets policy. MassDOT proposes requiring that all "open access roads" be built as Complete Streets with accommodation for bicycle and pedestrian travel; and

b. Combine intercity rail with transit-oriented development (TOD). Substantial funding is provided for inter-city rail, buttressed by a policy that would promote transit-oriented development and community revitalization around station areas.

Task 1 - Workshop and Community Education Events:

Host a Complete Streets workshop, sponsored by MassDOT to provide public education to encourage bicycle and pedestrian modes of transportation.

Task 2 - Adopt MassDOT Complete Street Design Guidelines:

a. Research communities to assist in the development of a technical design guideline that provides guidance for both public and private projects; and

b. Through the use of MassDOT Complete Streets Design Guidelines, develop Framingham specific design guidelines for all projects (private or public) within the Town.

Task 3 - Complete Roadway Analysis and Plan:

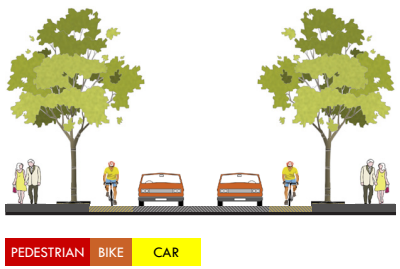
a. Conduct an inventory and analysis of all major roads, arteries, throughways, sidewalks, and major connections with Framingham with a close look at zoning and major landmarks within the Town and adjacent towns;

b. Work to develop a Complete Street project schedule for public projects;

c. Encourage private development projects to contribute to the Town's Complete Street initiative when developing or redeveloping a site; and

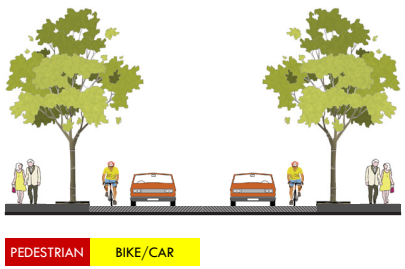
d. Incorporate Complete Streets design techniques into the Town-wide Master Plan Transportation element (see above).KE/CAR

Case 1: Separate Accommodation for All Users



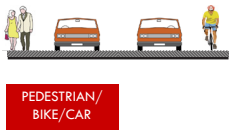
- Often the preferred option to provide safe, convenient, and comfortable travel for all users.
- Appropriate for areas with moderate to high levels of pedestrians and bicycle activity.
- Appropriate for roadways with moderate to high motor vehicle speeds.
- Appropriate in areas without substantial environmental or right-of-way constraints.

Case 2: Shared Bike/Car Accommodation



- Under Case 2, pedestrians remain separate but bicycle and motor vehicle space is shared.
- Used in densely developed areas where right-of-way is constrained.
- Also applicable to most residential/local streets where speeds and traffic volumes are low.

Case 3: Shared Bike/Car/Pedestrian Accommodation



- Under Case 3, pedestrians and bicyclists share the shoulder.
- Common in rural or sparsely developed areas.
- Appropriate for areas with infrequent pedestrian and bicycle use.

Task 4 - Incorporate into Planning Board

Reviews and Regulations

a. Design a Complete Streets checklist for Planning Board Project Reviews;

b. Review the Site Plan review process and Subdivision Rules and Regulations to determine if Complete Streets can be incorporated into the Planning Board's review process; and

c. Adopt Complete Street Design techniques as an article within the Planning Board's Rules and Regulations.

Task 5: Create an Enterprise Fund

a. Consider an Enterprise Fund for bicycle, pedestrian, and public roadways infrastructure related to Complete Street and roadways safety, funded from traffic mitigation fees and other defined revenue sources; and

b. The Enterprise Fund may also be designated for the relocation of utilities underground.

Deliverables:

• Establish a technical design guideline that provides guidance for both public and private projects;

• Produce a complete street checklist to determine which streets and roadways can be designated and designed as a complete street;

• Sponsor an enterprise fund for complete street initiatives and long term maintenance; and

• Incorporate Complete Street into the Planning Board's Site Plan Review process and Subdivision Rules and Regulation.

Lead Department - Planning Board, Department of Public Works, and Community & Economic Development

Supporting Department/ Organizations - Board of Health, Framingham Police Department, Parks & Recreation, Bicycle & Pedestrian Committee, and other key Departments and Organizations

5.1.5 Technology Park Comprehensive Infrastructure

The Town, with its consultants and the Technology Park business community, will be working together to develop a 25 percent Design Plans for Streetscape and Open Space Improvements for the Framingham Technology Park. The Design for Streetscape and Open Space Improvements for the Technology Park will provide, in the public rights of way: recommendations for paved street widths, sidewalks and bicycle paths, street lighting and street furniture. The design will also identify recreational amenities including trails, access points and construction details for the Open Space area adjacent to the Foss Reservoir owned and managed by the Massachusetts Department of Conservation Resources (DCR).

As a condition of the Town of Framingham Planning Board's Site Plan Approval for Genzyme's Biologics Center Expansion, Genzyme has agreed to assist the Town in its planning and engineering efforts related to the Framingham Technology Park. Specifically, Genzyme funded an Infrastructure Improvement Plan for the Technology Park (TPIIP) that addresses key planning level considerations and provides a clear vision for future development within the park. The TPIIP identified several initiatives related to streetscape and open space planning that the Framingham Planning Board would like to explore further and develop 25% Design plans incorporating those initiatives to achieve the following objectives:

a. Improve the visual appearance of the Technology Park and image of California Avenue, New York Avenue, Mountain Road and Pennsylvania Avenue;

b. Establish a continuity of treatment of the public right of way and adjacent landscape buffer zones within the Technology Park;

c. Create a plan suitable to the Planning Board which is consistent and workable so that it could be implemented in discrete phases through currently available funding mechanisms;

d. Utilize Complete Streets concepts to provide for vehicle, bicycle and pedestrian access and connectivity, and identify and remove architectural access barriers; and

e. Provide a conceptual layout of the realignment of California/New York Avenue intersection and The Mountain/California/Pennsylvania Avenues intersections to explore feasibility of consolidating and/or simplifying these intersections.

Task 1- Base Plan Development:

a. Research to determine and depict the record street layout and conduct a field survey or planimetric mapping to locate critical surface features such as curb line, roadway centerline, visible utility structures, sidewalks, fences, driveways, and critical landscape features; and

b. For the purposes of this design, detailed grading, or underground utility information will not be collected but rather interpolated from visible surface details and information readily available from the Town's Department of Public Works records.

Task 2 - Complete Design Process

Complete the standard design process according to Town and MassDOT procedures, generally as follows:

a. Determine design goals; and

b. Prepare Conceptual and Draft Designs for "25%" plans.

Deliverables:

- Initiate and complete consensus building for the 25% plans.

Lead Departments - Planning Board and Department of Public Works

Supporting Department/Organization - Conservation Commission

5.1.6 Healthy Communities Initiative

An increasing number of Americans suffer from chronic disease like obesity, heart disease, diabetes, and asthma. Trends of poor nutrition and the lack of physical activity have continued to increase every year since 1976, and they are a major contributor to chronic disease. To help fight these chronic diseases the Town of Framingham works in collaboration with the Town of Hudson and Northborough, along with the City of Marlborough through a Mass in Motion/Community Transformation Grant (CTG). MetroWest Moves works to incorporate the Healthy Communities Initiative into each of the four communities.

The purpose of the MetroWest Moves is to implement policy, systems, and environmental change strategies to increase healthy eating and active living. MetroWest Moves strategies include broad policy, environmental, programmatic, and/or infrastructure changes to promote health and well-being.

MetroWest Moves was established in 2011 through a Mass in Motion Grant, which was matched by the MetroWest Community Health Foundation. The original three communities that comprised MetroWest Moves included: Framingham, Hudson, and Marlborough, supported by a private consulting firm – John Snow Inc. In 2014, MetroWest Moves applied for a second round of funding. The Town of Northborough was invited to join MetroWest Moves. At this time the 2014 Mass in Motion Grant is pending.

The work plan to address the initiative is as follows:

Task 1- Complete Streets:

Complete Streets Analysis

a. Conduct a town-wide inventory and analysis of all existing sidewalks and bicycle lanes within Framingham to support the efforts of the other three communities; and

b. Examine neighborhoods, urban centers, and commercial areas and identify the connections between these areas with sidewalks and major landmarks.

Walking System

a. Utilizing the sidewalk inventory and information collected about specific areas of Town, section off Framingham into Key Areas, and then: for each Key Area, identify the edges, nodes and landmarks that tend to attract people; and

b. Map walking routes that incorporate the nodes, landmarks and sidewalks.

Coordination

a. Present Walking Systems Maps to the Mass in Motion Council for input and finalization of the Mapping system; and

b. Distribute the maps to Walk MetroWest and the towns involved in the Community Transformation Grant.

Deliverables:

• Update Subdivision Rules and Regulations, Zoning, Site Plan Review and other Town regulations;

• Update the Planning Board's Rules and Regulations to incorporate walkable streets within all private projects as a condition of site plan review;

• Update the Subdivision Rules and Regulations to include sidewalks, appropriate road widths and design standards to ensure that all residential neighborhoods are designed to encourage walkable streets;

• Update the Zoning to include walkable streets, and take into consideration public health work efforts and Healthy Framingham programs;

• Update the Town's Sidewalk Inventory Map;

• Map specific areas suitable for sidewalks and bicycle; and

• Produce a score card to rank streets and roads for incorporation of pedestrian and bicycle amenities.

Task 2 - Healthy Dining

a. Offer support to local non-chain restaurants to provide patrons with healthy dining options;

b. Provide restaurant owners with nutritionist support, provided by MetroWest Moves;

c. Develop a working relationship with the local restaurant owners to better determine the needs to help ensure their business can meet the standards of a health dining restaurant;

d. Set goals for long term retention of restaurants who participate in the Health Dining Program;

e. Establish a website and internet presence to help participating restaurants be known for their involvement in the Healthy Dining Program;

f. Provide participating restaurants with advertising and website presence on the MetroWest Moves website and social media sites; and

g. Create and maintain a list of all existing restaurants and owner/managers to help aid in future partnerships between the Town and restaurant owners.

Deliverables:

• Establish a relationship between the Board of Health and local participating restaurants to help facilitate healthy dining;

• Establish programs such as Healthy Dining Week, healthy options specials, etc.; and

• Provide support for local restaurants to provide healthy eating options and to expand their menus.

Lead Departments - Board of Health, Planning Board, Community & Economic Development, and Department of Public Works

Supporting Department/Organizations – Parks & Recreation and other key Departments and Organizations

5.1.7 Other Infrastructure

Access to high quality potable water and the options for alternative energy sources are as important as vehicular access for proper and efficient use of land. Two By-laws are included as part of the short-term work plans of Actions for addressing these considerations.

5.1.7.1 Alternative and Solar Energy By-law

In the United States, nearly one-third of all energy consumers are able to choose between purchasing renewable energy through green pricing programs offered by utility companies or through independent suppliers. Companies like National Grid are working towards:

a. A target of 80% greenhouse gas reduction across their businesses by at least 2050, with a mid-term reduction target of 45% by 2020;

b. Reshaping markets by aligning regulatory and public policy incentives, such as removing the revenue drivers for energy companies to encourage greater energy use by their customers, and moving to a low-carbon economy through carbon trading mechanisms and clear legislation; and

c. Encouraging businesses, organizations and individuals to meet the climate change challenge and embrace energy efficiency.

Many towns and cities within Massachusetts have started to develop or have adopted a Commercial Solar Photovoltaic Renewable Energy Installation (CSPREI) By-law specifically for solar power to aid energy companies in installing alternative sources of energy services, i.e. solar panels. Massachusetts Department of Energy Resources (DOER) and the Massachusetts Executive Office of Environmental Affairs (EOEEA) have been working together to develop siting models to guide the development of large-scale solar within Massachusetts.

The purpose of this By-law is to promote the creation of new solar photovoltaic renewable energy installations by providing standards for the placement, design, construction, operation, monitoring, modification, and removal of such installations that address and protect public safety, minimize undesirable impacts on residential property and neighborhoods, do not diminish abutting property values, provide adequate financial assurance for the eventual decommissioning of such installations, and protect scenic, natural, and historic resources.

The work plan is as follows:

Task 1 - Research and Analysis:

a. Research and assess other Massachusetts towns' and cities' zoning for alternative energy By-laws, specifically related to solar energy; and

b. Conduct a site inventory analysis within Framingham to determine appropriate locations for zoning districts that are designed for solar fields, i.e. Light Manufacturing (M-1), Manufacturing (M), and Office and Professional (P) Zoning Districts.

Task 2 - Develop Solar By-law:

a. Establish clear and defined provisions that apply to construction, operation, and/or repair of commercial, solar photovoltaic, and renewable energy installations;

b. Develop guidelines and requirements for solar uses which include, but are not limited to:

- Efficient use of existing developed land, including parking lots and building surfaces;
- Lot requirements;
- Visual impacts;
- Compliance with laws, ordinances and regulations;
- Utility notification;
- Maintenance plan;
- Emergency services;
- Safety and security;
- Lighting;
- Signs and advertising;
- Utility connections;
- Land clearing, soil erosion, and habitat impacts;
- Appurtenant structures; and
- Modifications to approved projects.

Task 3 - Abandonment and Removal Uses:

Develop a section on Abandonment and Removal where absent notice of a proposed date of decommissioning or written notice of extenuating circumstances, the CSPREI shall be considered abandoned. An option is to specify that when the installation fails to operate for more than one year without the written consent of the Special Permit and Site Plan Approval Granting Authority, the facility is abandoned. If the owner or operator of the CSPREI fails to remove the installation within 150 days of abandonment or the proposed date of decommissioning, the Town may enter the property and physically remove the installation.

Deliverables:

- Produce a plan or by-law for CSPRI. Follow the appropriate Town Meeting procedures and Attorney General approval; and
- Update the Zoning Map to show associated zoning changes.

Lead Department – Planning Board

Supporting Department/Organizations – Building Department, Department of Public Works, Board of Health, Zoning Board of Appeals

5.1.7.2 Minimum Sanitation Standard for Private and Semi-Public Water Supplies

The Board of Health's regulations adopted in 1977; "Minimum Sanitation Standard for Private and Semi-Public Water Supplies" are outdated and in need of immediate updating. The Subdivision Rules and Regulations adopted in 1997 also need updating. These regulations set the standards for new subdivisions that require private or semi-public water supply. Currently, there are no provisions for community water supplies or the additional recommended standards and testing to ensure an adequate water supply in terms of quality and reliability.

Task 1 - Update both the Subdivision Rules and Regulations and Board of Health Regulations for Minimum Sanitation Standards for Private and Semi-Public Water Supply including community water supply system to be current with State and Federal requirements related to private drinking water supplies.

Task 2 - Incorporate special regulations as applicable for properties located in the Interim Groundwater Protection District.

Task 3 - Evaluate the success and failure rate of private water supplies. Decide whether programs, regulations, or public infrastructure could address problems discovered and act accordingly.

Task 4 - Implement wetland language to ensure nearby wetlands and vernal pools are not adversely affected by wells.

Task 5 - Add adjoining and accessible Town water standards to the Board of Health and Planning Board "Minimum Sanitation Standards for Private and Semi-Public Water Supplies (2014)

Deliverables:

• Revise the existing Minimum Sanitation Standard for Private and Semi-Public Water Supplies.

Lead Department - Board of Health

Supporting Department/Organizations - Planning Board, Department of Public Works, Conservation Commission, and others as appropriate

5.1.8 Economic Development

5.1.8.1 Town-wide Economic Development Plan

Framingham is a major employment center in MetroWest and is a hub for technology-based manufacturing, research and development, and Retail Commercial Sectors for both the regional and state economy. The MetroWest Region and Framingham in particular has experienced increased economic expansion and substantial increased wealth due principally to the Town's strategic location within the Boston Metropolitan Area situated along Interstate 90 between the Route 128 and 495 beltways, in addition to train transportation, both commuter and freight. Framingham is home to the several corporate headquarters of multinational companies and Fortune 500 corporations.

In contrast to this prosperity, there are areas of blighted and brownfield properties with, in many cases, functionally obsolescent buildings and/or locations. These buildings and properties are not updated to current building codes and are more geographically isolated in terms of proximity to major highways. These buildings and properties have gone through decades of neglect and disinvestment. The Town must develop a strategy to identify and encourage reinvestment and redevelopment opportunities for these identified uses. To achieve this objective, the Town needs to fully understand the market for these buildings and properties in terms of future use in order to increase the likelihood of reinvestment and redevelopment. This effort should also be accompanied by an overall economic strategic plan that enhances the Town's ability to encourage business retention and identify opportunities that encourage existing businesses to expand within Framingham.

Task 1 - Conduct an economic analysis for the Town as a whole and for key commercial centers identified for reinvestment and redevelopment, i.e. Nobscot, Saxonville, South Framingham, and Mount Wayte.

Task 2 - Enumerate the uses that the economic analysis determine economically feasible to attract or expand on an area specific basis.

Task 3 - Through an open and transparent public participation process, determine the types of uses that residents would view positively in terms of providing needed commercial services and retail opportunities that ultimately will improve the quality of life for residents while increasing the wealth of the community.

Task 4: - The Planning Board will provide recommendations for the necessary zoning changes to encourage economic growth in appropriate areas that is consistent with the aspiration of Town residents and economic analysis.

Task 5 - Through a Town-wide economic development plan set goals and actions for business recruitment, retention, and expansion, in addition to work force development.

Deliverables:

• Publish an economic development plan for the Town of Framingham; and

• Make appropriate zoning and zoning map changes based in research and collected data.

Lead Department - Community & Economic Development

Supporting Department/ Organization - Planning Board and MetroWest Chamber of Commerce

5.1.8.2 Framingham Downtown Renaissance, Inc.

Framingham Downtown Renaissance, Inc. (FDR) is a 501c3 nonprofit corporation committed to facilitating the development of Downtown Framingham as a vibrant blend of commercial and residential mixed-use. The organization's primary focus is to recruit public and private partnerships and investment, in order to generate jobs and income, increase community connections and support good design at a location that is highly visible and critically important to the MetroWest region.

The Town of Framingham works in partnership with Framingham Downtown Renaissance (FDR) to guide and fortify the revitalization of Downtown Framingham. FDR assimilates the National Trust for Historic Preservation's registered Main Streets Four Point Approach ®, a proven strategy for revitalization that provides a framework corresponding with the four forces of real estate value: social, political, physical, and economic.

FDR's Adapted Use of Main Streets Four Point Approach ®

ORGANIZATION - Organization establishes consensus and cooperation by building partnerships among the various groups that have a stake in the commercial district. By getting everyone working toward the same goal, FDR provides effective, ongoing management and advocacy for Downtown Framingham. Through volunteer recruitment and collaboration with partners representing a broad cross section of the community, FDR incorporates a wide range of perspectives into its efforts. A governing board of directors makes up the fundamental organizational structure of volunteer-driven revitalization programs. Volunteers and interns are coordinated, trained and recruited by Holli Andrews, FDR's Executive Director. This structure not only divides the workload and clearly delineates responsibilities, but also builds consensus and cooperation among the various stakeholders.

PROMOTION - Promotion takes many forms, but the goal is to create a positive image that will rekindle community pride and improve consumer and investor confidence in the commercial district. Advertising, retail promotions, special events and marketing campaigns help sell the image and promise of Downtown Framingham to the community and surrounding region. Promotions communicate the commercial district's unique characteristics, business establishments, and activities to shoppers, investors, potential business and property owners and visitors.

DESIGN - Design means getting Downtown Framingham into top physical shape and creating a safe, inviting environment for shoppers, workers and visitors. It takes advantage of the visual opportunities inherent in a commercial district by directing attention to all of its physical elements: public and private buildings, storefronts, signs, public spaces, parking areas, street furniture, public art, landscaping, merchandising, window displays and promotional materials. An appealing atmosphere, created through attention to all of these visual elements, conveys a positive message about the commercial district and what it has to offer. Design activities also include instilling good maintenance practices in the commercial district, enhancing the district's physical appearance through the rehabilitation of historic buildings, encouraging appropriate new construction, developing sensitive design management systems, educating business and property owners about design quality, and long-term planning.

ECONOMIC RESTRUCTURING - Economic restructuring strengthens the community's existing economic assets

while diversifying its economic base. This is accomplished by retaining and expanding successful businesses to provide a balanced commercial mix, sharpening the competitiveness and merchandising skills of business owners, and attracting new businesses that the market can support. Converting unused or underused commercial space into economically productive property also helps boost the profitability of the district. The goal is to build a commercial district that responds to the needs of today's businesses and consumers.

Tasks:

a. Provide an extensive variety of service to improve the atmosphere of downtown;

b. Provide a high level of customer service for residents and tourists;

c. Serve as additional "eyes and ears" in identifying criminal acts and behavior;

d. Report on problem areas, such as mismanaged dumpsters and illegal dumping – and places and corners rife with litter, weeds, and negative or hate-style graffiti;

e. Connect with the homeless of Downtown by answering questions or guiding them to existing services;

f. Assist with directions to various locations (parking included);

g. Act as additional public safety resource at social events, athletic events, and other sponsored events; and

h. Interact with neighborhood residents, business owners, and other relevant agencies to communicate and assist in problem solving.

Deliverables:

• Partnerships: (Link http://www.fdrms.org/partners/) Establish a strong long term working relationships and partnership with Framingham Public Services, Framingham State University, Framingham Municipal Service Departments, in addition to the growing list of community partners. The list of partners can be found on FDR's website.

• Events, website and social media (low budget marketing): FDR will establish a website/social media presence on the following sites: http://www.fdrms.org/, https://www.facebook.com/DowntownFramingham, https://twitter.com/FDR_MainSt, http://www.fdrms.org/events/, https://www.facebook.com/DowntownFramingham/events

• FDR festivals and events are designed to attract residents and visitors from outside Downtown Framingham – inviting people to explore the historic commercial district and participate in its revitalization first hand. The following is a list of on-going events held annually, or as otherwise noted.

• **Farm Pond Fall Festival** was first held in October 2012. The outdoor fiesta along the banks of Farm Pond features live music, historic storytelling, capoeira and Brazilian percussion, theatre, nature activities, boating, games, and American and ethnic food. The festival is an annual event.

• **Winter Wonderland** was established in December 2011. The holiday event held once a year encourages people in and around Framingham to shop locally by creating activities and attractions throughout the Downtown. The month-long schedule of activities includes a window decorating contest, specials and deals in retail businesses and restaurants, and a Wonderland Holiday Bazaar.

• **Marathon Fest | The Six Mile Moment** is a yearly event that was initiated in April 2013. The 5-hour festival features live music, entertainment, food, raffles, sign-making and kids' activities – all to support the annual running of the Boston Marathon through the center of Downtown Framingham along Waverly Street / Route 135.

• **ArtPOP Series** First held in May 2013, this series of pop up galleries promotes the arts in Downtown Framingham as a growing hub for the many fragmented yet robust artist scenes in and around MetroWest. ArtPOPs are held periodically.

• **Downtown Farmers Market** The weekly market was established in June 2013, and was open for business through Summer 2013 in the historic Downtown Common. The Farmers Market provided a new destination for people to come to Downtown Framingham, which increased foot traffic and business for the local restaurants and retail. The Town of Framingham scheduled weekly maintenance and landscaping to prepare for market, and on-site activities made the Common a natural platform for community policing and social service outreach. The Farmers Market will return to the Common once the 126 Roadway Redesign construction activities culminate in 2016.

• Community Policing Through Environmental Design: (http://www.fdrms.org/policing/) The revitalization of main street communities greatly depends on developing a diverse economic climate that is safe and attractive. People choose to work, recreate and do business in downtown communities that are walkable, safe and clean. FDR pursues these objectives by working with the Framingham Police Department and small businesses, encouraging community policing strategies and empowering locals to report crime. This also includes maintaining standards and creating opportunities outlined in Community Policing through Environmental Design, or CPTED. In Fall 2014, FDR will lead a team of interns from the Framingham State University CHOICE Program to enhance the Framingham Police Department's community policing efforts in Downtown Framingham. Intern(s) will provide insight and support to improve the efficiency of crime reporting. Interns will engage the small business community to build a sense of ownership and connectedness with the substation and FDR, by making it a lively and friendly place to visit and access. Known as Safety Ambassadors, FSU interns from the Criminology Department will be based with FDR at the Burkis Square Community Substation on Hollis Street, and will perform the following duties:

• MetroFuture Walk and Talk | Tour of Downtown Framingham. Small businesses generate growth and innovation, and are essential to the strength of local economies. In recent years Downtown Framingham has become a hub for entrepreneurs from all over the world — having at least twenty different nationalities in the business community. To highlight the diversity, contributions, and vibrancy that small businesses bring to Framingham's local economy, Framingham Downtown Renaissance, MetroWest Regional Collaborative, and Metropolitan Area Planning Council are partnering to initiate greater awareness of the existing assets with a Tour of Small Businesses in Downtown Framingham. The Tour will be part of MAPC's MetroFuture Walk and Talk Series, and will provide an opportunity for Town decision-makers, department officials and stakeholders to re-discover small businesses in Downtown Framingham and meet the entrepreneurs firsthand, to hear their stories on why they came to Downtown Framingham to start a business, how they believe they contribute to the local economy, and what their perspectives are on revitalization efforts.

• MassBay Community College | Bridges to College Program (Non-credit Certificate Course for Downtown Entrepreneurs). At the core of FDR's downtown revitalization strategy understands the need for unique and local shopping and dining opportunities, which are owned by local entrepreneurs. Often times, these business owners and potential business owners need encouragement, support and assistance to make their dreams a reality. FDR has teamed up with MassBay community College, Middlesex Savings Bank, SEED Corporation, Jewish Family Services and local Brazilian Community Leader, Fernando Castro to create a comprehensive business certificate course tailored to support Downtown Framingham entrepreneurs.

Lead Department – Framingham Downtown Renaissance

Supporting Department/Organizations - Planning Board, Community and Economic Development Department

5.1.8.3 Land Use and Finances

Non-regulatory financial tools can be critical for revitalization and redevelopment, especially in the underutilized commercial, mill, and industrial lands in Saxonville, Downtown, and the South Framingham with their weaker market demand. The Town should continue to encourage and expand the use of these programs to support revitalization and redevelopment in locations and for types of projects which the market is otherwise not likely to support.

Tax Increment Financing (TIF) provides property tax relief to a developer for an increment of new property taxes that result from a development. The Town and developer sign an agreement identifying the number of jobs and investment the developer commits to and the tax abatement amount (5% to 100% of the new tax increment) and the term (5 to 20 years) that the town is offering. Relatively small TIFs can be effective, especially when coupled with state economic tax credits.

District Improvement Financing District (DIF) dedicates a portion of the expected increment of new property taxes that will result from a development to plan property and infrastructure improvements that supports the new development within a district or on a single property. The funds can support road, utility and infrastructure upgrades to support a project that will in turn provide new, higher taxes that pay for the bonds to build the infrastructure.

Infrastructure Investment Incentive Act (also known as I-cubed or I3) authorizes the use of state funds to invest in infrastructure in partnership with towns and developers with job-producing projects. The development project must be approved by the town, the state and MassDevelopment, the agency that will bond the

improvements. The projects must be certified to be viable and job-producing developments.

MassWorks Infrastructure is a state economic development infrastructure grant program. The competitive program examines job creation, smart growth, and housing creation.

New Market Tax Credits assists small businesses with low-interest loans for jobs creation within federally established target areas, specifically Downtown and most of South Framingham.

Historically Underutilized Business Zone (HUB) provides small businesses preference for federal contracting opportunities within the federally designated, specifically most of South Framingham.

Brownfield Programs support the redevelopment of Brownfields, which are properties with a real or perceived contamination of hazardous materials that can require greater investments to test and/or redevelop. Local tax abatements, state loans and investments, and federal investments and tax credits can provide funds to put potentially contaminated lands back into productive use. The designation of Framingham as an Economically Distressed Area (EDA) makes state and federal funding for assessments and cleanups and tax credits available for qualifying projects.

Lead Department – Community and Economic Development Department

Supporting Department/Organizations – Selectman, Planning Board

5.2 LONGER TERM ACTIONS

While the above actions are specific to certain programs and are desired to be completed in the short-term (1-4 years), there are concurrent and longer term actions that need to be considered in a way that allows these strategies to be acted upon when needed and reprioritized when the issue needs to be addressed in some manner. The established Work Plan will set priorities for Long-term and Short-term Actions to be performed by respective Town Departments.

5.2.1 Sustainable Community Implementation Strategies

5.2.1.1 Encourage Energy Independence

a. Continue community energy and environmental education; and.

b. Continue participation, which began in 2013, as a Green Community in the Green Communities Act program administered by the Green Communities Division of Energy and Environmental Affairs.

5.2.1.2 Support Green Business Growth

Support business development that enhances the environmental and long-term sustainability of the community including 'biotech,' 'high tech,' 'green' businesses and energy-related firms by ensuring that these uses are identified and allowed within the commercial and industrial zoning districts. In the Light Manufacturing District (M-1), for example, include these uses, ensure their production activities fall within the performance standards of the district, and remove older style industrial uses that may conflict; such as a waste incinerator.

5.2.1.3 Build Green

Include requirements for green infrastructure in the land use regulations:

a. Incorporate Low Impact Design (LID) standards into subdivision and site plan regulations;

b. Consider a performance-based program such as the 'Green Factor' [see Appendix F] or an overlay zoning district for sustainable site and façade design; and

c. Encourage green building standards for buildings such as LEED™ certification for all new buildings, or consider adopting the State's Stretch Code energy standards for new commercial and residential construction. Include these same standards in the Zoning and capital programs for all public buildings.

5.2.1.4 Support Residential Alternative Energy Systems

a. Support alternative energy system development when not in conflict with the character of the surrounding neighborhood.

b. Adopt energy conversion by-law that preserves the quality of neighborhoods, recognizes building-mounted design issues, and allows for changing technologies;

c. Adopt standards that specify terms for allowance of building-mounted, car-ports, and land-based solar energy collection arrays; and

d. Adopt regulatory standards for other renewable and alternative energy system structures that could be sited outside of buildings such as geothermal and solar.

5.2.2 Improve the Land Use and Development, Regulations, Process, and Incentives

5.2.2.1 Revise Open Space Cluster Development Regulations

Revise and/or establish new open space cluster development regulations to consider site wetlands, vernal pools, and slopes, in addition to resource values and existing density allowances according to zoning. Furthermore, the regulations should include performance standards for the preservation of agricultural lands, critical habitat areas, open space, and historic landscape. Modify Town Subdivision Rules and Regulations to accommodate the changes in open space cluster development regulations, and test the regulatory requirements to determine if the standards result in appropriate designs.

Modifications to the Subdivision Rules and Regulations may be as follows:

a. Improve design standards for the conservation subdivision review process;

b. Emphasize identification of critical natural resources in the review process to protect the Town's natural resources, i.e. wetlands, vernal pools, and slopes;

c. Draft stronger or clearer regulations to limit pavement for off-street parking within front and side yard setbacks, particularly within the smaller lot zoning districts;

d. Draft stronger or clearer performance standards for transition buffers between established residential areas, agricultural lands, new commercial, and industrial developments;

e. Specify noise, visibility, and light control performance standards; and

f. Ensure the regulations do not unduly restrict pedestrian and bicycle access between adjacent areas.

5.2.2.2 Reinforce Low Impact Development (LID) Program Standards

Provide additional standards beyond State Best Management Practices (BMP) in the Subdivision Rules and Regulations:

a. Add program goals for LID;

b. Expand grading design recommendations; and

c. Update annual rainfall data and design software programs for calculating stormwater events.

5.2.2.3 Review Design Standards and Process

Review existing design standards, design guidelines, and performance standards for improvements and additional criteria for Zoning By-laws and Subdivision Rules and Regulations.

a. Consider Neighborhood Design, Traditional Neighborhood Design (TND), Form-Based Codes, and Transit Oriented Development By laws;

b. Add standards for alternative energy sources, i.e. solar systems and co-generation facilities that protect public health, safety, and preserve neighborhood quality and character;

c. Expand the street classifications to include mixed use and planned industrial streets to coincide with Zoning By-Law changes;

d. Define the desired character of design elements in subdivisions, such as Exterior Lighting referred to in the Subdivision Rules and Regulations, and amend accordingly; and

e. Mandate a multidisciplinary review process at each design step for capital projects undertaken by the Town, including roadway maintenance and other projects undertaken by municipal and school officials.

5.2.2.4 Create a New Planned Industrial Area Redevelopment District

a. Include requirements for development and redevelopment within large industrial areas;

b. List uses that allow mixed use, including live-work, and incubator spaces;

c. Include design standards for buffers and landscaping that use street designs and landscaped boulevards to separate industrial areas from residential districts;

d. Include design standards for circulation and traffic management; and

e. Provide a process for parking relief.

5.2.2.5 Continue to Implement the Framingham Technology Park Infrastructure Improvement Plan

a. Review and compare zoning with the latest directions in manufacturing processes and technologies, and match accordingly; and

b. Implement a streetscape and way finding improvement plan.

5.2.2.6 Incentivize Development and Practice Reciprocity

a. Develop higher quality development standards that, when applied, will allow greater densities or more valuable uses within development projects;

b. Specify uses, architectural character, energy reduction, and low impact design in design standards for new development as characteristics of higher value projects;

c. Allow the addition of facilities dedicated for municipal purposes as mitigation and incentives in development projects; and

d. Develop tax and other financial incentive programs that encourage desired development projects.

5.2.3 Open Space, Recreation and Historic Resources Strategies

5.2.3.1 Implement the Open Space and Recreation Plan

a. Continue acquisition and use of other permanent land preservation tools;

b. Continue improvements, maintenance, and management of open spaces within developments;

c. Create a town-wide plan for all types of recreational trails, access to lakes, ponds, or rivers as well as municipal playing fields;

d. Map locations of public access to land along the rivers and aqueducts and determine opportunities for access points and new facilities that link to the village centers; and

e. Emphasize linkages and connectivity in trails development, protection of water features, and acquisition or protection of open space.

5.2.3.2 Support Agricultural and Horticultural Land Uses as Part of the Character and Traditions of Framingham

a. Promote a farm trail that maps farms and specifies linking paths and streets with rural characteristics to encourage tours of the area;

b. Provide opportunities to expand markets for local produce and products; and

c. Create business relationships and internships for public schools and local farms.

5.2.3.3 Increase Sensitivity to Historic Resources and Community Character

a. Identify historic resources, farm land, and critical habitat areas as resources for potential preservation in an open space cluster development or agriculture preservation development by-law;

b. In the design review process, include traditional scale and massing of buildings particularly within the villages. Encourage the use of the village and town historic architecture to guide the size, shape, style, materials, and detailing of new buildings to ensure that new construction will be compatible with the village environment;

c. Ensure that zoning allows and encourages the adaptive reuse of historic buildings, and provide incentives whenever possible;

d. Adjust zoning to encourage or require the use of shared driveways and rear exits in the villages to preserve the historic street front character of the village;

e. Add a standard that the Framingham Historical Commission is notified of pending recommendations for input and comment;

f. Use historic preservation consultants in review of development proposals, as authorized under Ch. 593 of the General Laws;

g. Identify historic meadow lands, forest and farms to set preservation goals;

h. Expand and consider adding historic districts; and

i. Expand scenic road designations.

5.2.3.4 Consider Historic Preservation Incentives

a. Consider local financial incentives, and apply state and federal tax credits to make it more economically feasible to preserve historic buildings; and

b. Adopt the National Park Service's architectural standards for historic building modifications visible from a public way, such as penthouse floors and building additions.

5.2.4 Housing Strategies

a. Implement the Housing Plan, 2007 (pending 2014 update);

b. Expand the mixed-use development option that currently exists in the Central Business District to other commercial areas. Allow multifamily development in some business zoning districts such as the Regional Center Overlay District (Golden Triangle) and B-2 districts provided that these developments are compatible with their surrounding context;

c. Adopt zoning to allow accessory apartments in the single-family residence districts;

d. Consider housing goals that could be achieved by adding a density bonus in an open space cluster by-law;

e. Amend the Affordable Housing By-law to also require or allow a project to include a percentage of units priced for middle income families (80% - 100% Annual Median Income);

f. Establish design guidelines for mixed-income development so that new construction blends with existing housing types and integrates with the existing fabric of the neighborhood; and

g. Adopt zoning to allow artist and small business live-work spaces in appropriate locations. Determine the level of interest, identify potentially suitable locations, identify design standards, and other requirements that should be addressed in live-work space regulations.

5.2.5 Transportation and Infrastructure Strategies

5.2.5.1 Improve Transportation Quality and Choices

a. Allow for the creation of non-motorized transportation corridors that serve as greenways and provide access to passive and active recreation facilities, places of work, school, public transportation connections, or other points of interest in Town within the development review process and regulations;

b. Maintain consistency between the Town's subdivision road construction standards and the quality of the Town's street system; and

c. Prepare standards that include context sensitive facilities for bicycles and pedestrians as well as vehicles.

5.2.5.2 Incentivize Planned Development with Infrastructure

a. Create and update a water distribution system and wastewater system master plan; and

b. Develop a policy for extension of utility lines for development that meets Town goals for preservation of resources, land use, and economic development.

5.2.5.3 Municipal Buildings and Facilities

a. Utilize and include municipal buildings and facilities as supporting elements of mixed-use development projects; and

b. Allow the addition of facilities dedicated for municipal purposes as mitigation in mixed-use projects.

5.2.5.4 Air Rights Policy and Program

Develop an air-rights policy program and streetscape improvements for primary crossings over Route 9, particularly for a Framingham Centre and Route 9 crossing to reconnect visually and physically Framingham Centre to Framingham State University and residential neighborhoods to the South of Route 9.

5.2.6 Institutions Strategies

5.2.6.1 Strongly Encourage Institutional Master Plans (IMP)

Request the preparation of IMP for long-range development on all Framingham institutional properties to publicize the long-term goals for change at the institution. Institutional Master Plans (IMP) present a comprehensive, long-term vision of an institution so the Town can understand the relationship of the institution's plans to the Town Master Land Use Plan. Hospitals and universities typically prepare these plans to address to fundraising and budgeting needs. These plans can help the Town recognize the potential impact institutions have on neighborhoods and the Town and the plans become the basis for a dialog between the parties.

Framingham State University, MassBay Community College, MetroWest Medical Center Framingham Union Hospital, and the Leonard Morse Hospital IMPs could be presented to and accepted by the Town with recognition of the limits on public regulation of religious and educational institutions. The IMP can also be the basis for a signature zoning institutional district. This would be a defined boundary that could be included on the Master Land Use Plan and the Official Zoning Map based on current projections of growth for the institution. The best mode for IMPs may be the City of Boston, Boston Redevelopment Authority's Article 80, which includes the IMP review process for larger institutions. The IMPs become a platform for a public review process. While institutions may not

be regulated with the same scrutiny as other land uses, the IMP provides a basis for in-depth discussions of the important issues involved in expansion of the institution.

5.2.6.2 Improve Town-Institution Relations

a. Ensure positive relationships between the Town and institutions in the IMP process by forming joint institution and community committees to meet on a regular basis;

b. Establish governing committees made up of elected officials and institution directors to coordinate all joint efforts;

c. Establish economic development committees to encourage economic development and revitalization through improvements to students' and professionals' lives combined with improvements to business center vitality;

d. Establish community relations committees to fortify relations between the institutions and the Town by sharing resources (cultural, academic, facilities) and information; and

e. Establish institutional engagement committees to improve the lives of the students and professionals at the institutions in ways that encourage people to move off campus and into the community, and especially to the Downtown area.

5.2.7 Arts and Culture Strategies

a. Adopt a live-work space regulation that is specific for small businesses and artists. Distinguish live-work spaces from home occupation because the residential use may be secondary to the artist or business use, and it may occupy a larger square footage. Include arts and cultural institutions and facilities as allowed uses, and encourage these uses within the mixed-use sections of the Zoning. [see Appendix G for Live/Work Model By-Law];

b. Ensure Zoning allow arts and cultural uses to expand and grow within the commercial and mixed-use districts; and

c. Review local regulations to ensure that cultural and neighborhood activities may be easily organized.

5.2.8 State and Regional Planning Strategy

Reinvigorate regional planning with a review of regional planning efforts to determine the methods that are successful. Propose new planning strategies based on the findings.

5.2.9 Specific Areas Strategies

5.2.9.1 Downtown

a. Develop and implement a Downtown master plan;

b. Redevelop the existing Marshaling Rail Yards for alternative commercial and residential uses in order to support Downtown, Mt. Wayte Avenue/Franklin Street, and South Framingham;

c. Improve public transit, vehicle, bicycle and pedestrian traffic flow;

d. Maintain sufficient freight transportation services for existing commercial enterprises that rely on rail;

e. Encourage small businesses and entrepreneurs to site and grow in the Downtown area by allowing these uses as-of-right or with limited review;

f. Encourage Framingham State University presence in Downtown through classroom space or alternative education programs;

g. Develop a TOD overlay district and encourage mixed-use development for commercial- residential and/or commercial-office-residential;

h. Encourage career development programs in cooperation with educational institutions and employers by specifically listing this item in the permitted use tables; and

i. Encourage and support use of the Public Library including programs and facility improvements.

5.2.9.2 Mount Wayte Avenue/Franklin Street

a. Consider a new zoning district or the expansion of allowed uses within an existing zoning district to encourage mixed-use, residential, and professional office development. Potential rezoning may include a revision in the Light Manufacturing (M-1) Zoning District and the addition of a Light Industrial zoning district to include mixed-use and multi-family residential. Rezoning may also include an expansion of the Professional Office (P) Zoning District.

b. Define a redevelopment plan for the Mt Wayte Shopping Plaza and vacant properties within the sub-district, and implement through zoning and capital program.

5.2.9.3 South Framingham

a. Develop a master redevelopment plan for vacant, contaminated, or underutilized industrial land to reverse disinvestment trends.

b. Identify expected build out and development, and conduct a build out land use analysis for future planning efforts;

c. Create an overlay district, or include standards in the existing By-law sections that require conservation of critical open space, natural resources, and habitat areas as part of sustainable commercial and industrial development projects; and

d. Review the zoning standards for the General Residence Zoning District to determine if the regulations achieve the intended results related to the character of neighborhood development.

5.2.9.4 Framingham Centre

a. Rezone according to the policies of this Master Land Use Plan under which consideration is given to improvement of historic character and better links across Route 9;

b. Develop an infrastructure improvement plan to improve both the visual and physical connection of Framingham Centre with Framingham State University and the surrounding area to the south that are presently separated by Route 9 (Worcester Road). This includes the potential use of air rights development over Route 9 to reconnect the Town's neighborhoods and centers;

c. Ensure the protection of the historic properties in Framingham Centre, and consider adding additional historic properties and lands to the historic registry;

d. Continue to coordinate with the Framingham State University administration long-range plans for growth and for some kind of downtown presence;

e. Identify opportunities with the state through the administration regarding opportunities for compatible economic development and institutional growth; and

f. Also see Building Institutional Relations (Section 4.8).

5.2.9.5 Nobscot

a. Consider establishing a Village Center or Traditional Neighborhood Design overlay district.

b. Utilize the market-based analysis to determine businesses and amenities that best fit the neighborhood's needs;

c. Improve the infrastructure by implementing a streetscape improvement program that includes adding hardscape improvements and landscape elements;

d. Create a list of approved streetscape elements, and implement a program of improvements through grant programs, the capital program and private investment; and

e. Define the types of character development from other neighborhoods that have similar characteristics as Nobscot neighborhood that have proven to be most successful in their revitalizations efforts.

5.2.9.6 Northwest Quadrant

Preserve the character of the neighborhood and preserve open space in the Northwest Quadrant through the following actions:

a. Use the Agriculture Preservation Restriction (APR) program to obtain development rights on farmland;

b. Support market expansion for agricultural and horticultural produce and products;

c. Leverage other state funds to assist with the purchase of open space or conservation restrictions;

d. Use other funds to purchase less than fee-simple options on land regulated under MGL c.61 prior to having to act on purchase in the event of sale of the subject properties. Improve the character of development that does move forward by creating incentives and disincentives that support conservation development (OSRD) for new projects in the quadrant;

e. Make the OSRD (Zoning By-Laws section IV.M) subdivisions as-of-right, or amend the By-Law to encourage greater use of the option with incentives such as higher density by special permit; and

f. Set policy for utilities and regulations for subdivisions that only allow use of the excess or future expanded capacity in the public water supply system for OSRD projects in these low density areas.

5.2.9.7 Saxonville

a. Support small business development by providing public parking, public transportations, pedestrian, and bicycle accommodations;

b. Zone public land for new parking, and make the parking available to meet zoning requirements to support small business development in the commercial center;

c. Amend the Community Business Zoning District (B-2) zoning to specifically allow mixed uses, particularly for live-work units;

d. Continue to encourage the reclamation and redevelopment

of the Plan Unit Development (PUD) site. Review the PUD regulations, and negotiate permit revisions to encourage development of the approved site;

e. Establish a Saxonville recreational walking trail (such as the Gloucester Maritime Trail). Review underlying zoning to maximize open space dedication along the Sudbury River;

f. Establish a registered, commercial and/or residential historic district to highlight the quality and character of the center. Also improve protections for historic buildings in the project reviews specified in the By-Laws. Related actions include improving the infrastructure by:

• Creating a list of approved streetscape elements that fit the historic character, and implementing a program of improvements through grant programs, the capital program and private investment; and

• Encouraging and identifying public access to and along the rivers and aqueducts.

5.2.9.8 Golden Triangle, Major Arterials, and Highway Corridors

a. Adopt policies on urban character and design review specific for each area;

b. Initiate a regional meeting to discuss reviewing and updating the Golden Triangle Overlay District;

c. Rezone portions of the Golden Triangle as appropriate from General Manufacturing (M), Light Manufacturing (M-1), and General Business (B) Zoning Districts to new Technology, Research and Development, and Laboratory Zoning Districts;

d. Potentially create new zoning for the northerly end of Speen Street/Old Connecticut Path to distinguish it from the rest of the Golden Triangle;

e. Create design standards for parking garages and lots that require them to be "coated" with other uses or designed to reduce the visual impact of parking structures; and

f. To encourage mixed use, rezone portions of the General Business (B) Zoning District to the new designations of General Business (B-3) and (B-4) Zoning Districts.

5.2.9.9 9/90 Corporate Center and Technology Parks

a. Continue to implement the recommendations of the Town's water and sewer master plans;

b. Encourage intermodal access to these employment areas;

c. Implement the recommended actions of the Framingham Technology Park Infrastructure Improvement Plan;

d. Promote Green Development, LID and LEED building, streetscape and landscape design within these areas; [see Sustainable Community, Section 6.2.1]

e. Improve zoning in the Technology Park to attract higher value uses; and

f. Improve the telecommunications infrastructure to attract new businesses.

5.3 Consider New and Innovative Approaches to Land Use Management

Review newer and innovative approaches being considered by other communities that could address the land use issues in Framingham. Analyze their applicability and effects and develop local regulations as appropriate.

5.3.1 Design Standards and Guidelines and Performance Standards

Communities typically use a range of standards and guidelines to define a character of development acceptable to the community. A design standard is a specific requirement e.g., "buildings shall have a 10-foot setback," whereas a design guideline is a recommendation that may require interpretation in the context of the project e.g., "design the roofline to relate to adjacent buildings."

Performance Standards require benchmarks to determine the success of the project in achieving a specific goal. Well drafted performance standards include: the values or goals to achieve, the determinants of compliance, means for measurement and assessment of compliance, and the actions resulting from different levels of performance. In some cases, a point system is appropriate because it allows easier administration of the by-law and project reviews. A certain number of points are needed to achieve the standard for acceptance of the design. The points may be accumulated in several ways. Typically, there is a baseline of design requirements, above which more points are added according to the addition of higher-quality design elements. The Green Area Factor, described in the next section, is an example of a point system.

The Town has a precedent for design guidelines with Article 17.2 of the Planning Board Rules and Regulation, Central Business District Design Standards. These types of standards should be advanced more fully as a comprehensive design program to be more enforceable requirements.

5.3.2 Sustainable Site Design and Green Infrastructure

Many of the programs for sustainable design focus on a building's energy efficiency. This includes the EnergyStar program of the U.S. Environmental Protection Agency (EPA) and the U.S. Green Building Council's LEED™ program. These are programs go beyond zoning into building improvements associated with the Building Code, an area of regulation specifically separated by law from zoning. Zoning only deals with the outside dimensions of a building but can be very specific about the site conditions. This is where the Town could develop standards for green infrastructure associated with site and road improvements.

Many communities use Low Impact Development (LID) regulations to improve the environmental impacts of construction. The Massachusetts Smart Growth Toolkit describes LID as "…a more sustainable and development approach that begins with a site planning process that first identifies critical natural resource areas for preservation. Then, once the building envelope is established, LID techniques, such as maintaining natural drainage flow paths, minimizing and clearance, clustering buildings, and reducing impervious surfaces are incorporated into the project design. A series of small stormwater best management practices (BMPs), that preserve the natural features and hydrology of the land are used instead of the conventional methods of collecting, conveying, and piping away runoff."

The LID program works very well for reducing and handling stormwater, particularly where there is sufficient an area to provide for vegetative systems to support evapo-transpiration. This would be an important consideration for new development, particularly in the lower density areas and especially in the Northwest Quadrant. The U.S. EPA has proposed that LID techniques be transferable to ultra-urban environments. Consideration should also be given to another program, the Green Area Factor (GAF), to address sustainable, low impact development for the urbanized areas of the Town.

The GAF program was initiated in Sweden and Germany and has been adopted in Seattle, Washington as the Seattle Green Factor Program. The Program requires increased landscaping to improve the look and feel of new development. The GAF is a point system performance standard program. The GAF Program accepts inputs of proposed areas of types of landscaping and numbers of trees that are weighted in importance by multipliers ranging from 0.1 to 0.7. These are added together and divided by the total area of the site. A minimum score of 0.3 is required, or as a weighted comparable of 30% of the site with plantings.

The key factors are:

a. Depth of soil - a distinction is made between soil depths less than 24" and more than 24";

b. Size of vegetation - shrubs are categorized between less than 3' high and more than 3' high, and a listing of trees is provided with weighting for small (0.3), large (0.4) and exceptional (0.5) trees;

c. Permeable pavement - "that drains only itself" and is at grade;

d. Vegetated walls and roofs - the highest weighting (0.7) is given to vegetated roofs and walls;

e. Water features - the highest weighting (0.7g) is also given to fountains and stormwater rain garden features;

f. Drought tolerant plants and plants visible to the street are provided bonuses but with the lowest weighting (0.1); and

g. Meeting the standard allows a reduction in the standard percentage of open space requirements. As a program designed for urbanized or developed areas, the Green Factor may be appropriate for consideration in Framingham. The 495/MetroWest Partnership has created the Green Infrastructure Tool kit, which could be used to help determine the appropriate standards for the regulations.

5.3.3 Traditional Neighborhood Design (TND)

TND is a program for traditional design advocated by The Congress for New Urbanism (CNU) and others. It suggests a number of formulas for design based on a review of historically successful developments from many locations. Short, walkable blocks and a full mix of uses in the development are typical of some of the standards. It is currently developed as a U.S. Green Building Council's LEED™ program with sustainable design criteria incorporated into the standards to allow certification under the LEED™ program. The program may have a place to consider in the Town where substantial change may occur. As a predominantly built-out community, however, the application of the TND program

may be very limited. If a special case occurs, the LEED-ND™ program could be used for a third-party assessment of the project rather than having to develop local standards.

5.3.4 Form-Based Code (FBC)

FBCs are a relatively new form of zoning that encourages the focus on the complete form of development, architecture, sites, and streets under a master plan of development as described in a Regulating Plan. A FBC is comprehensive, including coordinated building (private realm) and street (public realm) development under an overarching plan. A FBC typically includes the following elements:

5.3.4.1. General Provisions

The general provisions will explain the regulations and review process in clear, user-friendly language, and terms.

5.3.4.2 Regulating Plan

The Regulating Plan illustrates the location of streets, blocks, public spaces (such as commons, greens, squares, and parks), and other special features. It also clarifies dimensional characteristics such as building envelopes, setback requirements (minimum and maximum or as build-to-lines), façade zones, and building type or use designations. A Regulating Plan illustrates the following design and development elements:

a. Street Hierarchy and Design -This includes design elements for intersections and cross streets within the sub-districts of the Regulating Plan. Graphic representations of existing and future design elements, including transects (showing the street cross sections in relation to adjacent private development), and photo simulations are included.

b. Streetscape Design - Specific streetscape design elements for each street type in the hierarchy above (i.e. boulevards to alleys) such as proposed surface treatments, tree location (species and placement), planters, lighting, and other street furniture elements.

c. Preferred Public Amenities - This includes existing and potential new open space, pedestrian and bicycle corridors, parks, access points (physical and visual), and other public amenities in the redevelopment area intended for active and passive recreational uses.

d. Building Patterns and Form - Detailed illustrations and diagrams depict standards for public frontages, building dispositions, building uses (vertical and horizontal), accessory structures, lot and structure dimensional standards (i.e. heights, FAR, architectural elements), landscaping, location, and amount of parking, general architectural themes, signage, and relationship of private development to public realm.

e. Additional Regulating Plan Elements - Other elements that may be included in the Regulating Plan are:

- Linkages - building, pedestrian, vehicular, bicycle and other linkages;
- Transitional areas - between public and private spaces;
- Movement - pedestrian/vehicular interaction, walkable and bikeable;
- Site Lines - preservation and creation of lines of sight; and
- Landmarks - key places, routes, entranceways and gateways.

5.3.4.3 Allowable Uses Matrix

The allowed and required uses are in broad categories. The basis of a FBC is the form of development rather than the use. Instead of a detailed list of uses, the table may contain performance standards that address the potential impacts of adjacent uses (horizontally or vertically) that could be incompatible without specific regulation.

5.3.4.4 Building Form Standards

Standards governing basic building form, placement, and fundamental urban design elements ensure that all buildings complement neighboring structures and the street. These standards should be based on the study of building types appropriate for the region, climate, and neighborhood. This includes:

a. Lot size, frontage, and densities;

b. Vertical mix of uses (residential, retail, office);

c. Building height and articulation (positioning of building, accessories, and open spaces on lots);

d. Build-to-lines or setbacks at streets and interior spaces;

e. Land and building uses (including vertical requirements);

f. Yard requirements and out-buildings;

g. On-site parking layout; and

h. Public and private signage and displays.

5.3.4.5 Architectural Standards and Guidelines

Architectural design standards for non-historic and new buildings address issues such as appropriate size, orientation, and construction details that are compatible with settings and other defining characteristics in a Regulating Plan area:

a. General architectural style and themes;

b. Building mass, including height, length, setbacks, and coverage;

c. Bulk, scale and materials (in keeping with desired patterns);

d. Site coverage by buildings, walkways, landscaping, and parking areas;

e. Connections to public spaces (i.e. sidewalks, alleys, parking lots);

f. Façade treatments, business signage, and placement;

g. Access and loading locations, types, and widths;

h. Design continuity;

i. Materials and colors;

j. Accessories (i.e. awnings, canopies, etc.);

k. Permitted encroachments (i.e., balconies, stoops, covered walkways, etc.);

l. Solar guidelines (relating building heights to setback and street widths); and

m. Other parameters appropriate for new construction.

5.3.4.6 Complete Street Design Hierarchy

This section defines the hierarchy of streets in a Regulating Plan with cross sections illustrating the desired character of these public spaces. Street section illustrations are used to define building relationship with the street, width of travel and parking lanes, placement of street trees and lighting, and sidewalk widths based on the setting, and desired character. The hierarchy of street types includes:

a. A street listing such as Avenues, Boulevards, Commercial Business District Streets, and Neighborhood Streets;

b. Driveways, service alleys, trash storage facilities, and screening;

c. Public on-street parking;

d. Public gateway and directional signage (placement, materials, and style);

e. Bus stops, shelters, and similar amenities;

f. Integration of public and private spaces (outdoor dining, vendor courts, pedestrian access to private buildings, and parking lots); and

g. Preserving, high lighting, or buffering view corridors in selected locations (adjacent neighborhoods).

5.3.4.7 Streetscape Design Elements

This section supplements the Complete Street Design Hierarchy that identifies and illustrates preferred streetscape improvement standards including:

a. Street and pedestrian level lighting, pavement treatments, informational kiosks, trash receptacles, benches, and other street furnishings;

b. Recommended species for street trees and other plantings; and

c. Pedestrian and bicycle safety enhancements such as bulb-outs, bike lanes, cross-walk treatments, center refuges and medians, and other design techniques.

5.3.4.8 Parking Standards

New off-street (public and private) parking standards are specified in the redevelopment area with the desire for a pedestrian-friendly environment and higher density development. Surface parking in the redevelopment area should be kept to a minimum and the standards should address:

a. Conduct a parking analysis of the existing parking regulations and requirements for the Town;

b. Minimum and maximum parking requirements;

c. Offset allowances to public parking (on-street and off-street) that is available within a comfortable walking distance;

d. Offset allowances for private and available off-site and satellite parking;

e. Reduced parking requirements for mixed-use development where parking is shared;

f. Design requirements for access to public transit;

g. Internal design requirements for pedestrian access from sidewalk to on-site buildings; and

h. Design standards for structured parking.

5.3.4.9 Public Space Design Standards

Design standards for existing and potential new open space, pedestrian and bicycle corridors, parks, access points (physical and visual), and other public amenities intended for active and passive recreational uses are specified:

a. Public passive recreation and open space (parks, commons, greens);

b. Public active recreation areas (ball fields, playgrounds, pocket parks);

c. Private open spaces (courtyards and seating areas);

d. Pedestrian and bicycle corridors;

e. Vehicular and pedestrian interfaces; and

f. Connectivity between the redevelopment area and the surrounding neighborhood.

5.3.4.10 Landscaping Standards

Diagrams and illustrations will include a listing of native or other appropriate species, including placement for use on public and private lands. Standards for landscape design and plant materials on private property will consider the potential impact they may have on public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.). The landscaping standards are generally grouped as:

a. Canopy trees and sub-canopy trees;

b. Small flowering under story trees;

c. Evergreen trees and shrubs; and

d. Groundcovers, wild and field flowers.

5.5.4.11 Sustainable Design Standards

Sustainable and LID methodologies appropriate for the redevelopment area will be incorporated into the FBCs, including the roadway design, streetscape design, parking, building orientation, and public amenities. Massachusetts communities that have advanced FBCs include Amherst, Weymouth, Andover, and Wilmington. The development and application of FBC may be appropriate for relatively undeveloped areas and redevelopment of strip commercial areas and could be used in place of the PUD zoning district or for urban renewal areas.

5.3.5 Transit Oriented Development (TOD)

The Downtown MBTA train station is an important amenity for new development that may spur uses that would take advantage of transit and help the revitalization of the Downtown. TOD refers to land uses and activities that are in close proximity and have access to transit without requiring an automobile. Rules of thumb are often invoked using specific distances from transit stations (e.g., an easy ten minute or one-half mile distance from commuter rail stations). Greater or shorter distances may be appropriate depending on factors that affect walkability including convenience, attractiveness, and perceptions of safety. Bicycle friendly commutes, especially bicycle share, motor bikes, and other modes, all can expand the area of influence.

Many other communities in similar circumstances emphasize the importance of transit connections. The Chapter 40R program of the State has provided support to many communities creating mixed-use TOD projects around MBTA stations, including Andover, Kingston, and Plymouth. Employment centers, including businesses and institutions, can be connected to the train station and substantially shift the travel patterns of employees and visitors, reinforce existing development, and invite expansion.

TOD can have a transformative influence. The ability to shorten commutes creates market demand for new development. A focus on the desirability and quality of the TOD neighborhood is critical. A future Framingham Downtown Urban Design and Development Plan should provide a comprehensive approach to the physical design that should be supplemented with other programs, supporting transit modes, and economic development to take advantage of the train station.

5.3.6 Industrial Area Redevelopment

Many communities use Industrial Building Reuse Overlay Districts, Adaptive Reuse Overlay Districts, and Mill Conversion Districts to promote the reuse of vacant industrial areas and buildings. These Zoning Districts provide a community with more discretion over development and make the permitting process easier by better defining the basis for redevelopment. An overlay district can add flexibility for the redevelopment options and is typically advanced either with or without a master plan for redevelopment. New uses may be permitted incrementally and district impacts may be determined with build-out of a master plan. An overlay district may also include incentives for certain desired uses, particularly

those considered compatible in a mixed-use building and site. The Berkshire Regional Planning Commission prepared the following summary of communities that have adopted industrial re-use regulations:

a. Underlying Zoning District (Properties located in a consolidated area that allowed a base zoning district to accurately describe allowed uses);

b. Variety of uses, including commercial, residential, industrial, and municipal services allowed via the table of use regulations most require site plan approval or a special permit;

c. Proposed uses must be compatible with existing uses;

d. Incompatible uses may be disapproved unless mitigating measures are provided;

e. Residential uses not allowed on the first floor of new structures, or existing commercial buildings;

f. Does not directly address parking or affordable housing; and

g. Reduction in lot area minimum (up to 10%) for donation of public amenities or access.

ATTACHMENT

MASTER LAND USE MAP

MASTER LAND USE MAP

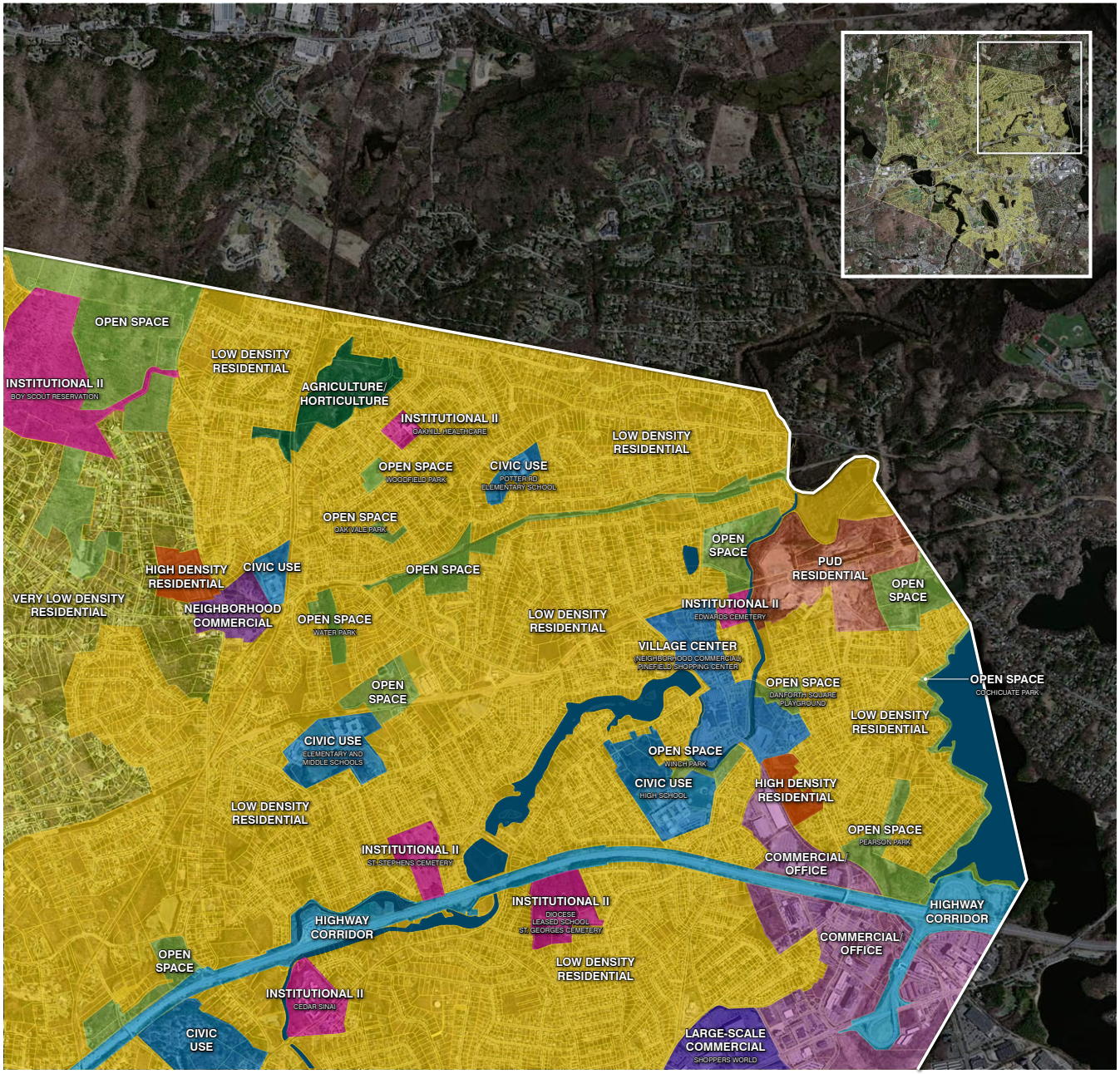
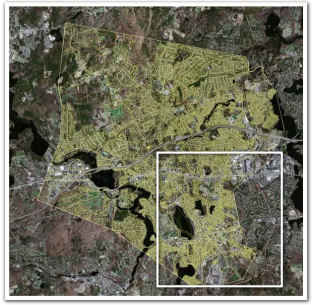
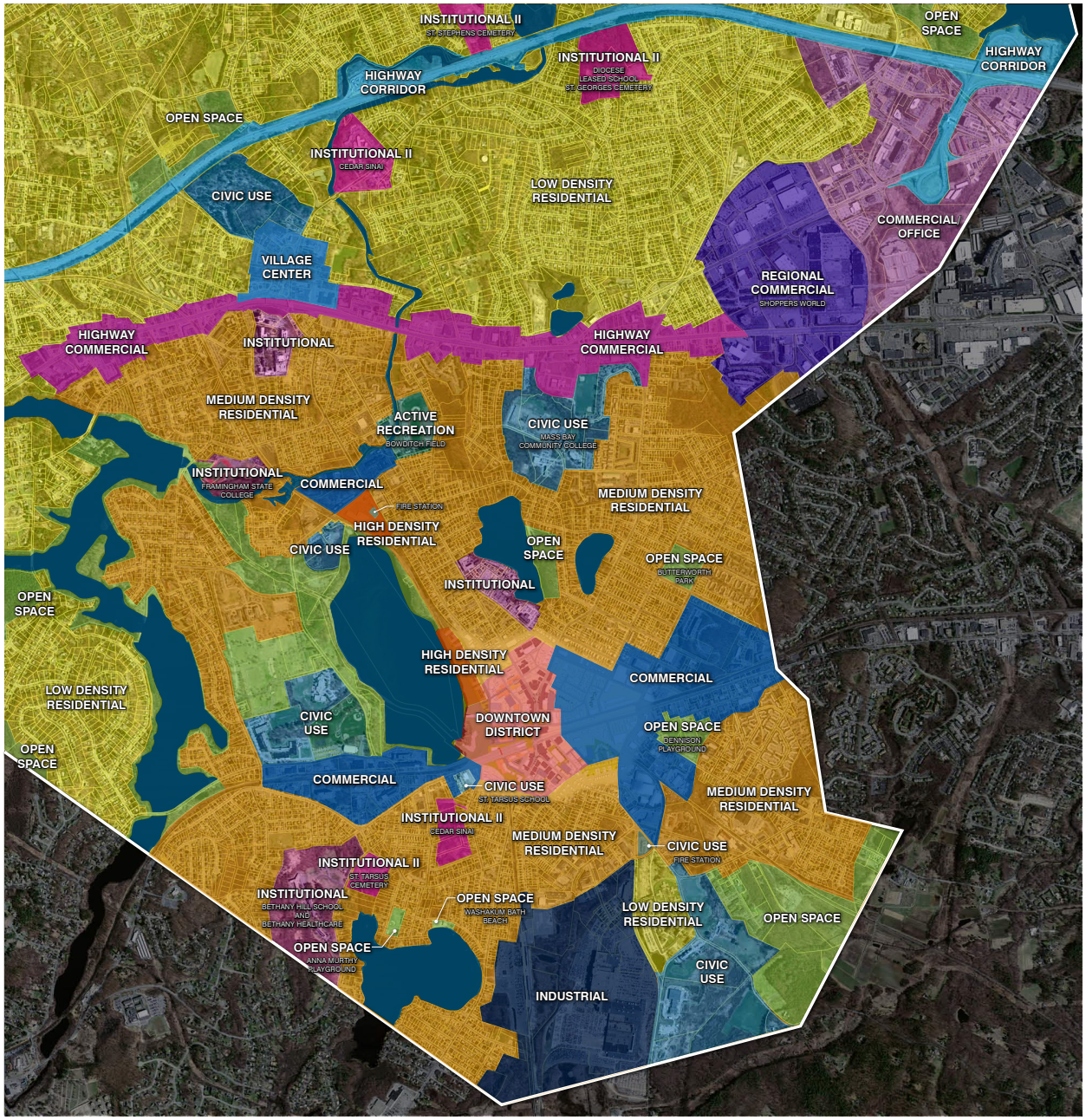


TABLE OF USES

- Very low density residential
- Low density residential
- Medium density residential
- High density residential
- PUD residential
- Commercial
- Neighborhood commercial
- Regional commercial
- Commercial/office
- Highway commercial
- Technology Park
- Industrial
- Civic use
- Open space
- Agriculture/Horticulture
- Active recreation
- Village Center
- Highway corridor
- Institutional
- Institutional II
- Downtown district

MASTER LAND USE MAP





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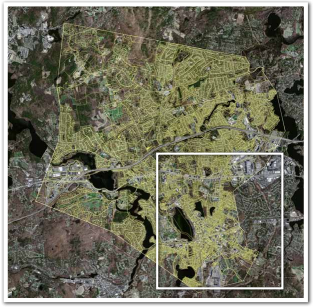
MASTER LAND USE MAP



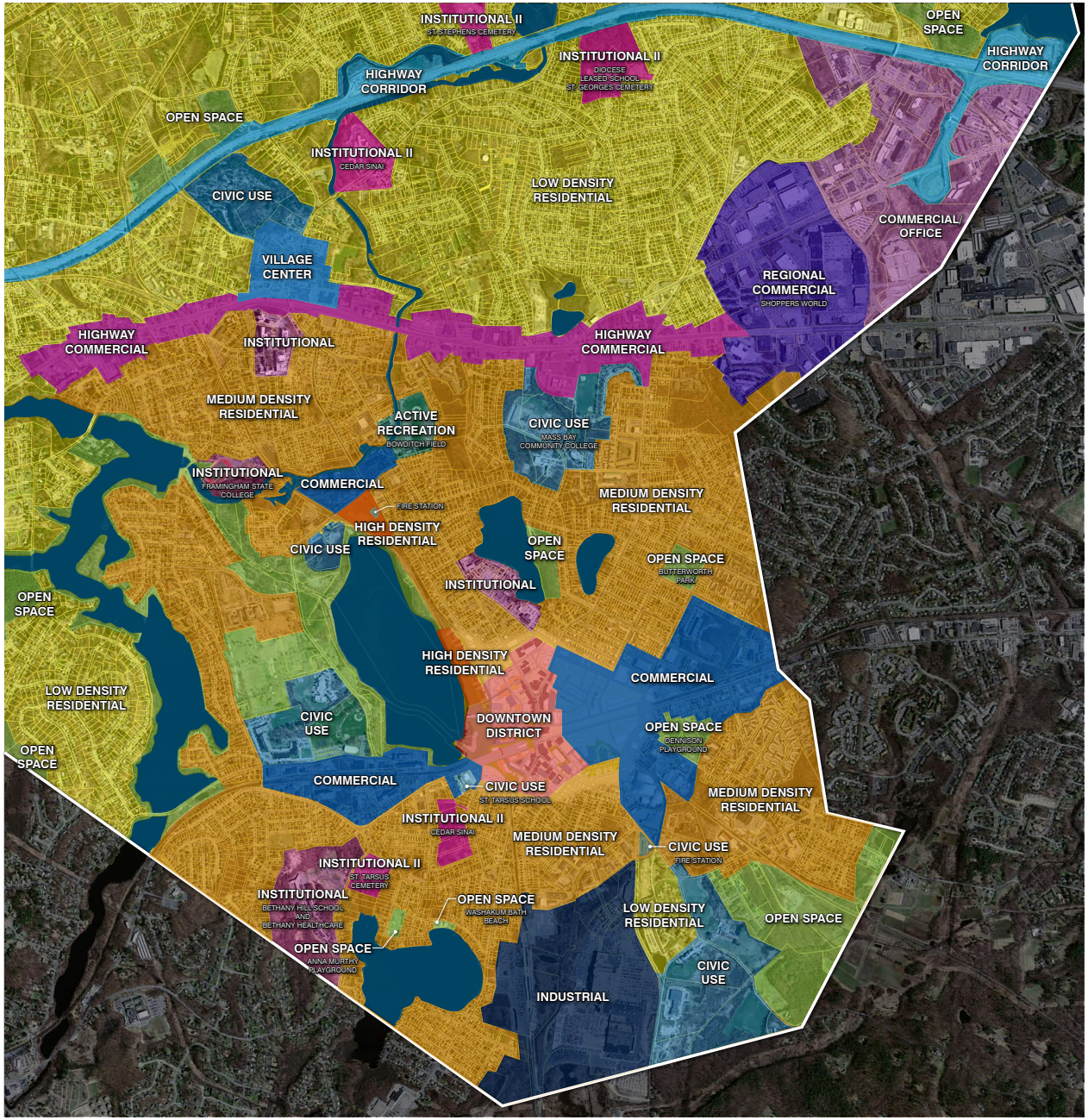


TABLE OF USES

- Very low density residential
- Low density residential
- Medium density residential
- High density residential
- PUD residential
- Commercial
- Neighborhood commercial
- Regional commercial
- Commercial/office
- Highway commercial
- Technology Park
- Industrial
- Civic use
- Open space
- Agriculture/Horticulture
- Active recreation
- Village Center
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- Institutional
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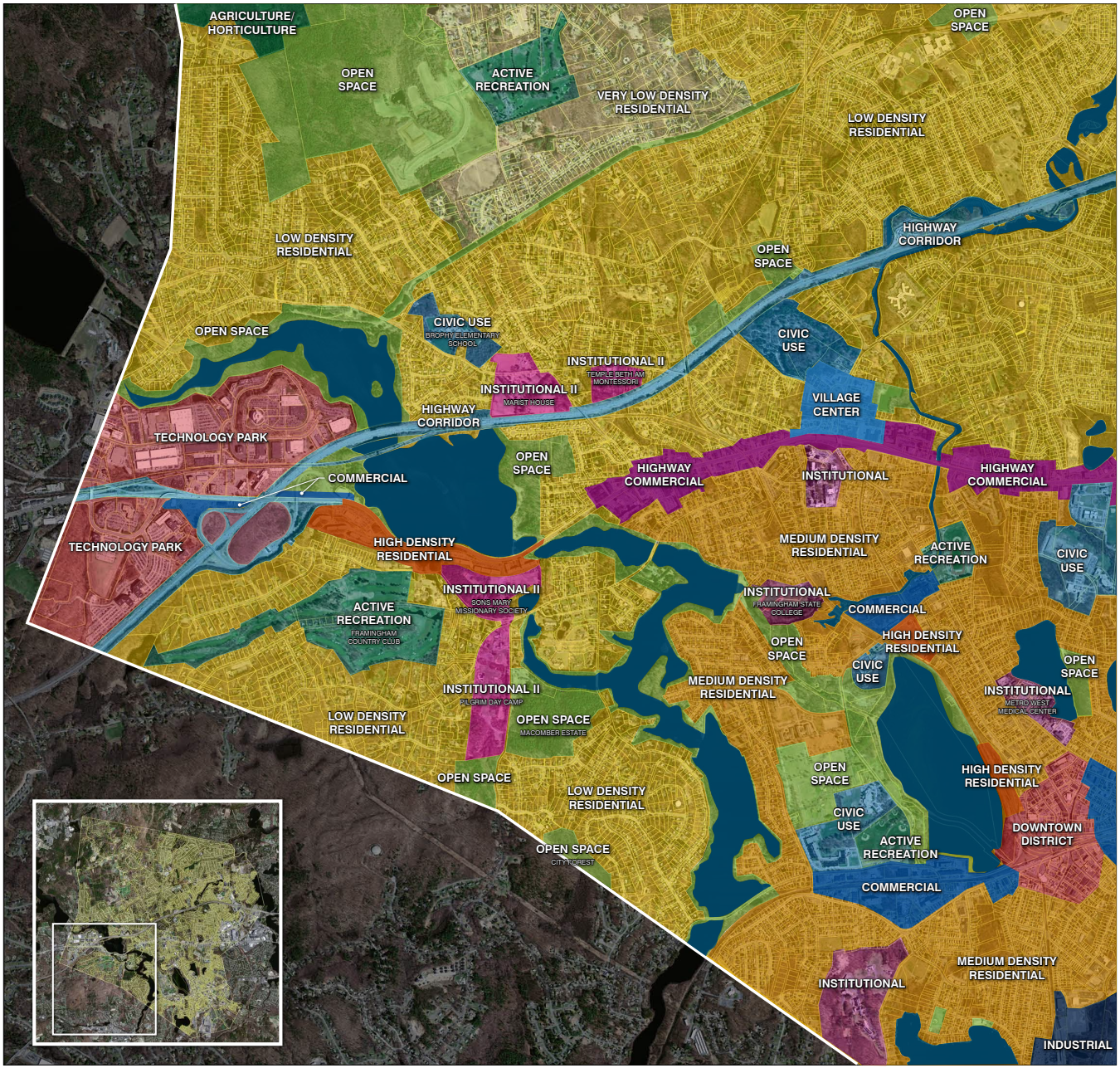


APPENDIX A

COMMUNITY-WIDE SURVEY REPORT

Master Plan Survey Results

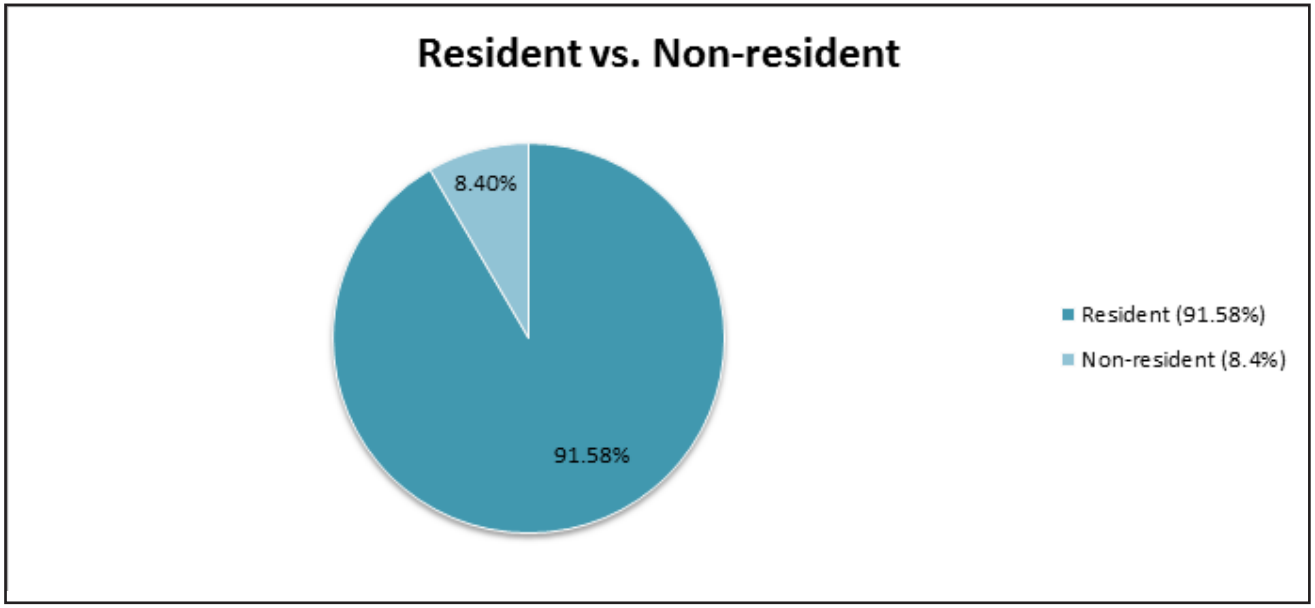
Framingham Planning Board
4/1/2011

The Framingham Planning Board conducted a Master Plan Survey to aid in the drafting of the new Master Plan. A total of 876 surveys were completed. The following survey results include some preliminary observations from the collected data.

Master Plan Survey Results
(Final Results)

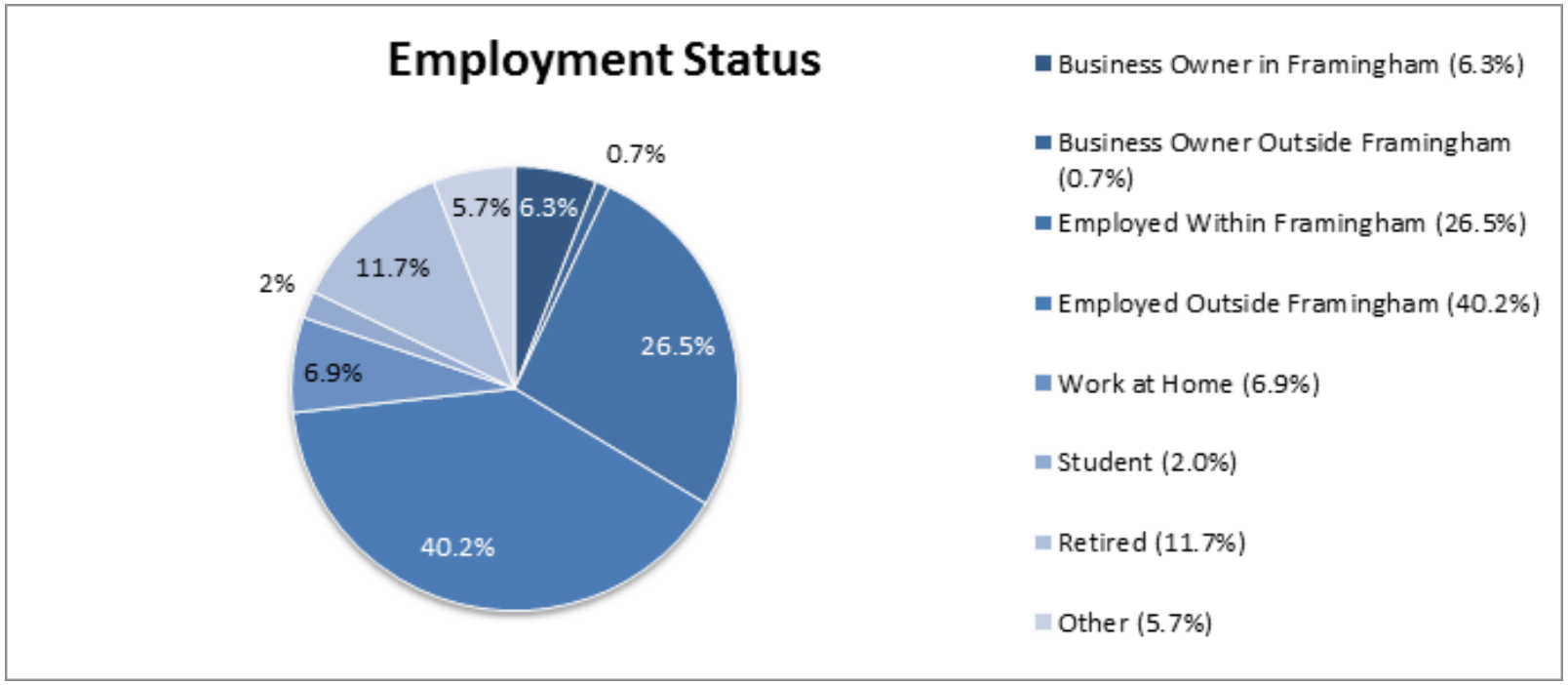
1.a. Which categories best describe you?

More than 91 percent of the respondents were residents.



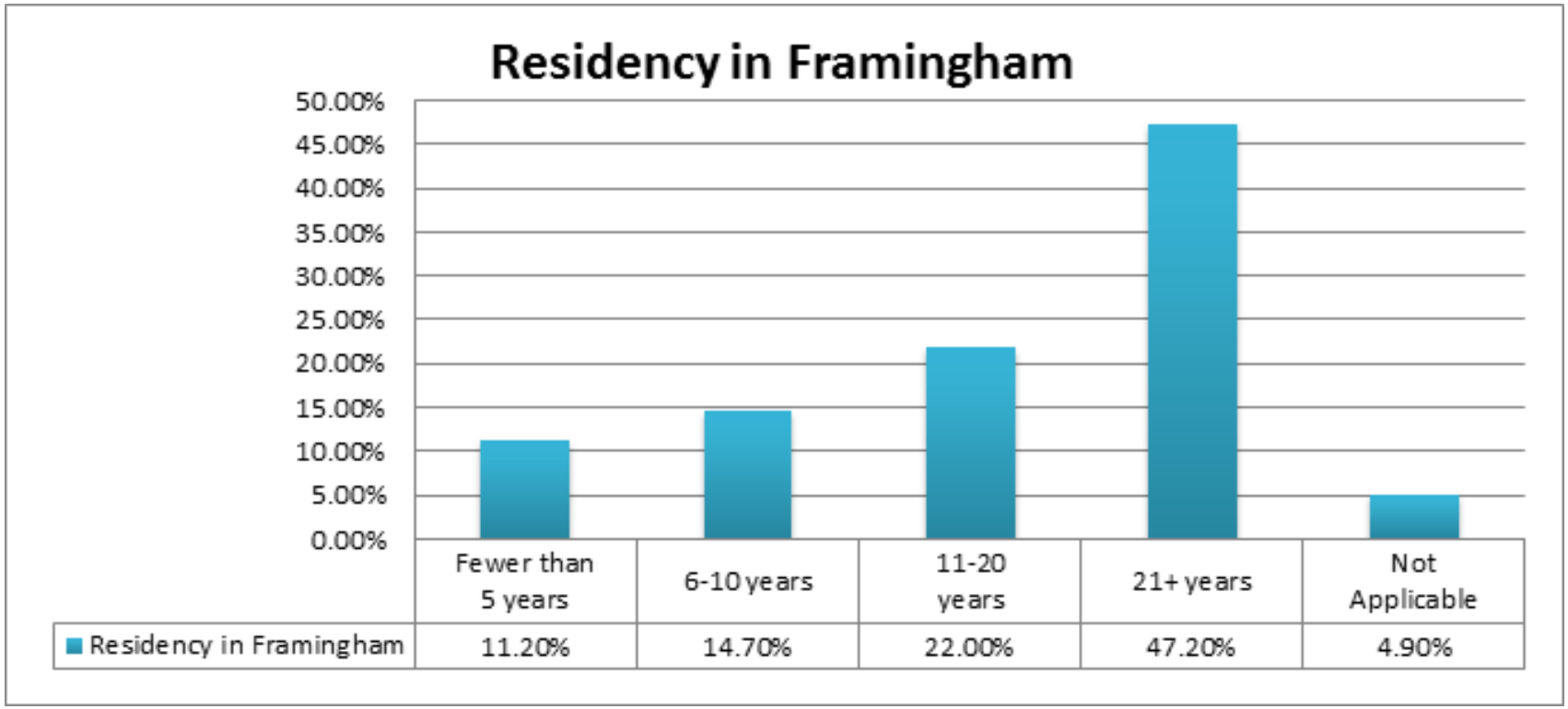
1.b. Which categories best describe you?

Approximately 40 percent of the respondents work outside Framingham, 27 percent work in Framingham.



2. How long have you lived in Framingham?

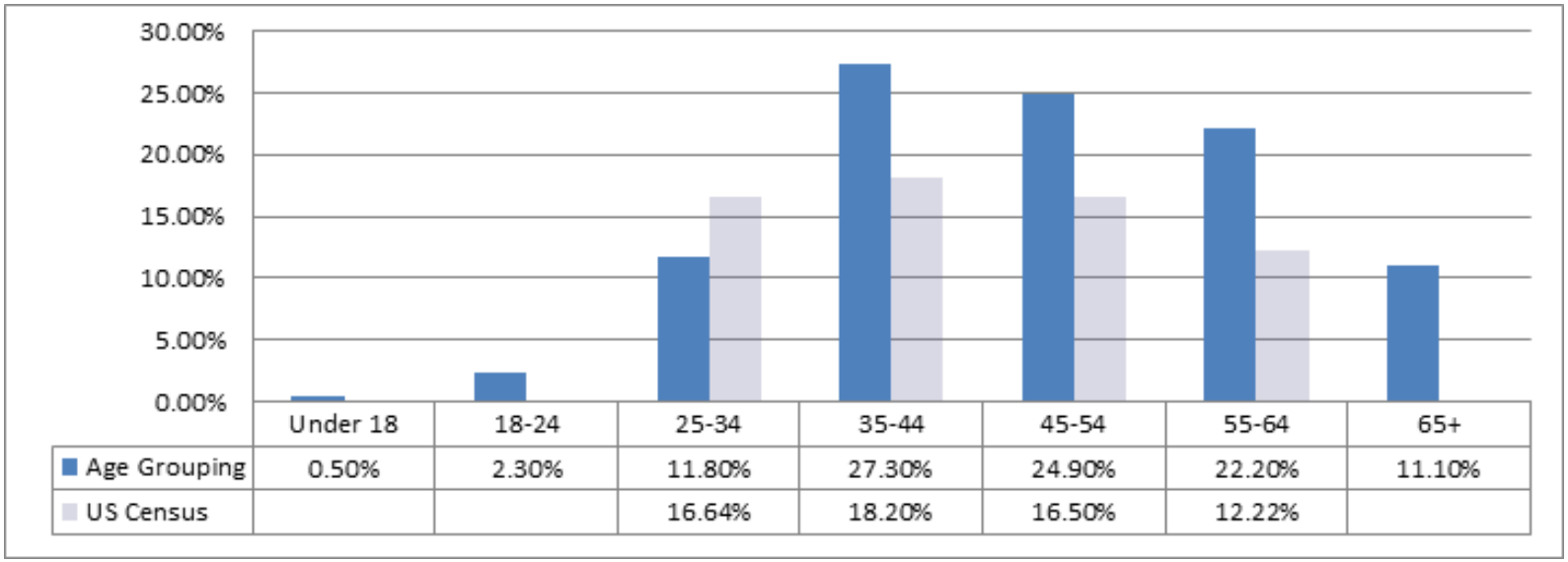
Nearly 69 percent of the respondents have lived in Framingham 11 years or more.



	Fewer than 5 years	6-10 years	11-20 years	21+ years	Not Applicable
Residency in Framingham	11.20%	14.70%	22.00%	47.20%	4.90%

3. What is your age group?

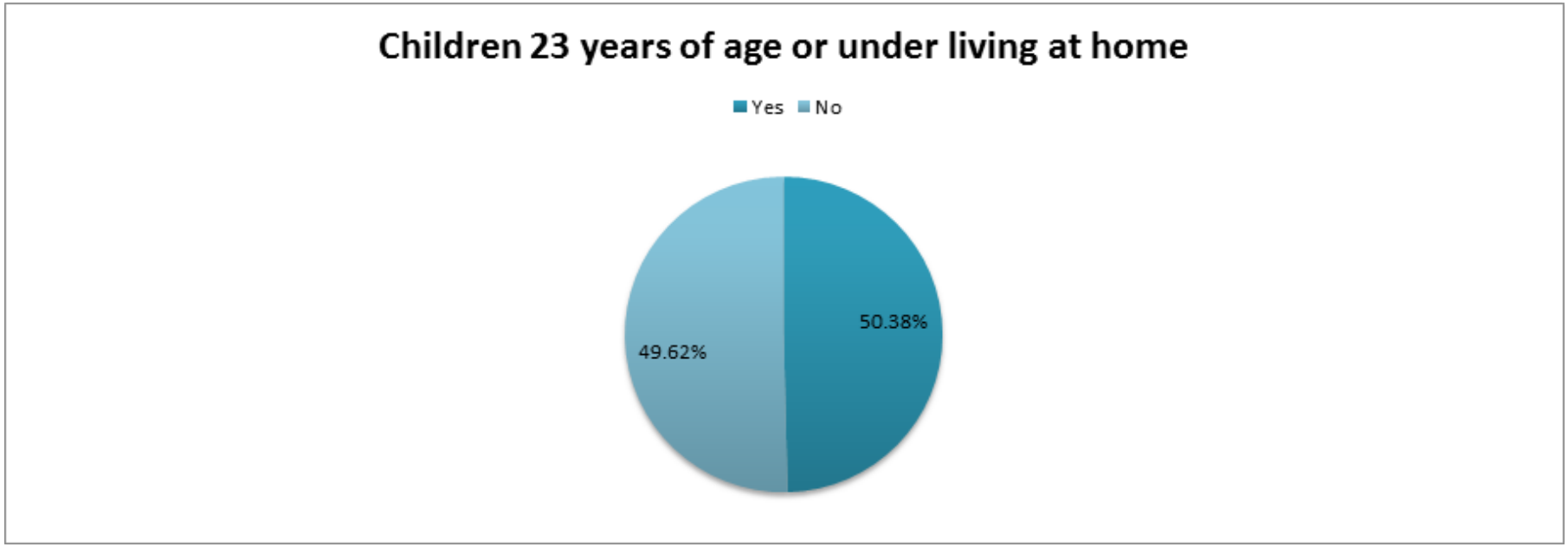
The percentage distribution of respondents by age cohort for the survey correlates strongly with the percentage distribution by age cohort for the general population of Framingham published by the Unicited State Cureau of the Census.



	Under 18	18-24	25-34	35-44	45-54	55-64	65+
Age Grouping	0.50%	2.30%	11.80%	27.30%	24.90%	22.20%	11.10%
US Census			16.64%	18.20%	16.50%	12.22%	

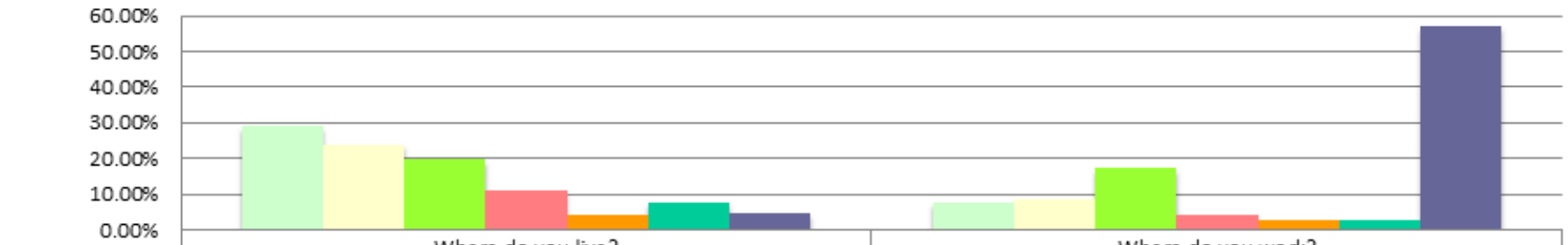
4. Do you have children 23 years of age or under in your home?

The results show almost an even split between respondents with or without children in the household.

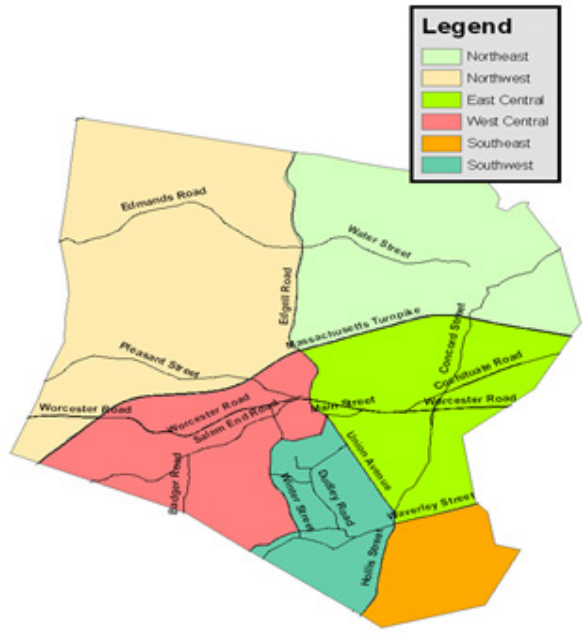


5. Where in Framingham do you live and/or work?

Nearly 53 percent of the respondents live in the northern section of Framingham. The data shows that for most respondents that work in the town, that their place of employment is concentrated in East Central Framingham.

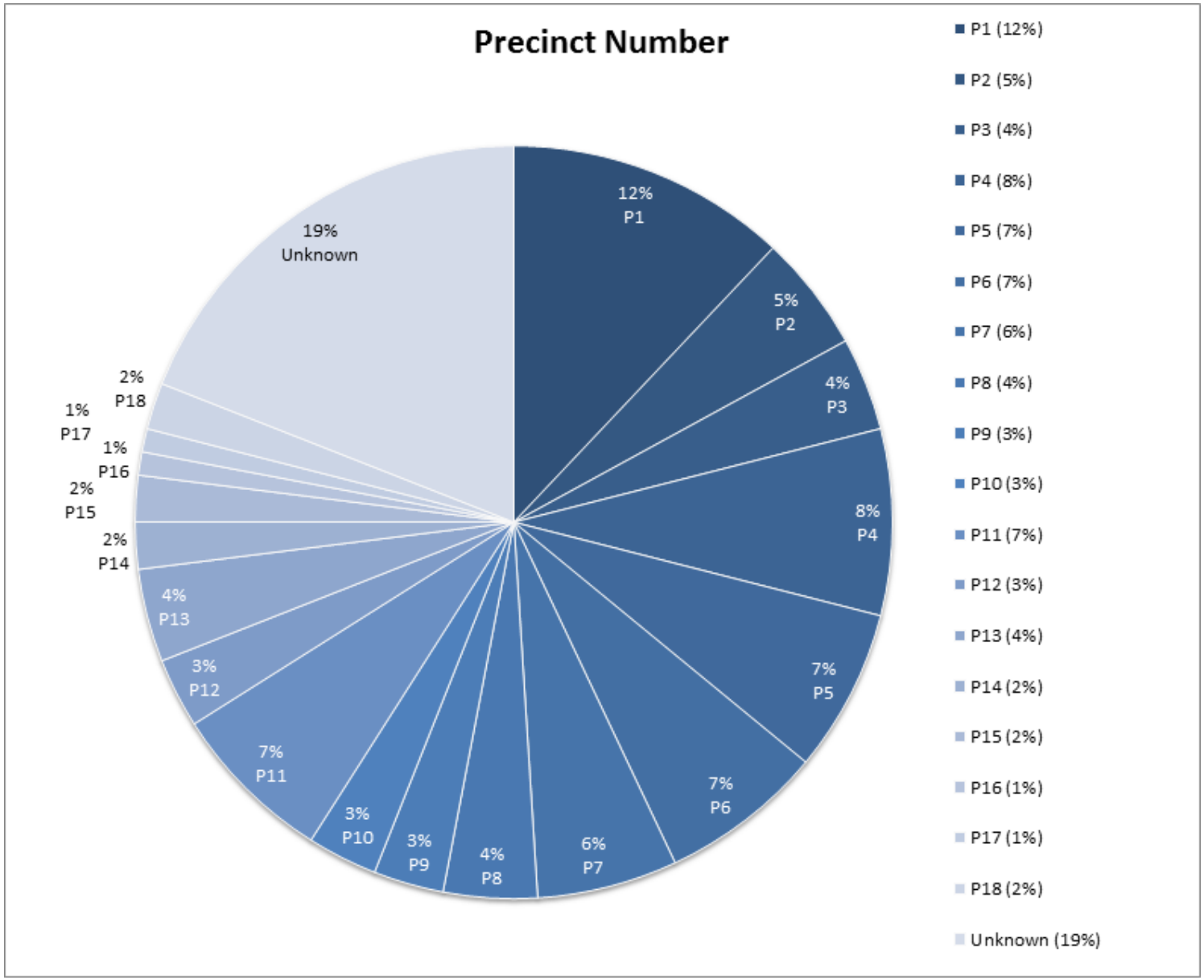


	Where do you live?	Where do you work?
Northeast	28.90%	7.70%
Northwest	23.90%	8.50%
East Central	19.70%	17.20%
West Central	11.00%	4.00%
Southeast	4.10%	2.80%
Southwest	7.80%	2.80%
Not Applicable	4.60%	56.90%



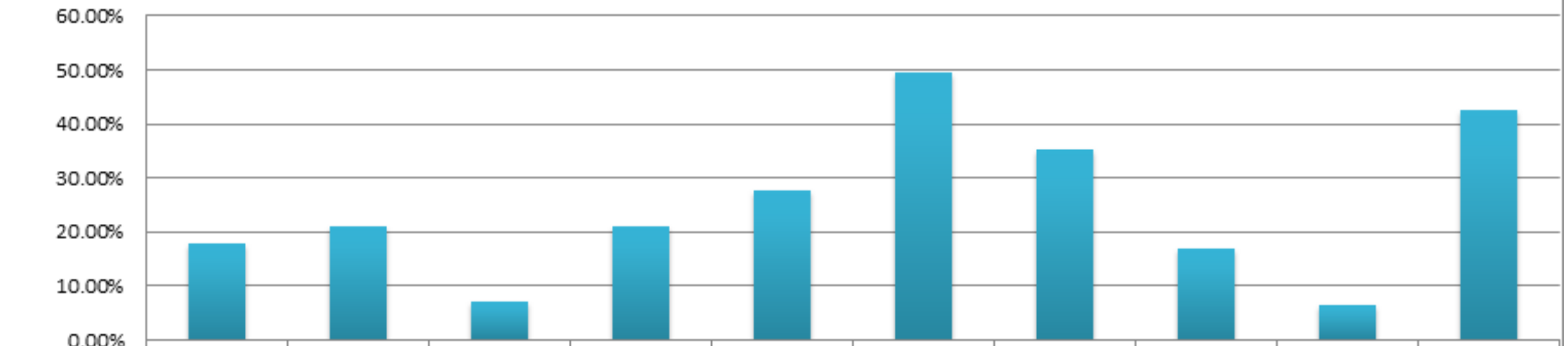
6. Please indicate your precinct, if known.

Surveys were completed by individuals from all precincts.



7. What originally attracted you to Framingham? (Check all that apply)

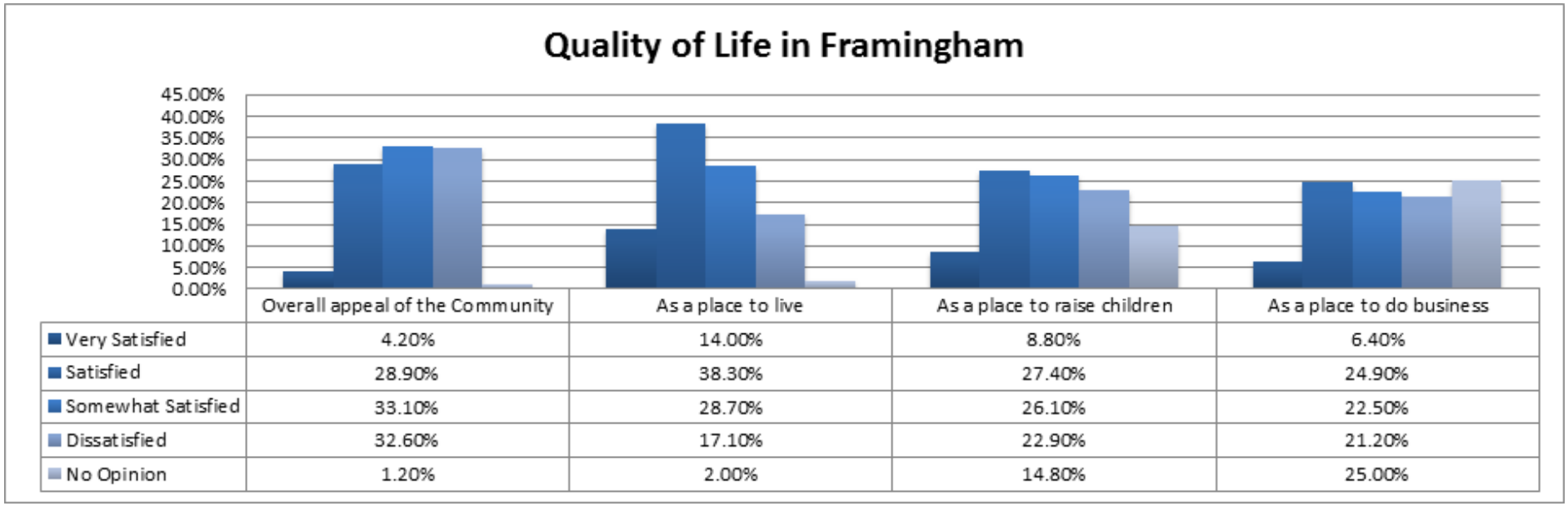
The top three attributes that attract people to Framingham are as follows: location at 49.41 percent, affordability at 42.54 percent and housing at 35.31 percent. See Appendix A for additional short answer responses received for this question.



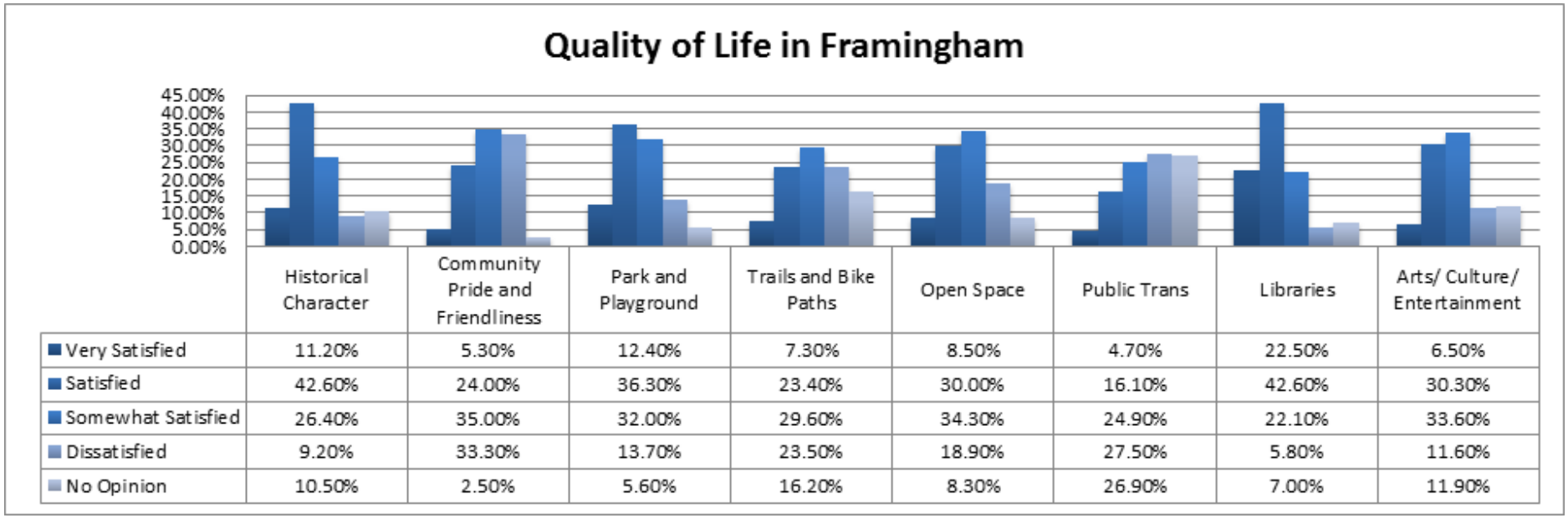
	Employment	Schools	Transport	Family/Friend	Born here/Grew up here	Location	Housing	Shopping	Public Services	Affordability
Framingham	18.00%	21.00%	7.10%	21.10%	27.60%	49.40%	35.30%	16.80%	6.40%	42.50%

8. Please rate the following aspects/characteristics that impact the quality of life in Framingham.

The top five characteristics that influence the satisfaction of the quality of life in Framingham are as follows: a place to live, a place to raise children, historical character, parks and playgrounds, and libraries.



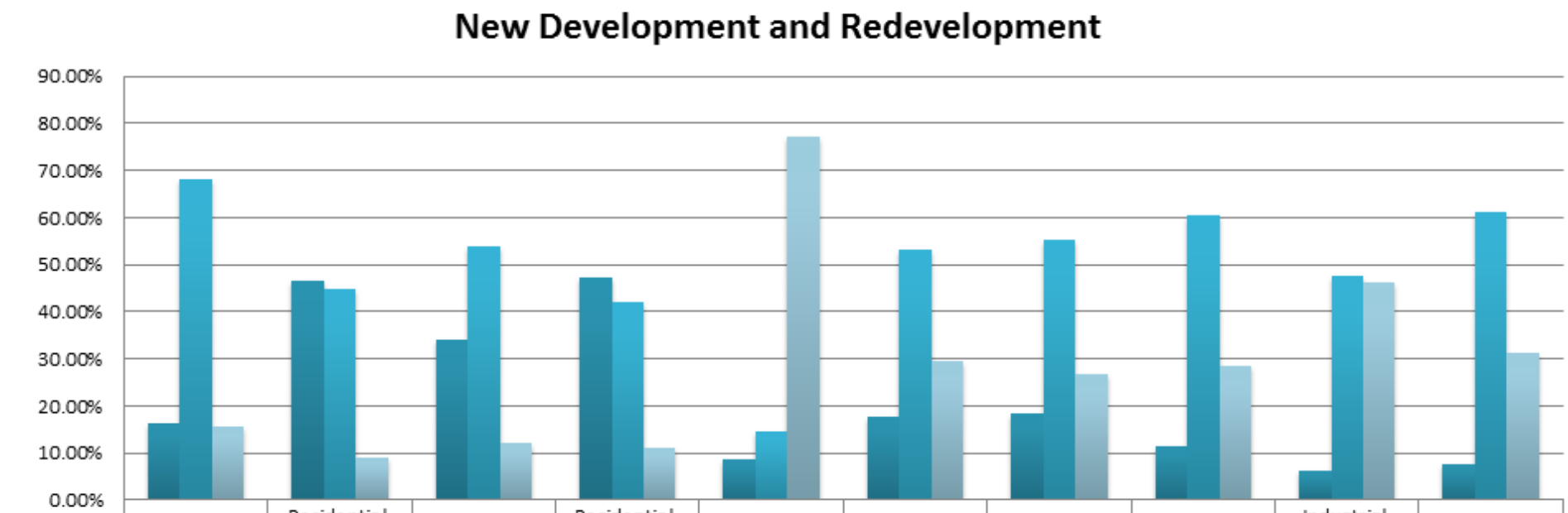
	Overall appeal of the Community	As a place to live	As a place to raise children	As a place to do business
Very Satisfied	4.20%	14.00%	8.80%	6.40%
Satisfied	28.90%	38.30%	27.40%	24.90%
Somewhat Satisfied	33.10%	28.70%	26.10%	22.50%
Dissatisfied	32.60%	17.10%	22.90%	21.20%
No Opinion	1.20%	2.00%	14.80%	25.00%



	Historical Character	Community Pride and Friendliness	Park and Playground	Trails and Bike Paths	Open Space	Public Trans	Libraries	Arts/ Culture/ Entertainment
Very Satisfied	11.20%	5.30%	12.40%	7.30%	8.50%	4.70%	22.50%	6.50%
Satisfied	42.60%	24.00%	36.30%	23.40%	30.00%	16.10%	42.60%	30.30%
Somewhat Satisfied	26.40%	35.00%	32.00%	29.60%	34.30%	24.90%	22.10%	33.60%
Dissatisfied	9.20%	33.30%	13.70%	23.50%	18.90%	27.50%	5.80%	11.60%
No Opinion	10.50%	2.50%	5.60%	16.20%	8.30%	26.90%	7.00%	11.90%

9. Based upon your answer in Question 8, what would you change about Framingham?
See Appendix B for additional short answer responses received for this question.

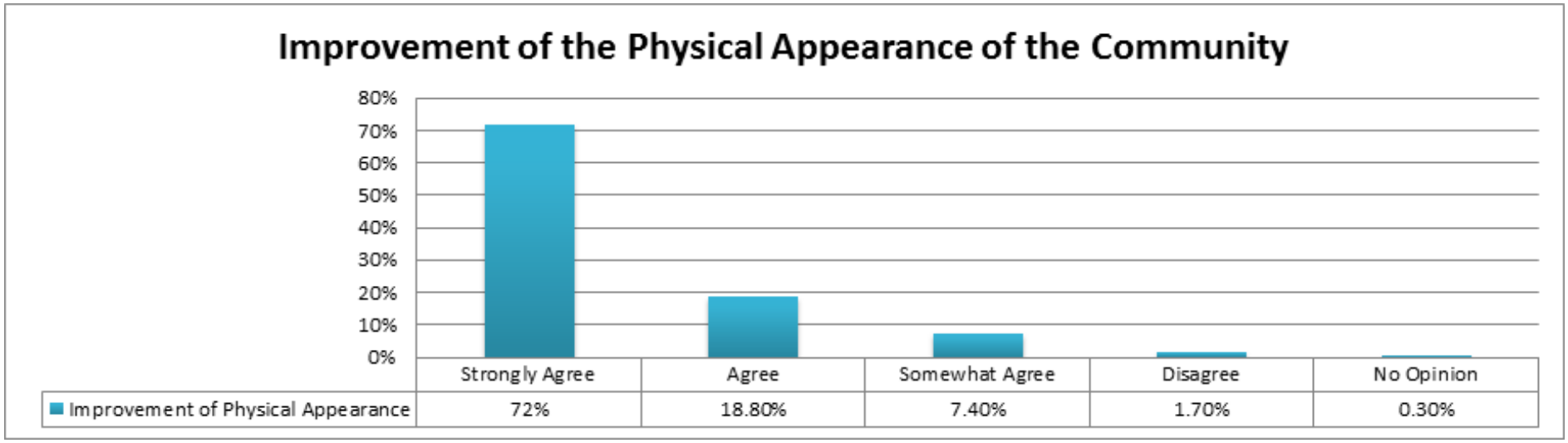
10. Please rate the pace of growth in Framingham for the following types of new development and redevelopment.
Respondents believe that residential single family and condominiums are being developed at just the right pace, while multiple family and rental apartments are being developed too fast. Respondents also believe that the commercial developments of major routes, retail, office, in addition to the development of Industrial-General are being developed at just the right pace.



	Residential-Single Family	Residential-Multiple Family	Residential-Condo	Residential-Rental Apartments	Commercial-Downtown	Commercial-Major Routes	Commercial-Retail	Commercial-Office	Industrial-High Tech/R&D	Industrial-General
Too Fast	16.50%	46.60%	33.90%	47.20%	8.80%	17.70%	18.50%	11.60%	6.30%	7.80%
Just Right	68.00%	44.90%	53.90%	42.20%	14.70%	53.30%	55.10%	60.50%	47.60%	61.30%
Too Slow	15.60%	8.90%	12.30%	11.00%	77.20%	29.50%	26.70%	28.50%	46.30%	31.20%

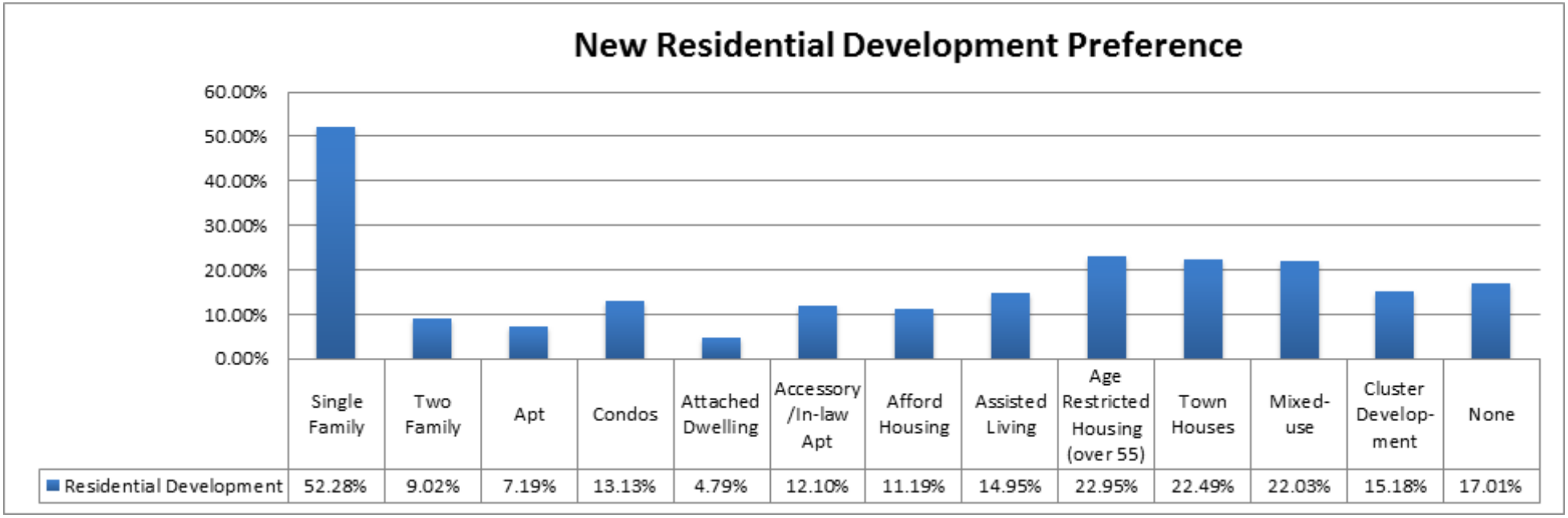
11. Framingham should continue to improve the physical appearance of the community.

More than 90 percent of the respondents strongly agree or agree that Framingham should continue to improve the physical appearance of the town.



12. What type of new residential development would you prefer? (Check all that apply)

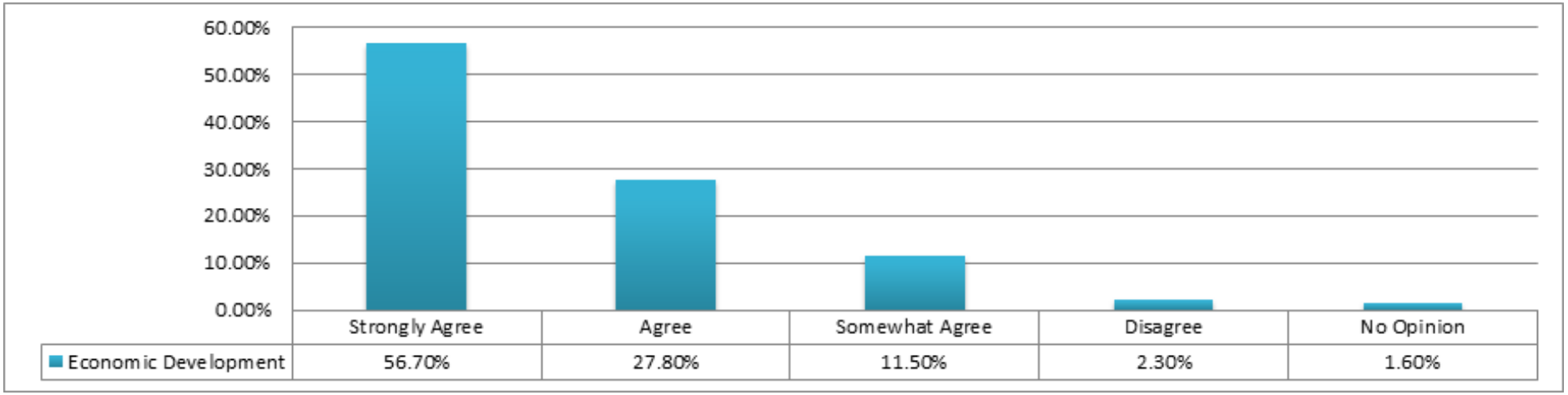
More than 52 percent of the respondents prefer new single family residential development for new residential development.



	Single Family	Two Family	Apt	Condos	Attached Dwelling	Accessory /In-law Apt	Afford Housing	Assisted Living	Age Restricted Housing (over 55)	Town Houses	Mixed-use	Cluster Develop-ment	None
Residential Development	52.28%	9.02%	7.19%	13.13%	4.79%	12.10%	11.19%	14.95%	22.95%	22.49%	22.03%	15.18%	17.01%

13. Framingham should take an active role in encouraging economic development in order to increase jobs and the tax base.

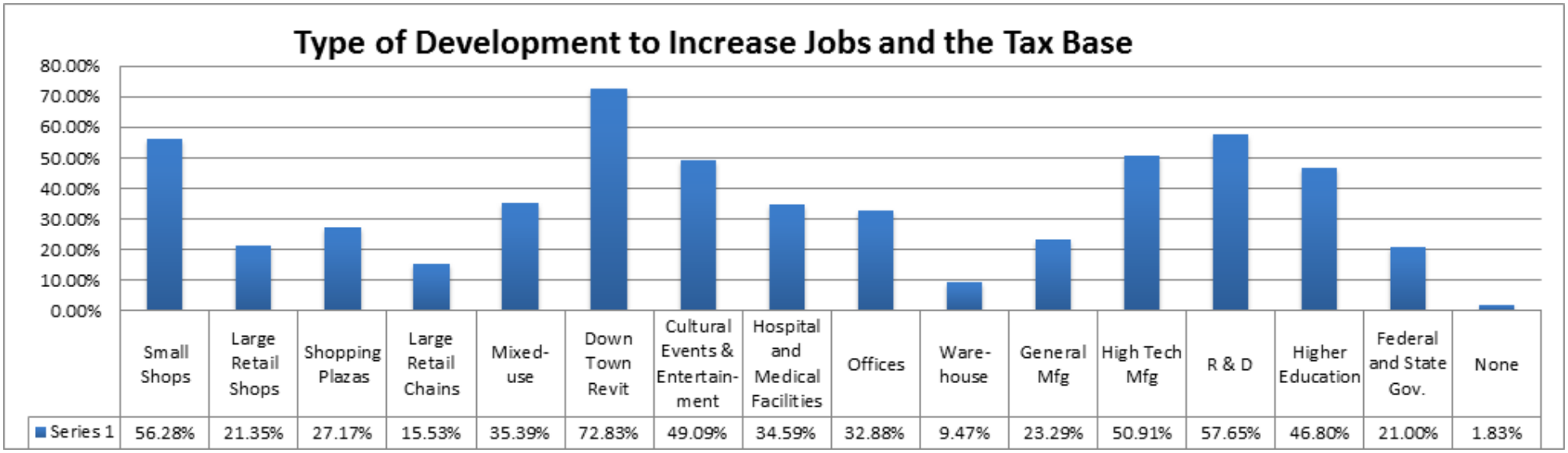
More than 84 percent strongly agree or agree that Framingham should take an active role in encouraging economic development in order to increase the number of jobs and the tax base in Framingham.



	Strongly Agree	Agree	Somewhat Agree	Disagree	No Opinion
Economic Development	56.70%	27.80%	11.50%	2.30%	1.60%

14. What type of development would you support to support the goals of Question 13? (Check all that apply)

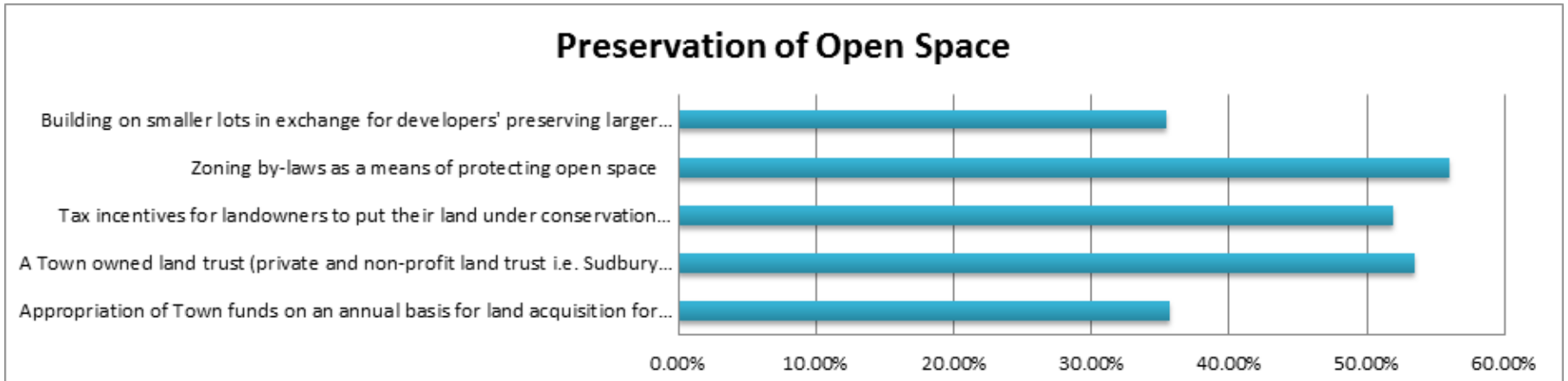
More than 50 percent of respondents would support downtown revitalization, higher education, small shops, and research & development to increase the number of jobs and the tax base in Framingham.



	Small Shops	Large Retail Shops	Shopping Plazas	Large Retail Chains	Mixed-use	Down Town Revit	Cultural Events & Entertain-ment	Hospital and Medical Facilities	Offices	Ware-house	General Mfg	High Tech Mfg	R & D	Higher Education	Federal and State Gov.	None
Series 1	56.28%	21.35%	27.17%	15.53%	35.39%	72.83%	49.09%	34.59%	32.88%	9.47%	23.29%	50.91%	57.65%	46.80%	21.00%	1.83%

15. In order to preserve open space (i.e. agricultural use, athletic fields, recreational trails, forest areas, meadows, and fields) would you consider any of the following options? (Check all that apply)

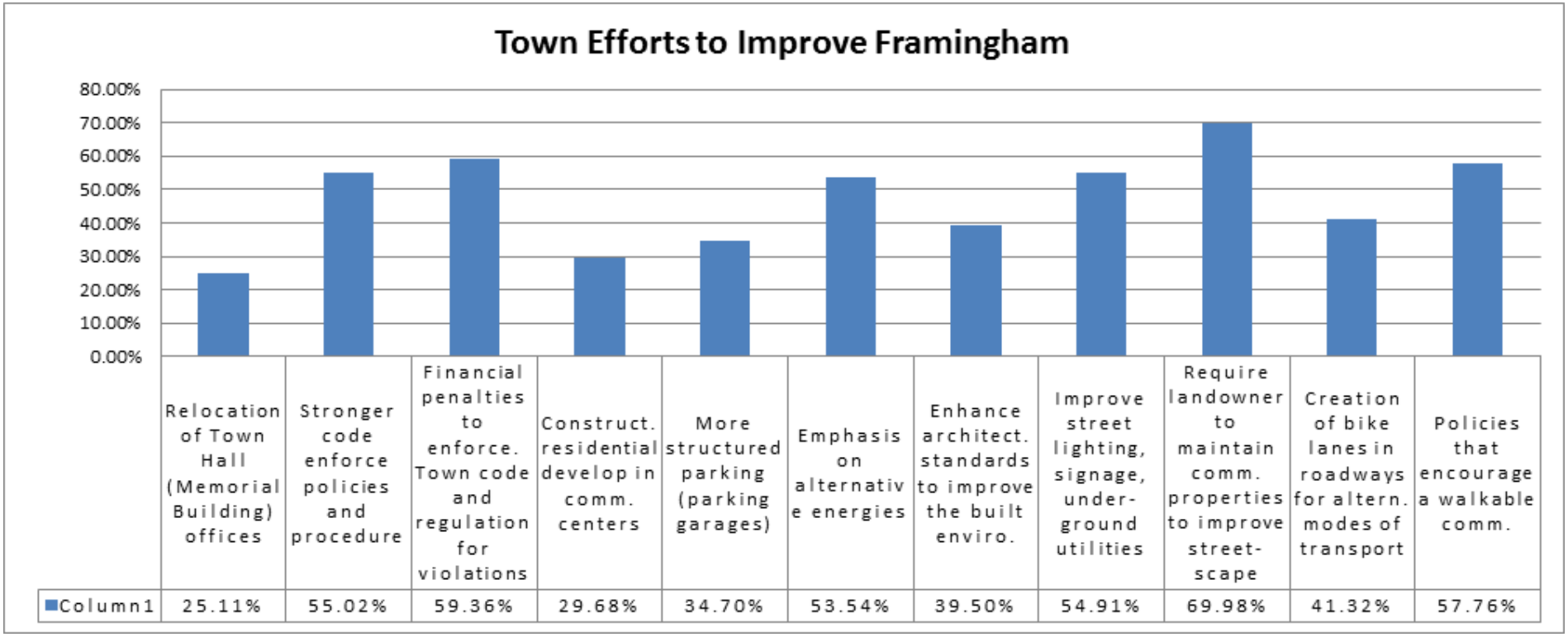
More than 50 percent of the respondents would support the establishment of a town owned land trust, provision for tax incentives for landowners to put their land under conservation easement, and enactment of zoning by-laws as a means of protecting open space.



	Appropriation of Town funds on an annual basis for land acquisition for open space	A Town owned land trust (private and non-profit land trust i.e. Sudbury Valley Trustees)	Tax incentives for landowners to put their land under conservation easement	Zoning by-laws as a means of protecting open space	Building on smaller lots in exchange for developers' preserving larger areas as open space
Open Space	35.73%	53.42%	51.94%	55.94%	35.50%

16. Would you support any of the following? (Check all that apply)

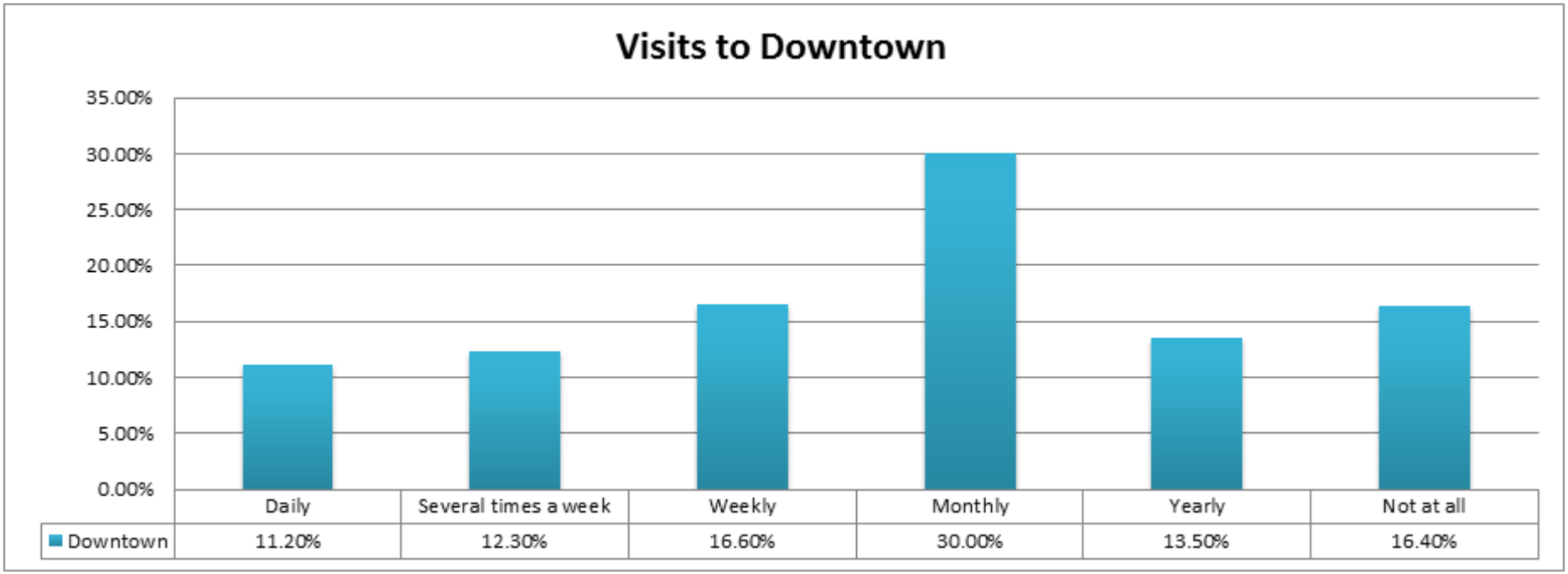
More than 50 percent of the respondents support imposing financial penalties on violators to improve code enforcement in Framingham.



	Relocation of Town Hall (Memorial Building) offices	Stronger code enforce policies and procedure	Financial penalties to enforce. Town code and regulation for violations	Construct. residential develop in comm. centers	More structured parking (parking garages)	Emphasis on alternative energies	Enhance architect. standards to improve the built enviro.	Improve street lighting, signage, under-ground utilities	Require landowner to maintain comm. properties to improve street-scape	Creation of bike lanes in roadways for altern. modes of transport	Policies that encourage a walkable comm.
Column1	25.11%	55.02%	59.36%	29.68%	34.70%	53.54%	39.50%	54.91%	69.98%	41.32%	57.76%

17. How often do you go Downtown?

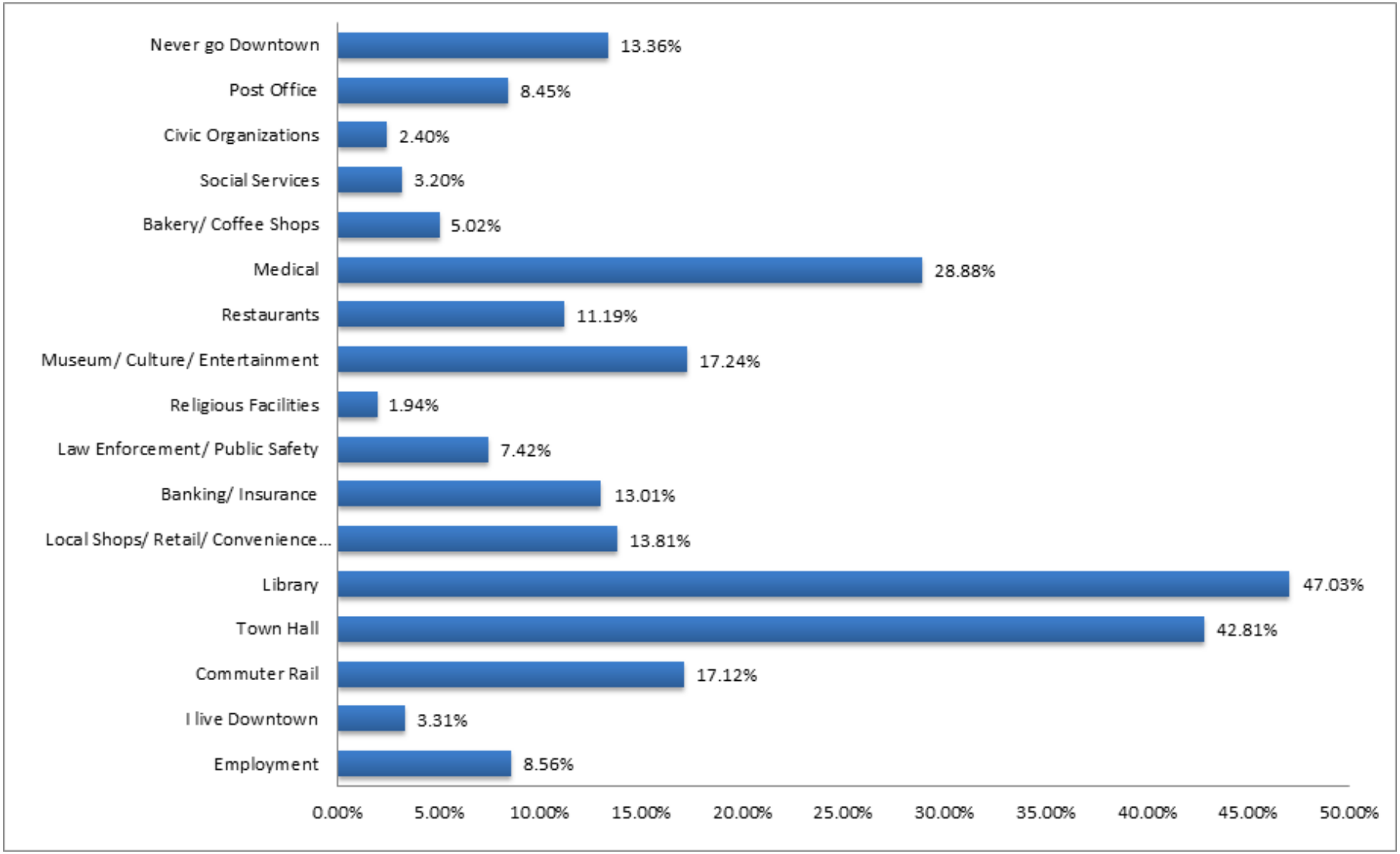
Nearly 70 percent of respondents go Downtown at least once a month.



	Daily	Several times a week	Weekly	Monthly	Yearly	Not at all
Downtown	11.20%	12.30%	16.60%	30.00%	13.50%	16.40%

18. Do you go Downtown for any of the following reasons? (Check all that apply)

The top five destinations to the Downtown are as follows: the Memorial Building, the Library, medical, museum/culture/entertainment, and/or the commuter rail. See Appendix C for additional short answer responses received for this question.

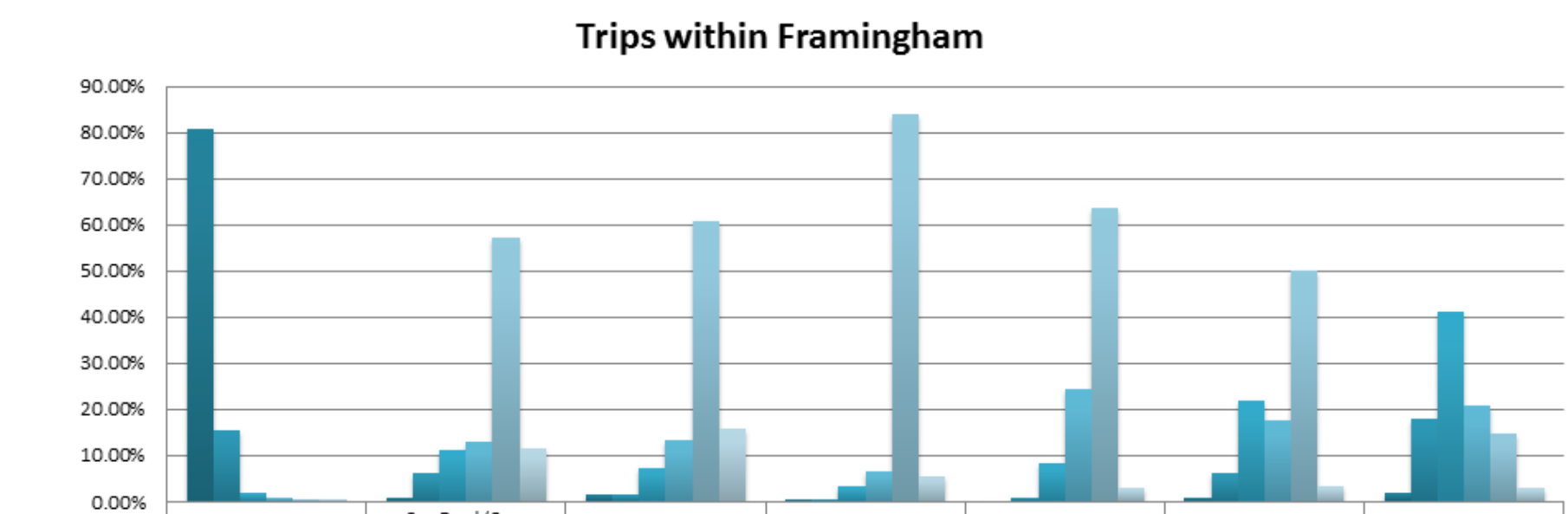


19. What would motivate you to go Downtown more often?

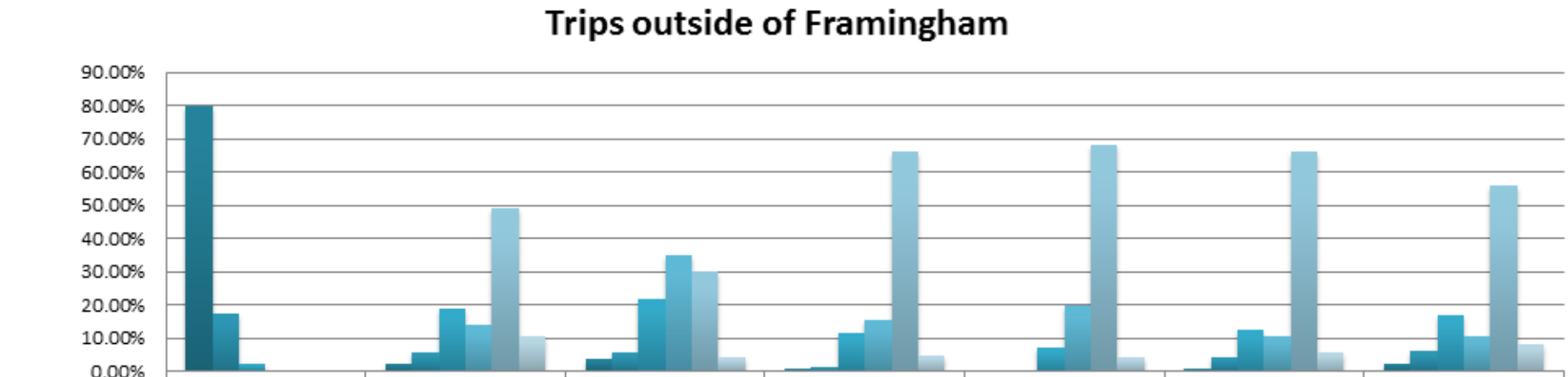
See Appendix D for additional short answer responses received for this question.

20. Which modes of transportation do you use?

More than 80 percent of the respondents rely on their personal vehicle for transportation for trips within and outside of Framingham. See Appendix E for additional short answer responses received for this question.



	Personal Automobile	Car Pool (3 or more non-family members)	Commuter Rail	Bus	Taxi	Bicycle	Walking
Always	80.92%	0.70%	1.60%	0.40%	0%	0.80%	1.90%
Often	15.50%	6.30%	1.60%	0.20%	0.70%	6.30%	17.90%
Sometimes	2.00%	11.10%	7.10%	3.40%	8.30%	22.00%	41.20%
Seldom	0.80%	13.00%	13.20%	6.50%	24.40%	17.60%	20.90%
Never	0.50%	57.20%	60.80%	84.10%	63.60%	50.10%	14.90%
Not Applicable	0.20%	11.70%	15.70%	5.40%	3.10%	3.20%	3.10%



	Personal Automobile	Car Pool (3 or more non-family members)	Commuter Rail	Bus	Taxi	Bicycle	Walking
Always	79.90%	2.20%	3.50%	0.80%	0%	0.80%	2.50%
Often	17.20%	5.50%	5.60%	1.20%	0.40%	4.20%	6.00%
Sometimes	2.10%	18.70%	21.80%	11.40%	6.90%	12.40%	16.90%
Seldom	0.30%	13.90%	35.00%	15.60%	19.70%	10.70%	10.50%
Never	0.40%	49.30%	29.90%	66.30%	68.30%	66.10%	56.00%
Not Applicable	0.10%	10.40%	4.00%	4.80%	4.40%	5.90%	8.10%

21. Regarding modes of transportation, please comment on the following questions.

a. What would encourage you to use public transportation rather than your personal automobile?

See Appendix F for additional short answer responses received for this question.

b. What would encourage you to walk and bike rather than use your personal automobile?

See Appendix G for additional short answer responses received for this question.

22. Additional Comments: please provide any additional information relative to land use and the growth of Framingham that you feel is important to the Master Plan.

See Appendix H for additional short answer responses received for this question.

Survey Short Answer Responses

Short Answer Questions Addressed Below:

7. What originally attracted you to Framingham? (Check all that apply)

9. Based upon your answer in Question 8, what would you change about Framingham?

18. Do you go Downtown for any of the following reasons? (Check all that apply)

19. What would motivate you to go Downtown more often?

20. Which modes of transportation do you use?

21.a. What would encourage you to use public transportation rather than your personal automobile?

21.b. What would encourage you to walk and bike rather than use your personal automobile?

22. Additional Comments: please provide any additional information relative to land use and the growth of Framingham that you feel is important to the Master Plan.

7. What originally attracted you to Framingham? (Check all that apply)
Sample of Question 7 short answer responses

- Demographics
- Diversity of community
- Social diversity, economic diversity
- Proximity to Boston
- In this area (where we wanted to live due to location/convenience to shopping, highways, Boston, etc), it was the most affordable town.
- Location to the Pike, and commute to Woburn and Boston. School system (including choice), price of homes. Re tail stores.
- My family has been residents of Framingham since 1915
- Easy commute to work
- We were first time homebuyers and needed direct access to the Mass Pike to get into Boston for work each day.
- Attract to Framingham because of its proximity to shopping, Framingham Shopping Centers, Natick Mall, Logan Express Bus, Commuter Rail, and Framingham HAD a "EXCELLENT" school ranking on the Great Schools website which has since declined steadily on an annual basis in the past 5 years.
- I married a local fox, she refused to move. End of story.
- In this area (where we wanted to live due to location/convenience to shopping, highways, Boston, etc), it was the most affordable town.
- Business transfer to Framingham
- Great spot, convenient, nice parks and open spaces
- The wooded, rural feeling with accessibility to everything urban (hospitals, shopping, restaurants, major roads)
- Commuting distance to Boston. I take the train.
- A house with a yard we could afford...we thought the schools might be good.
- Transferred to MA for employment. Wanted access to Boston and extended family lived here.
- I found a house I could afford and move into without having to fix it up and also ride a bike to work in natick..sort of...very bad for bike commuting east it turns out
- Diversity, Barbieri 2-Way Program
- Framingham State College
- Diversity. Suburb with country feel, that was close to highways and other forms of transportation (like trains)

9. Based upon your answer in Question 8, what would you change about Framingham?
Sample of Question 9 short answer responses

- Revitalize the downtown. There's a lot to offer but no one goes there because it's run down with very little cultural diversity. Difficult to get to because of traffic. Too little parking. It needs to be a destination for people (diverse shops, restaurants, cultural/Movie Theater). It doesn't feel safe to go there at night. There is no central walkable hub in Framingham. Everything is so spread out. A thriving downtown would draw people to park and stay awhile. The only good thing in down town is Amazing Things and that won't last long if the rest of downtown stays as it is. Mixed use (residential/commercial) would bring growth to that area.
- We could use more small restaurants, bakeries, coffee shops and places for kids to "hang out" in northern Framingham
- Utilizing the downtown space for higher education, Master Degree Programs, expansion of Framingham State University, Mass Bay Community College, or a partnership with another college to offer courses. (i.e., the way Marlborough, MA is partnering with WPI to offer Master Programs at a satellite location at the Marlborough Industrial Park).
- More trails and outdoor opportunities plus better public transportation.
- Need more Trails and Bike Paths as well as more cultural entertainment utilizing Bowditch Field. The grand reopening celebration or event similar should take place every year.
- Framingham has all the ingredients to be a great community but isn't taking advantage of them. It's like having all the ingredients for a great cake but then putting them randomly in a bowl with no plan, no skill.

- I would change the downtown area and open more community venues in other areas of the town (not just downtown where nobody would take their children). Parks, community gardens, dog parks etc. would be nice
- Framingham could do a better job of making itself a community by utilizing its downtown space for cafes and shops that would attract a walking crowd who could drive or take to T to the area. However, maybe it's time to make a new downtown! Framingham Center is wonderfully located ... Nobscot? We need a central space were families, wives, husbands, single people, elderly can walk around, grab a bite to eat, relax. We have nothing like that here.
- The Downtown area would be a great place for small businesses, but there seems to be a lack of businesses that have a broad-ranging appeal. I would also like to see more school programs being funded, not cut. I think Framingham would also benefit from changing its status to a "city" rather than a "town"; there seems to b a lack of checks and balances in the current Town government.
- More sidewalks outside of the downtown area. More restaurants in the downtown area. There should be schools in the downtown area too.
- Improved public transportation--clearly marked bus stops, more frequent schedules. Scenic bike paths that go between towns. More places to park downtown. Less congestion and traffic downtown--large trucks and those carrying cars should not be allowed. Train crossing busy intersection is major problem.
- Completion of the Cochituate Rail Trail Bike Path. Improve the traffic signals, roadways, etc to help alleviate traffic jams on 126 from RT 30 to downtown.
- Needs more of a smaller town feel - with better recreation activities (throughout the year and that start for younger kids not just school age), family friendly/kid-focused town events (e.g. Easter egg hunt, Halloween activities, etc). Also need to work through the elementary school issues quickly and make the right decisions for the parents and children of the town. Otherwise people are just going to move when their kids gets to school age, or shortly thereafter
- Upgrades to public buildings and areas. More positive press. Partner businesses with communities/schools.
- Encourage cluster developments such that open space is not broken up when it is developed. This would allow houses to be built closer together yet preserve some of the land for open space.

18. Do you go Downtown for any of the following reasons? (Check all that apply)

Sample of Question 18 short answer responses

- I try to avoid downtown because of traffic and the fact there are very few destinations of interest (shopping, eating, entertainment, culture, etc.).
- I travel downtown very infrequently, mostly just for the Library. I sometimes travel thru to get to Ashland shops/Market Basket Supermarket.
- I almost never go Downtown. I use Natick Center, more so, as my downtown
- I would go more but there is no parking. I do often walk but, it is a dirty area.
- Throughout the soccer season for use of Merchant Road fields.
- The only worthwhile things downtown are the library and the hospitals - and they don't even really seem like they are in the center. They should do something to put the commuter rail underground to improve traffic.
- Our business has been in the same location on 135 over 27 years - every day I deal with the nightmare that is downtown Framingham - I hear it from my customers who are very loyal to us but repeatedly say how hard it is to get around the general downtown area - and not a day goes by that I don't thank them for making the effort to support us - if I didn't have to travel through downtown I would avoid it all together
- I use to shop at the Fabric place. I shop still at Panza's Shoe and Brandolini's
- Usually drive through - live near but not in Downtown. Too trafficy to make it a routine stopping destination.
- If I didn't work in the downtown area I would avoid it. It is filthy and there are few stores of interest in the area . The parking and traffic downtown make it almost impossible to shop and enjoy downtown.
- I drive through downtown (like to get to Market Basket in Ashland), but there is nothing there for me - no shops I want, no restaurants I want, and don't feel safe there. My husband uses the commuter rail and the parking lot.
- I drive through downtown weekly to shop at Market Basket in Ashland
- I drive through each day.
- I only drive through there occasionally on 135, on my way to Natick. I never go anywhere downtown.
- 85% of my infrequent trips downtown are to attend town meeting
- Actively try to avoid downtown due to traffic and crime
- Too much traffic, it does not look-feel safe in downtown area
- Drive through weekly to get to Ashland, market basket

- So glad Sew-fisticated came in! And I love Amazing Things. The Danforth is also a huge asset. And Monnick Supply.
- The marathon
- Just pass through to get to my destination

19. What would motivate you to go Downtown more often?

Sample of Question 19 short answer responses

- Holistic health center, massage, yoga classes, natural foods/vitamin store, farmers market, Health food restaurant, visually beautiful coffee shops, book stores, church.
- A safer environment, better stores, an outdoor town common....maybe a skating rink in winter like Frog Pond?
- Improved parking. Some shelter and better signage for commuter rail riders. Eliminating traffic jams resulting from the rail intersection. Parking meters that work. Improving the physical appearance of and rejuvenating the old and shabby facade of most of the downtown buildings. I feel we are clinging to some of these buildings just because they're old. Not an efficient use of limited space by not allowing taller buildings downtown as well as encouraging cafe (i.e., sidewalk service) type of eateries. Create more reasons to go downtown and ease access by improving parking availability.
- More walkable; more support for variety/diversity of downtown merchants. More attention to appearance and civic pride.
- Would love to shop downtown instead of going to the mall or Shoppers world. We need to mix it up. Would like good restaurants, bakery, and so on that chatters to all peoples of Framingham. Quite frankly it is intimidating to go down there. I do not speak Portuguese -- yet most places are geared towards that group -- who on the most part are wonderful people so I have no quarrel. Would be nice to be able to mix it up.
- More diverse restaurants and small specialty shops. Coffee shops. Book stores. Less traffic congestion. Better parking. If it were less run down.
- I love the diversity of Framingham, and I would like the downtown to reflect that diversity. I would like to be able to go to a cafe where the signs are in both English and Spanish/Portuguese; I'd like to eat at restaurants that served vegetables, not just meat, and I'd like to shop at stores that sold things other than Brazilian clothing. Make downtown attractive to an artist's coop like Five Crows in downtown Natick, or to the other restaurants and cafes that have gone in there in the past 5-10 years. It doesn't have to be upscale and gentrified, but it does have to look nice, feel safe, and appeal to a wide range of people.
- A street of specialty shops like a green grocer, a butcher, a fish monger and a dry goods store all in a row. I believe the small village style setting's time has come. A variety of factors are making the big box store and mall approach less attractive. Re-zone Framingham into a series of villages.
- A movie theater. A nice Coffee shop. A hobby Store. A chain store. An Athletic facility (Stadium or indoor stadium. An outdoor skating rink or pool. A community pool. A book store.
- Good restaurants and better variety of shops
- Less traffic. Also, the train delays things even more. I like having the train nearby - wish it ran under, over the street, though.
- Safety, lighting, traffic flow improvement, a "draw". like a walkable pedestrian mall, with maybe room for a farmers market in the summer, outdoor dining in good weather, maybe a small skating rink in the winter .... Things that will attract people of all ages.
- Downtown has very poor traffic. There are few stores that are of interest to me. The area looks very dingy and economically depressed. I don't feel safe there.
- Better traffic flow. A safer environment, more businesses.
- Better roads, better restaurants, better shops
- Less backup of traffic, better parking, more attractions
- Nicer appearance, more night life, more of a community feeling. Look at Natick, Wellesley, and Holliston. They are much nicer places. I used to like "the Coffee Klatch" and the occasional coffee house/music entertainment. Too bad we can't move a few businesses from route 9 to downtown. Sorry but our downtown looks awful. It is not inviting at all.
- a more mixed variety of restaurants and shops, and a better commuter rail schedule.

20. Which modes of transportation do you use?

Sample of Question 20 short answer responses

- Cross-country ski in winter – need to get rail trail and aqueducts fully open for formal public access!
- Logan express
- I run long distance for marathon training, and bike long distances as well
- I use the Ashland Commuter Rail station to AVOID Framingham's
- Our local taxis are incredibly overpriced
- Logan Express bus to Logan Airport
- Running - often
- I'd use the bike more if it wasn't so dangerous, cars.
- Sadly, where we live we are somewhat isolated and there are no sidewalks on either Fountain or Singletary. this limits our ability to safely travel by any other way but car.
- Ride my power wheelchair
- TAXI, LOGAN EXPRESS options are good in Fram.
- Cab and then Logan Express when flying
- It costs the same to commute and drive to Boston when we go as a family, so it doesn't save money to take public transportation.
- Get Bruce Freeman trail built!!

21.a. What would encourage you to use public transportation rather than your personal automobile?

Sample of Question 21.a. short answer responses

- If bus route passed near my home
- If the buses would run often and farther outside the town
- If the transportation was more available to more neighborhoods
- More frequent buses & buses that went to schools & major shopping areas
- Safer bus stops and train stations, better schedules with a larger transit system to Route 9 shopping.
- Link to green line, more frequent local transport, trolley system to each "borough"
- Cheaper, more frequent & more convenient bus trips to the commuter rail
- If there are transportations to the MBTA train station from the north side of town, I'd use the MBTA more often.
- A good, reliable and comprehensive bus system to the train or alternative way, like the green line.
- More MWTA stops, safer walking in North Framingham - streets are narrow (i.e. Edmands) and there are few sidewalks
- Better Signage of locations of stops, routes, etc.
- More direct routes to the industrial park
- Convenience of times and routes
- Safer bus stops and train stations, better schedules with a larger transit system to Route 9 shopping.
- Have public transportation options within walking distance of home
- More convenient public transport, runs more often, goes places I want it to.
- A MUCH richer network
- Better public transportation options
- More parking, safe parking near stations
- clean, safe, accessible locations from my home
- The MBTA needs to be more reliable
- Better bus system. Marked Bus stops.
- Schedule would have to be extensive and far reaching
- A stop closer to my home (current closest stop is about 1 mile away)

- Sufficient parking, train station in a safe / comfortable neighborhood
- If the bus came close to my neighborhood
- We would use the school bus if it was offered to us. It has been taken away since we live less than 2 miles from the elementary school (Brophy)
- More MWTA stops, safer walking in North Framingham - streets are narrow (i.e. Edmands) and there are few sidewalks
- Reduced parking rates
- Better service. More publicity about availability.
- Better parking availability at the train station, especially if free. Clearer info about the Lift bus, more routes.
- More convenient routes that took less time and ran more often
- Accessibility with parking, services at nodes.

21.b. What would encourage you to walk and bike rather than use your personal automobile?

Sample of Question 21.b. short answer responses

- Bike trails. Walking trails and more sidewalks.
- Safe and scenic bike paths that links with downtown area
- Bicycle lanes, good sized sidewalks(plowed in winter)
- Easy accessible trails and paths, and sidewalks
- I bike to the commuter rail almost daily from April thru Oct. Traffic, especially over Rt. 9, is my worst nightmare. A bike lane would be most welcome there.
- A more walking/biking friendly town and better personal fitness
- It's not a convenient town for walking and biking on a regular basis, outside of exercising
- Areas with many attractions within walking distance (i.e. downtown)
- Putting stores in Nobscot to walk to
- Closer access to destinations we need - shopping nearby would allow walking
- Safer bike lanes and roads paved all the way to the curb.
- I live in Nobscot, so if there were more stores open in the area I would walk there
- Dedicated bike lanes and paths, more sidewalks, places to cross Route 9
- More compelling streetscape for walking; safer bicycling areas such as trails or better marked lanes for cycling
- If there was something I needed within a mile or so and if I didn't have to take my life in my hands while getting there.
- More pedestrian-friendly streets, sidewalks, etc.
- Clean safe sidewalks
- Safer bus stops and train stations and more downtown businesses or restaraunts.
- More shops and restaurants in walking distance.
- Safer community as well as a more please city scape with an updated infrastructure downtown
- I bike to the commuter rail almost daily from April thru Oct. Traffic, esp over Rt. 9, is my worst nightmare. A bike lane would be most welcome there.
- Shops that were closer to my house (I'd have to ride on Winter Street == suicide)
- A more walking/biking friendly town and better personal fitness
- I walk to downtown. Biking is unsafe in Framingham. There are no bike lanes and drivers will run bikers over.
- Not feasible for the distances I travel. I only walk recreationally here.
- A safe route across Salem End/Winter to the Barbieri school
- The roads are unsafe for Bikes, walking = sidewalks
- Closer access to destinations we need - shopping nearby would allow walking
- More bike or walking paths. I don't feel that walking is safe on our streets.
- More compelling streetscape for walking; safer bicycling areas such as trails or better marked lanes for cycling
- Safe and Clear Sidewalks

22. Additional Comments: please provide any additional information relative to land use and the growth of Framingham that you feel is important to the Master Plan.

Sample of Question 22 short answer responses

- Nobscot needs a food market> something needs to be done with that old lumber yard near school street
- Some sort of uniform-look, updated look to storefronts downtown - encourage new restaurants and shops- incentives for popular places, perhaps Panera Bread and other familiar places to move downtown
- Keep what little open land is left undeveloped. Improve all the parks and green areas such as in Downtown. And please get rid of that butt-ugly "stage" in Fram. Center! There must be something more attractive available. Oh yeah, the port-a-potties are unacceptable there. Build a permanent structure if there aren't public bathrooms nearby.
- Address the unique and individual aspects of each village rather than trying to develop one master vision for all. Framingham has a wonderful bounty of things to offer. We just have to build upon our existing strengths and improve on our weaknesses.
- Making Framingham Historical again and feel safer. More like the town of Natick. Make Framingham look and feel cleaner.
- Preserve the open spaces in the Northwest Quadrant. Encourage development in our blighted areas (downtown, nobscot, saxonville mt wayte etc)
- While there is much to be improved in Framingham, we do already have lots to offer. I would love to see some sort of "Framingham Pride - Here's Why I Love Living Here" campaign to help change the way people think about Framingham. I'd also like to see the town get behind the terrific arts and culture organizations we have by helping to support and promote the wonderful things they do. I'd also like the town to recognize that programs like the Concerts on the Common are gems we need to preserve, rather than threaten the program each year with lack of funding. Events like the concerts are real Community Creators, providing obvious reasons to be proud to live here. Here's to a wonderful future for Framingham!!!
- Think ahead and strive for a more environment friendly town, with a very good balance of services and diversity, offering an excellent school system.
- Bringing in more "local or family owned" businesses - grocery, restaurant, etc., to vacant storefronts located in Nobscot and Pinefield areas.....specifically where Country Fair Star use to be, and the lumber store in Pinefield area; sprucing up intersection of Water Street @ Edgell Road, including soliciting (chain) stores or restaurants to this particular area
- Nobscott Shopping Center and the abandoned gas station are blight on the neighborhood and destroying that part of town. I would like to see commercial owners of properties like these take responsibility for what they are and what they do in the community. We need these areas revitalized and become places people want to go to.
- Love the Farmer's Market in the summer. More stuff like that would be great.
- I am happy & proud to be a native & continuing resident here in this diverse town. This questionnaire has been helpful in getting us all thinking about a healthy balance in keeping Framingham a vital, appealing place. A new vigor to bring downtown back to an area of attraction would be great place to start. As far as land use, Framingham does over & above its fair share of apartments & affordable housing. Let's look at open land plus parks and common areas to keep it all livable!
- Build up the lots on Rt 9 and California Ave area to attract commercial tenants
- Help new and existing businesses to locate in Framingham.
- The commercial use of our town seems saturated. It would be nice to focus more on the residents that live here, rather than the shoppers who visit.
- The most important goal for Framingham is to preserve what is left of the TOWN character which makes this such a desirable place to live. We need to preserve open space and stop overdevelopment.
- Making Framingham Historical again and feel safer. More like the town of Natick. Make Framingham look and feel cleaner.

APPENDIX B

STORMWATER MANAGEMENT

The Environmental Protection Agency (EPA) partners with the Massachusetts Department of Environmental Protection (MassDEP) to oversee the National Pollutant Discharge Elimination System (NPDES) Storm Water Municipal Separate Storm Sewer System (MS4) Phase II permitting program in Massachusetts, which is mandated through the Federal Clean Water Act. The federal regulations governing this permit are known as the Storm Water Phase II MS4 Regulations, 40 CFR 122 (chapters 26 and 20 - 37).

The purpose of the MS4 Phase II permit program is to reduce pollutants in US water bodies from stormwater systems in municipalities with fewer than 100,000 residents. The Town of Framingham qualifies as a Phase II MS4. The EPA approved the Town's MS4 permit application in 2003, renewable every 5 years. The current permit was due in 2008, but the EPA has not issued it yet. The EPA predicts it will be issued in 2012. Until it is issued, Framingham continues to operate under the 2003 permit

The Town is required under the permit to implement six minimum control measures. The goals of these measures are to improve the water quality of discharges from any drainage system into waterways and wetlands, to reduce peak flow of runoff and total volume of runoff into wetlands and waterways, to provide local groundwater recharge wherever possible, and to implement best management practices (BMPs) using low impact development (LID) techniques wherever possible. The six measures include:

1. Public Education and Outreach on Stormwater Impacts
2. Public Involvement and Participation
3. Illicit Discharge Detection and Elimination (IDDE) Program
4. Construction Site Stormwater Runoff Control
5. Post-Construction Stormwater Management in New Development and Redevelopment
6. Pollution Prevention and Good Housekeeping for Municipal Operations

The Framingham MS4, also known as the drainage system, includes about 200 miles of drainage pipe connecting 8,000 catch basins (also called drains), 2,000 drainage manholes, and 500 outfalls. The drainage system is different from the sanitary sewer system in two important ways:

- The drainage system handles only stormwater runoff. It does not handle sanitary waste, which is carried by a separate system of pipes to a central location in Framingham and from there to the MWRA facilities at Deer Island in Boston Harbor.
- The drainage system is really many small systems, each of which carries rainwater from the roadway to outfalls at brooks, ponds, rivers, and wetlands. This is why it is so important for the water going into the drains to be clean.

MassDEP is in the process of establishing numeric requirements for the rivers in the Town of Framingham, which include the Sudbury River, some of the major tributaries, and the reservoirs and major ponds. Until that time, the Town works to meet published standards for water quality.

APPENDIX C

COMPLETE STREETS

The implementation of the Pedestrian and Bicycle Guide (PBG) within the Town of Framingham will drastically improve the streetscapes within the Town while helping create safer routes to and from school for children, provide exercise opportunities, and will offer a sense of community within the Town. The PBG will help support the Town in its efforts to make multi-modal forms of transportation safe and convenient.

Streets serve a multiple of social, recreational, and ecological needs that all should be considered when designing the streetscape. The Town has seen vast development of residential, commercial, and manufacturing throughout the years, however little attention has been paid to the pedestrian and bicyclist streetscape and connections between areas. At some point in every trip whether the trip is made by personal automobile, commuter rail, taxi, skateboard, etc. everyone eventually becomes a pedestrian. A pedestrian can be of any age including those who are visually, mobility, and sensory impaired and all deserve the right for safe routes to and from their destination. The PBG to provide safe routes, decrease dependency on personal automobile, and increase physical fitness throughout the Town.

The need for pedestrian and bicycle routes:
As the dependency on the personal automobile increases so does congestion on our roadways and air pollution. These factors lead to less time spent exercising and more time sitting. As Americans become more sedentary, the obesity rate continues to increase both adults and children. Roughly 250,000 deaths per year occur in the United States due to lack of regular physical activity. The lack of physical activity can result in cardiovascular disease, non-insulin dependent diabetes, hypertension, osteoporosis, and colon cancer.

How does the plan work?
Often it is thought there is no point in providing or improving pedestrian facilities in an area where there are no pedestrians. However, this neglects the fact that the lack of pedestrians may be a direct link to the quality or absence of pedestrian infrastructure, i.e. crosswalks or sidewalks. A PCG would seek to implement a pedestrian plan on a local level, whether it is improving existing conditions or establishing a plan for pedestrian facilities. A PBG would provide a variety of opportunities for cost-effective streetscape design, local funding sources, and scheduling pedestrian improvements to coincide with other planned infrastructure developments to help maximize the level of improvements to be gained with the least amount of capital investment.

Regional and Local Visions
The PGC would be able to provide alternative transportation opportunities throughout the different regions of the Town, provide pedestrian and bicycle ways where they are missing, and link areas and neighborhoods together through sidewalks and bicycle pathways. The ultimate goal of the Town is to increase walking and bicycle use. Although it is the choice of the pedestrian or bicyclist to use these facilities, it is important for the Town to provide these amenities to its residents and visitors through complete streets, sidewalk connections, SmartGrowth policies, and public transit opportunities.

Create Complete Streets
Complete Street are streets built for everyone regardless of age, ability, or mode of transportation and are safe for all users. Complete streets are roadways that are designed to provide pedestrians, bicyclist, and motorist with safe conditions, attractive streetscapes, and alternative modes of transportation.
There is no set plan for a complete street, but MASSDOT's Highway Project Development and Design Guide should be referenced for street design process is completed.

- Benefits of Complete Streets
  - o Economy: A streetscape that incorporates complete streets tends to boost their economy. Complete streets lead to connection of residence, schools, parks, public transportation, offices, and retail destinations.

  - o Improved Safety: A streetscape that incorporates complete streets tends to decrease the incidents of vehicle pedestrian accidents. A study found that the installation of raised medians and redesigned intersections decreased pedestrian risk by 28 percent. While decreasing the speed of traffic also reduces the number and seriousness of accidents. Pedestrians hit by a car traveling 40mph have an 80 percent chance of death; pedestrians hit at 30mph have a 40 percent chance of death. While pedestrians hit by a car traveling 20 mph have a 5 percent chance of death.
    Not only are complete streets safer for pedestrians, bicyclists also reap the benefits. It has been found that on-road bicycle lanes decreased the rate of injury and accidents.

o Exercise: A streetscape that is well connected to residential areas, schools, parks, offices, and retail allows people to get their recommended daily amount of exercise per day compared to people who live in areas without sidewalks or access to walkways. A study found that 43 percent of people who have safe places to walk within 10 minutes of their home met their daily recommended activity level, compared to 27 percent of those who live away from safe walking areas only met their recommended activity levels.

o Ease Traffic: A streetscape that designed as a Complete Street offering safe sidewalks, bike lanes, and paths tends to decrease the amount of traffic caused by short trips. Complete streets can move more people using alternative modes of transportation such as light rail, bus, bicycle while using less space. Walking, bicycling, and public transportation reduces the demand for peak-hour travel in personal automobiles. Roughly 44 percent of all trips made by personal automobile made in congested areas or during peak morning hours are non-work related i.e. shopping, dropping kids off at school, the gym, or errands. It was found in 2008 Americans drove roughly 3 trillion miles; a majority of these trips were short. Half of all trips in metropolitan areas are three miles or less and 28 percent were 1 mile or less. Investing in complete streets will improve efficiency for all users, regardless of whether they walk, bike, drive, or use public transportation.

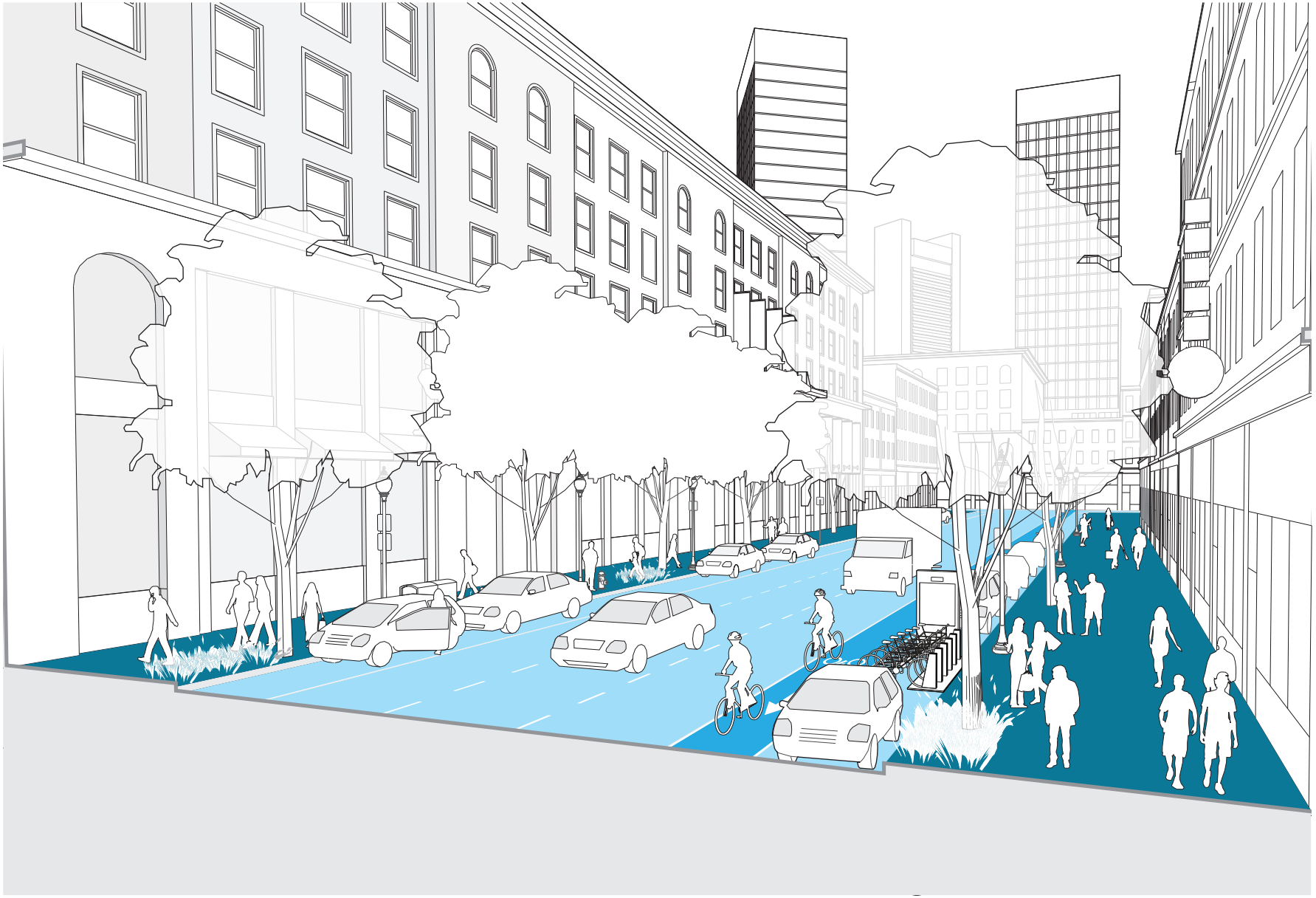
o Help Children: A streetscape that provides safe sidewalks, bike lanes, and paths allow children to safely walk to school, friends, and other extracurricular activities. Complete Streets in combination with Safe Routes to School has increased the number of children who walk or bike to school over the years.

o Air Quality: A streetscape that allows people to use alternative modes of transportation reduces the number of vehicles on the roads in addition to decreasing the amount of air pollution.

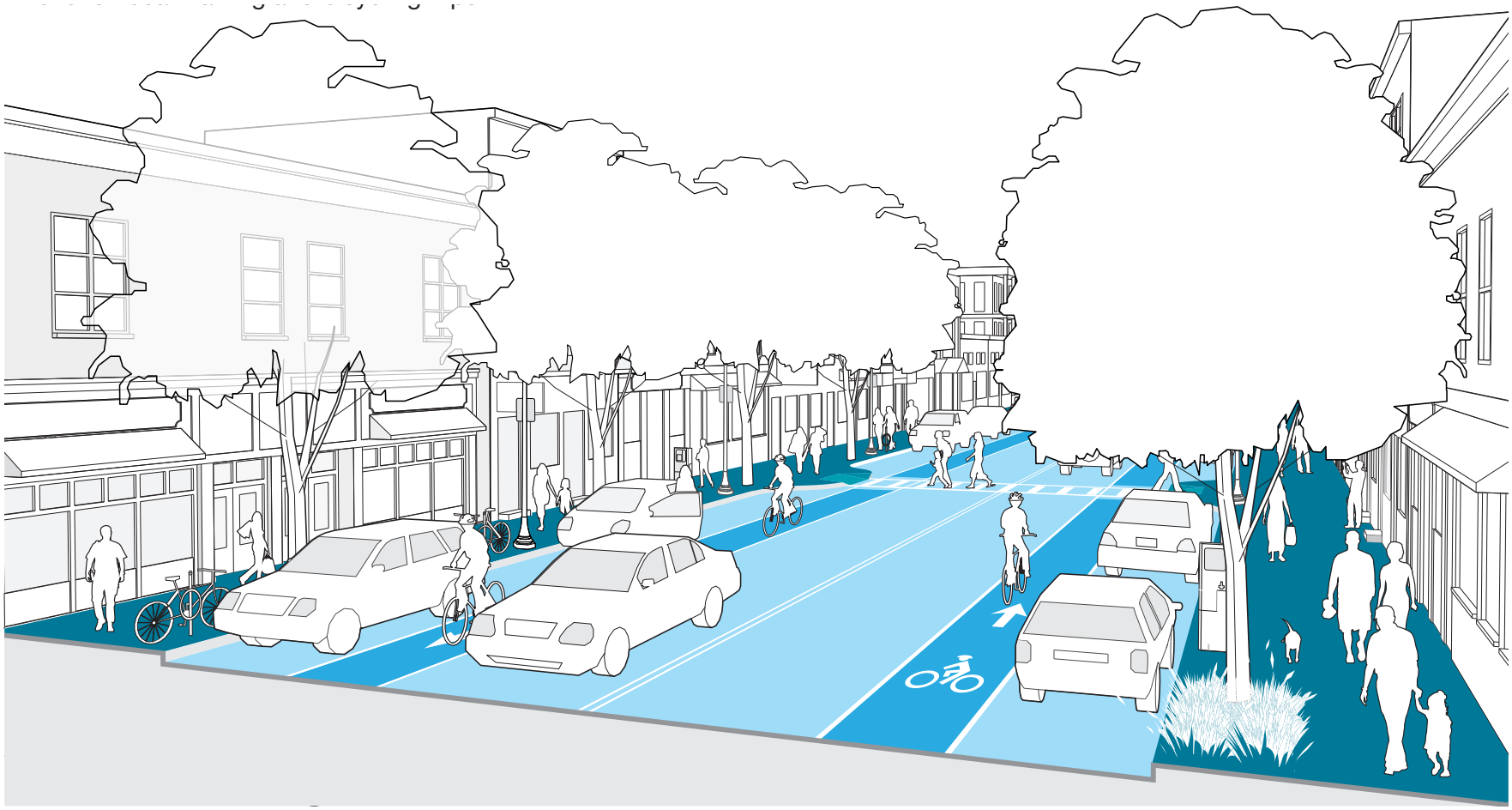
o Saves money: A streetscape that incorporates Complete Streets not only saves the people money it also saves the Town money. If sidewalks, bike lanes, safe crossings, and other transit amenities are integrated during the construction of the project is cheaper than retrofitting the project at a later time.

Many large urban and suburban communities have undergone a bicycle and pedestrian planning process and have produced Complete Street Guidelines and Policies. The City of Boston, recently (April, 2014) won the New England Chapter of the Congress for New Urbanism's (CNU) Grand Award for the Boston Complete Streets Guidelines, published in 2013 . The Vision of this Boston Complete Streets Guidelines is to improve the quality of life in Boston by creating great places to live and establish sustainable transportation options. The Boston Complete Streets Guidelines incorporates concepts of multimodal transportation options, green infrastructure, and smart design; examples of the concepts are shown on the following pages.

Downtown Commercial

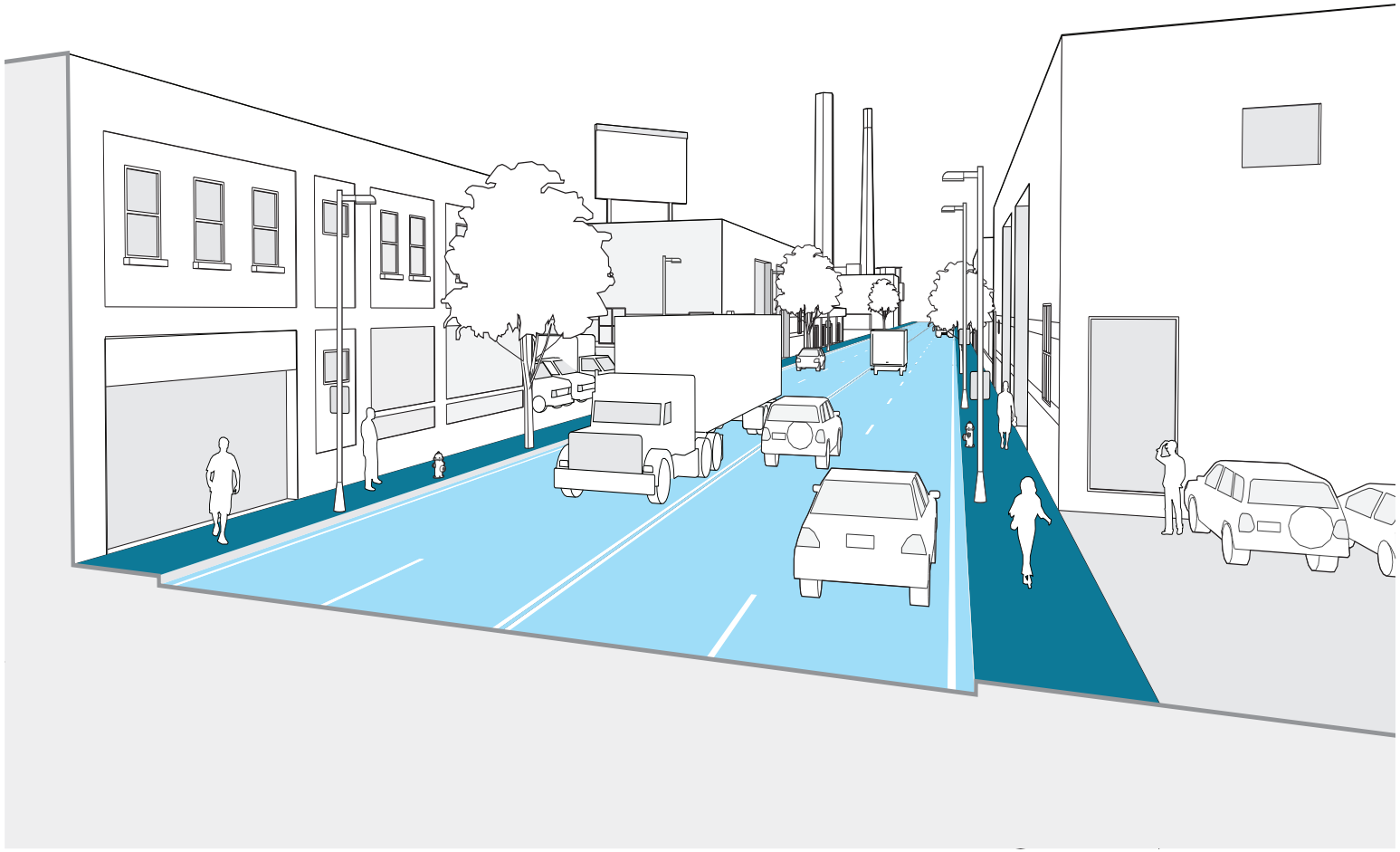


Neighborhood Main Street



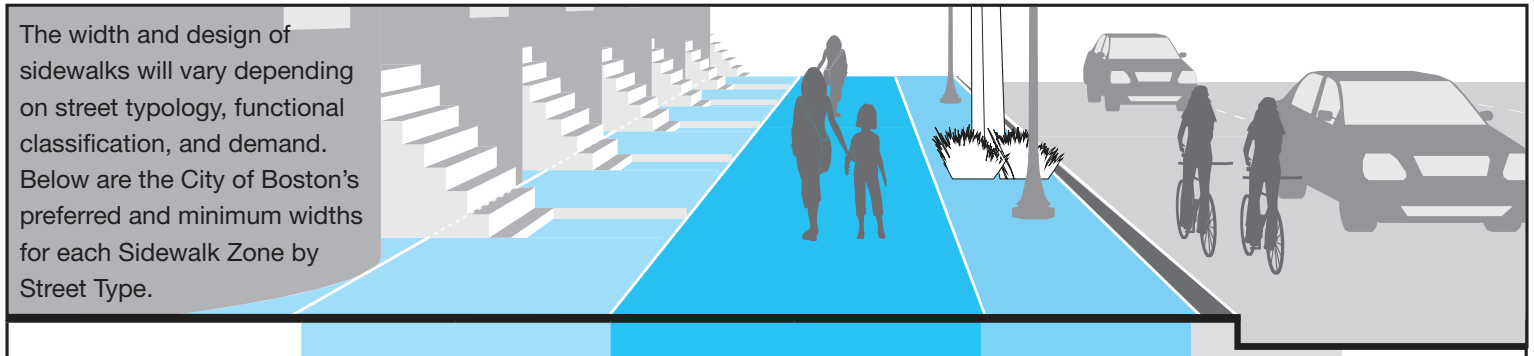
Neighborhood Residential

Industrial



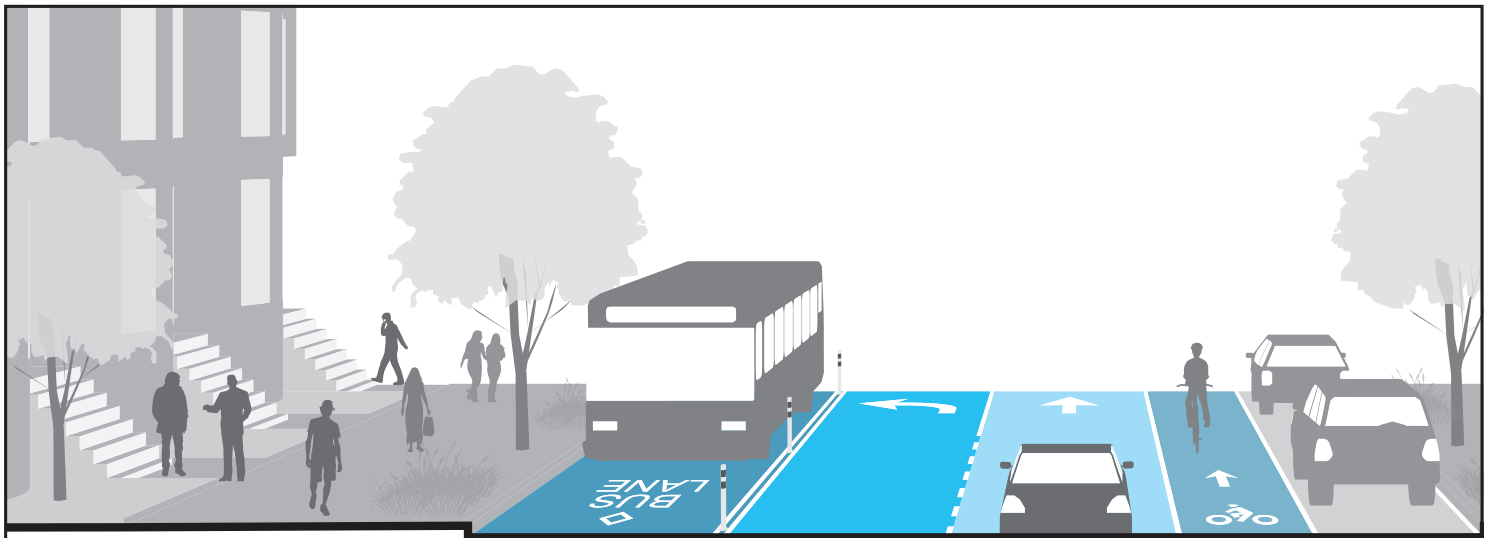
Preferred and Minimum Widths for Sidewalk Zones

The width and design of sidewalks will vary depending on street typology, functional classification, and demand. Below are the City of Boston's preferred and minimum widths for each Sidewalk Zone by Street Type.



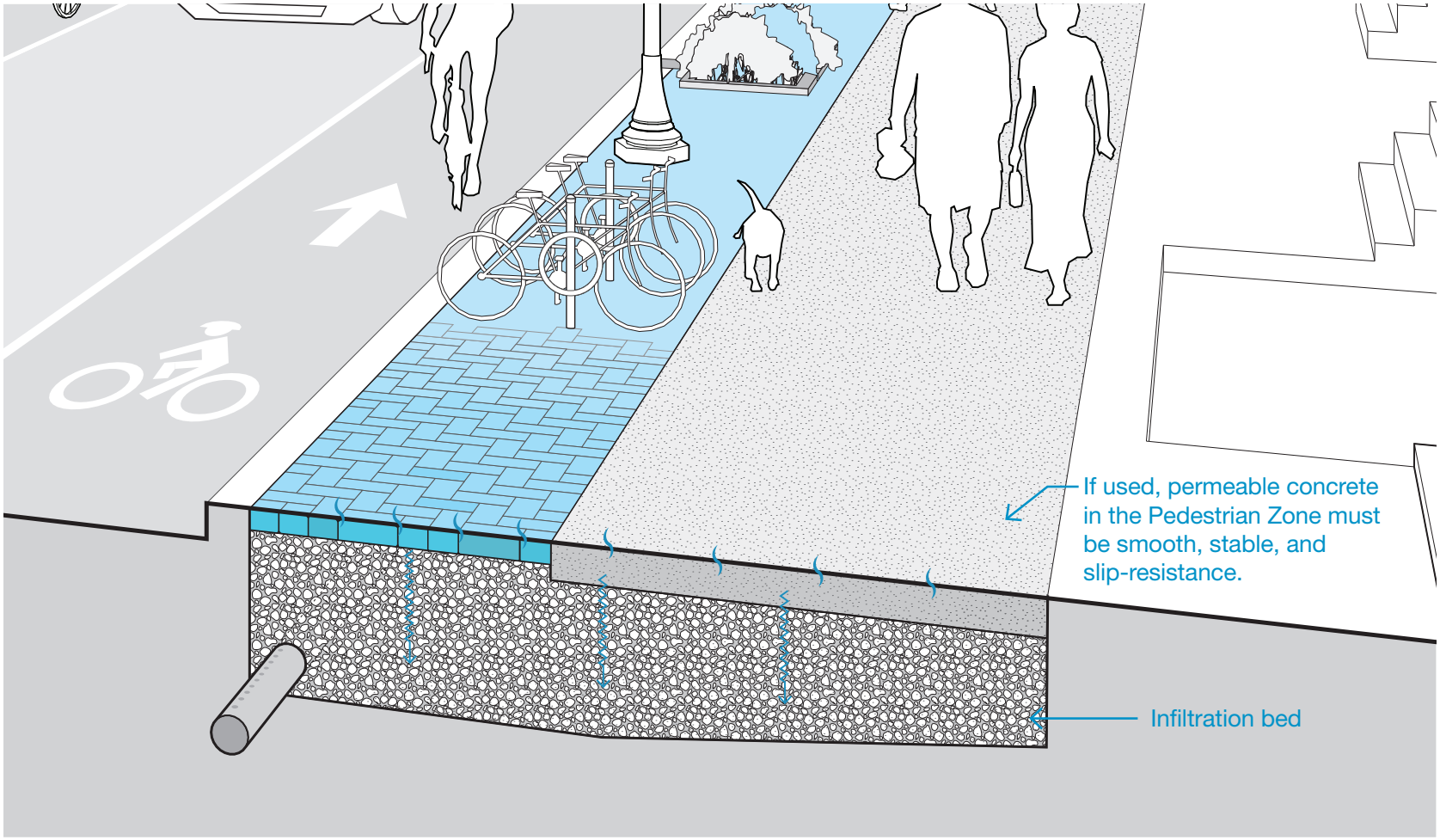
Street Type	Frontage Zone		Pedestrian Zone*		Greenscape/ Furnishing Zone		Curb Zone	Total Width	
	Preferred	Minimum	Preferred	Minimum	Preferred	Minimum		Preferred	Minimum
Downtown Commercial	2'	0'	12'	8'	6'	1'-6"	6"	20'-6"	10'
Downtown Mixed-Use	2'	0'	10'	8'	6'	1'-6"	6"	18'-6"	10'
Neighborhood Main	2'	0'	8'	5'	6'	1'-6"	6"	16'-6"	7'
Neighborhood Connector	2'	0'	8'	5' (4')*	5'	1'-6"	6"	15'-6"	7'
Neighborhood Residential	2'	0'	5'	5' (4')*	4'	1'-6"	6"	11'-6"	7'
Industrial Street	2'	0'	5'	5' (4')*	4'	1'-6"	6"	11'-6"	7'
Shared Street	2'	0'	Varies	5' (4')*	N/A	N/A	N/A	Varies	Varies
Parkway	N/A	N/A	6'	5'	10'	5'	6"	16'-6"	10'-6"
Boulevard	2'	0'	6'	5'	10'	5'	6"	18'-6"	11'-6"

Minimum Widths for Roadway Lanes



Street Type	FHWA Classification	Bus Lane	Turn Lane	Travel Lane	Bicycle Lane	Parking Lane
Downtown Commercial Downtown Mixed-Use Neighborhood Main Neighborhood Connector Neighborhood Residential Industrial Street Shared Street Parkway Boulevard	Arterial	11’	10’	10’	5’	7’
	Collector	N/A	10’	10’	5’	7’
	Local	Local roadways are typically one to two travel lanes, with or without parking, and do not have pavement markings.				

Permeable Sidewalks



APPENDIX D

BICYCLE COLLECTOR PATH SYSTEM

Bicycle Collector Paths

Background

As Framingham's built environment becomes more dependent on the automobile, it becomes increasingly important to designate areas for safe bicycle and pedestrian movement throughout the town. Development patterns within Framingham have been dependent on the automobile. As the population spends more time sitting in traffic, the need for alternative modes of transportation will greatly increase. A Bicycle Collector Paths System will help promote safe cycling throughout Framingham; connect riders with neighboring towns and amenities, improve community health efforts, in addition to improving the quality of life for Framingham residences.

As biking and walking become more popular for commuting and running errands Framingham wants to be able to provide trails and lanes for people. Biking and walking are a great ways to improve public heath, provide non-automobile connections between communities, decreasing automobile dependency, and reducing the amount of air pollution emitted by automobiles. As of 2007, only 43 percent of main roads and 69 percent of local roads within Framingham had sidewalks.

Purpose

The purpose of a Bicycle Collector Path System is to promote biking within Framingham, by providing the proper resources which include proposed rails with trails, aqueduct paths, proposed on-road trails, and major collector arteries within the town for alternative access to important locations.

Development patterns within Framingham have been dependent on the automobile. As the population spends more time sitting in traffic, the need for alternative modes of transportation will greatly increase. This bicycle collector paths plan will help promote safe cycling throughout Framingham, connect riders with neighboring towns and amenities, in addition to improving the quality of life for Framingham residences.

Goals of Bicycle Collector Path System

- Increase biking within the town of Framingham;
- Design bicycle routes that provide a safe, attractive, and accessible access for all users;
- Provide alternative modes of transportation;
- Promote healthy lifestyles by providing people with access to recreational opportunities;
- Improve the quality of life for the residence of Framingham; and
- Decrease teen driving and dependence on parent chauffeurs.

Implementation of the Plan

A Framingham Bicycle Pathway Policy will require roadways built within the town to conform to a Bicycle Collector Path Plan. Bicycle Collector Paths System will be created in phases. In addition to:

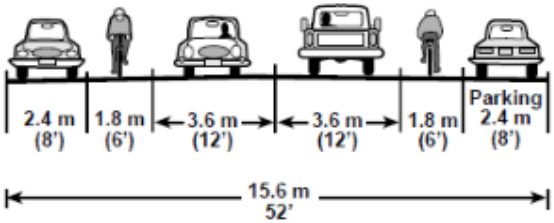
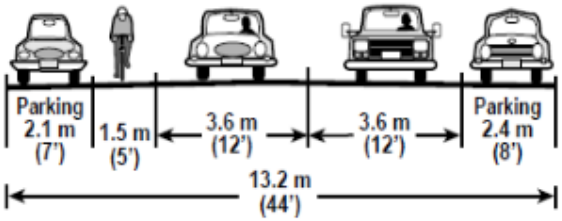
- The town seeking funding from federal, state, and private resources to fund the Bicycle Collector Path Plan;
- The Town will create bicycle accommodations when possible during regular road construction, repair, and maintenance;
- The Town will include repair and maintenance of bicycle collector paths in the annual roadway budget.

How the System Works

A Bicycle Collector Path System will be broken down into phases. The first phase will be the main routes, the second phase would be sub-routes, the third phase would be supporting routes, and the fourth phase would be fill-in routes. Roadways paths would be constructed with pavement and lined with a striping and a color code mark for path identification, in addition to signs every two miles to indicate bicyclist are on the path system.

Passage Dimensions

Mode of Transportation	Width Required	Length Required
Wheel Chhair	30 inches	48 inches
Pedestrian	24 inches	18 inches
Bicycle	40 inches	72 inches
Bicycle with Trailer	48 inches	Dependent
Automobile	9 feet	19 feet
School Bus	10 feet	36 feet
Transit Bus	10.5 feet	40 feet
Single Unit Tractor	10 feet	30 feet
Tractor Trailer	10.5 feet	55 feet

Street Parking	Bike Lane	Auto Lane	Total Width	
2 lanes 7 - 11′ each	2 lanes 6′ each	2 lanes 12′ each	51 - 58′	
2 lanes 7 - 11′ each	2 lanes 6′ each	4 lanes 12′ each	82′	
2 lanes 7 - 11′ each	1 lane 6′ each	2 lanes 12′ each	44 - 52′	
2 lanes 7 - 11′ each	1 lane 6′ each	4 lanes 12′ each	76 feet	

Street Parking	Bike Lanes	Auto Lane	Total Width
1 lane 7 - 11′	2 lanes 6′ each	2 lanes 12′ each	43 - 47′
1 lane 7 - 11′	2 lanes 6′ each	4 lanes 12′ each	67 - 71′
1 lane 7 - 11′	1 lanes 6′ each	2 lanes 12′ each	37 - 41′
1 lane 7 - 11′	1 lanes 6′ each	4 lanes 12′ each	61 - 65′

Reference Documents:

- 1995 Oregon Bicycle and Pedestrian Plan
- Portland Pedestrian Design Guide
- San Francisco Better Streets Plan: Policies and Guidelines for the Pedestrian Realm
- The Boston Regions' Pedestrian Transportation Plan 2010
- Improving Pedestrian Access to Transit
- Mass Highway 2006 Edition
- Massachusetts Bicycle Transportation Plan 2008

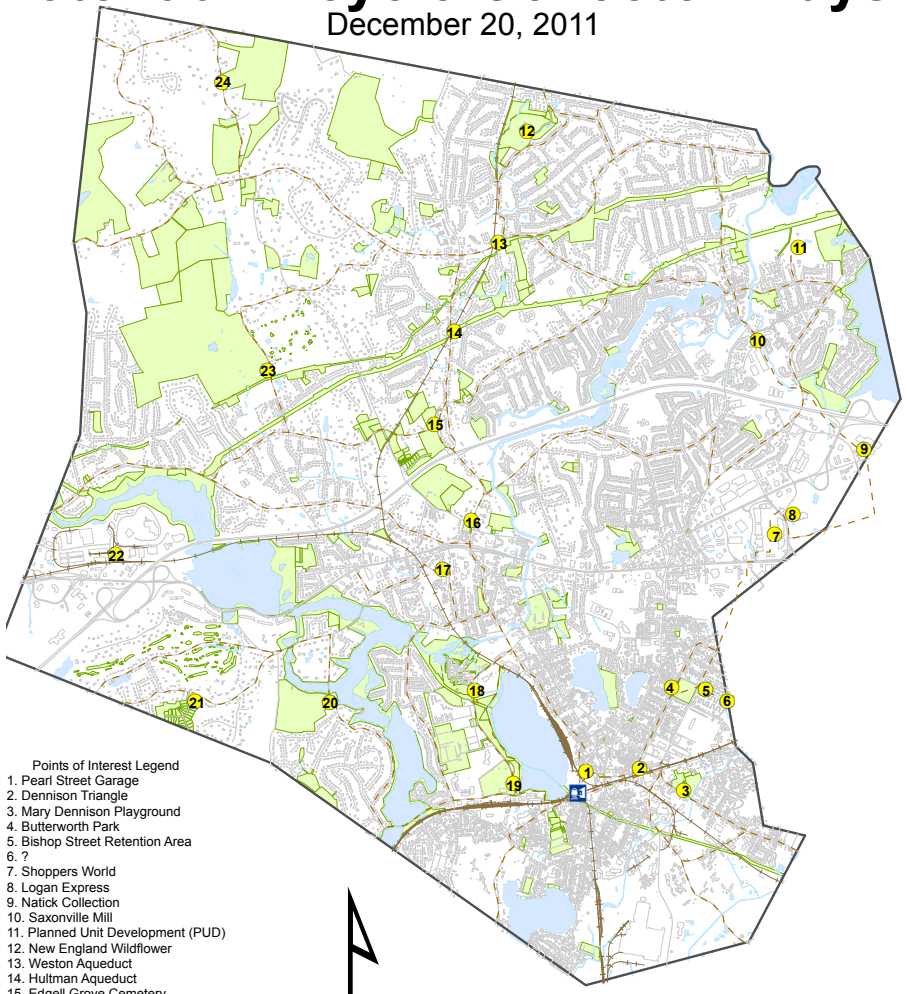
Town Reference Documents

- Needham Bikes
- Wellesley (Brook Path)

Master Plan Appendix D

Potential Bicycle Collector Ways

December 20, 2011



Points of Interest Legend
1. Pearl Street Garage
2. Dennison Triangle
3. Mary Dennison Playground
4. Butterworth Park
5. Bishop Street Retention Area
6. ?
7. Shoppers World
8. Logan Express
9. Natick Collection
10. Saxonville Mill
11. Planned Unit Development (PUD)
12. New England Wildflower
13. Weston Aqueduct
14. Hultman Aqueduct
15. Edgell Grove Cemetery
16. Framingham Common
17. Framingham State University
18. Cushing Park
19. Longs Field/ Loring Area
20. Macomber Conservation Area
21. Cowassock Woods
22. Technology Park
23. Callahan State Park
24. Wittenborg Woods

N

Legend

- Points of Interest
- Rail Station
- Proposed Bicycle Routes
- Railroads
- Roads
- Buildings
- Water
- Open space

Town of Framingham

0 0.25 0.5 1 1.5 2 Miles

1 in = 1 miles

APPENDIX E

HEALTHY COMMUNITIES

Healthy Communities

Overview
Increasing numbers of American suffer from chronic disease like obesity, diabetes, and asthma, Research is showing that the built environment the way communities are developed contributes to the increasing rates of these diseases,

Trends of poor nutrition and the lack of physical activity have continued to increase since 1976. Fewer than 1/3 of adults and ¼ of teenagers engage in the recommended 30 minutes of daily moderate physical activity; more than ½ the adults and almost 1/3 of children in Massachusetts are overweight or obese. Physical activity is one of the most important items in preventing and treating an overweight and/or obese population. In addition to physical activity, a healthy diet which incorporates whole grains, vegetables, fruits, and proteins is the key to a healthy lifestyle. According to The Act FRESH Campaign: Priorities for Healthy Places, "Evidence shows that the places where we live, learn, work, and play can support or discourage healthy choices.

Purpose
The purpose of the Framingham Healthy Communities Initiative is to make wellness a priority and promote healthy people in healthy places by upgrading infrastructure, policy, and programming.

Goals of Plan
- Transform where residents live, work, play, and go to school, so that they can lead healthier, more productive lives.
- Increase the number of residents and employees within Framingham that are able to commute to work do so via alternate means, i.e. bicycling, walking, roller skating, etc. by providing them with safe and efficient trails and pathways.
- Promote local zoning and regulations that lead to healthy, inclusive, and thriving neighborhoods and commercial areas.
- Upgrade infrastructure to increase opportunities for physical activity and healthy eating.
- Create multi-disciplinary partnerships that prioritize state funding and technical assistance for Framingham to adopt higher standards that are consistent with state public health, environmental, housing, and economic goals.
- Encourage the use of new tools to review subdivision plans that encourage walkable, bikeable streets, and areas for play, recreation, and transportations.
- Promote local and healthy food options in Framingham, including Framingham Public Schools, farmers markets, restaurants, and supermarkets.
- Promote recreational opportunities that are accessible to all throughout the town, to encourage improved physical fitness and well being.
- Protect open space to promote active and passive recreation and increase environmental conservation while encouraging compact mixed use districts.

Implementation of Healthy Communities
- Incorporate Healthy Communities into the Town's Master Plan.
- Require Zoning By-laws and town regulations to incorporate "Complete Streets" infrastructure.
- Encourage community gardens and local farmers markets for farm to table nutrition.
- Establish a trip-reduction ordinance and encourage employers to develop practices that reduce employee vehicle trips.
- Implement "Safe Routes to School" programs where applicable
- Require accessibility, availability, affordability, and identification of healthful foods in Framingham.
- Establish policy, infrastructure, and regulations to increase physical activity, healthy food choices, and well being.

APPENDIX F

SUSTAINABLE SITE DESIGN STANDARDS

Green Area Factor Regulation

I. Purpose

The purpose of this regulation is to work in concert with improved building code energy efficiency requirements, by installing improved landscape treatments within and adjacent to project sites and outside project buildings that fall under Planning Board review. The improved landscape treatments under this program are intended to:

- Improve aesthetics of building sites;
- Reduce "heat islands" impacts from hard surfaces;
- Reduce wind and climatic impacts on building and pedestrians;
- Provide greater control of stormwater runoff.

II. Application

A. These requirements for Green Area Factor will apply to all projects submitted for review under Section ____.

III. Process Requirements

A. In addition to other information which may be provided for review of a project, the following information must be provided as the Green Area Factor Planting Plan. Plans submitted for other review that includes this information will be found acceptable:

1. Lot dimensions and size;
2. Total square footage of required landscaped areas;
3. Number of trees, number of shrubs, and quality of ground cover required;
4. If existing plants are to be retained, show location, size, and species; indicate how the plants will be protected during demolition and/or construction;
5. Location, size, and species of all new plants used to meet requirements;
6. A plant list with both common and botanical names of all plant material;
7. For rooftop or container landscaping, include a schematic irrigation and drainage plan, with size and depth of plant containers;
8. For street trees; show width of planting strip; existing utility lines, poles, or meters; any structures located within the planting strip; and species and diameter of the trees;
9. Specifications for soil improvements or amendments;
10. Green Area Factor Worksheet (See Attachment ___)
11. Signature of landscape professional on planting plan and maintenance plan.

IV. Standards

A. Minimum Score

A minimum score of ___ will be required for approval of a project subject to this regulation. This score will be calculated using the Green Area Factor Calculation Worksheet. The Green Area Factor Calculations Worksheet is a spreadsheet that calculates a total score. The score shown after input of the proposed design elements must meet the required minimum.

B. Species Selection

Plant species shall be selected and located on the site to ensure their compatibility with site conditions and enhance long-term survival. Choice of species shall also take into account the specific purposes of the plantings in their particular locations (e.g. visual screening vs. physical buffering of incompatible uses vs. overall site enhancement).

C. Drought-tolerant Plants

Drought-tolerant plants are plants that can grow and thrive in very dry soil conditions and may be used to meet the required standard.

D. Planting in the Right-of-Ways

Any plants in the right-of-way, including street trees, must be installed pursuant to planting procedures of the Framingham Public Works Department. In the event of a conflict between the requirements of Public Works Department and this guideline, the requirements of Public Works Department will prevail. A project will need to be redesigned to meet the Green Area Factor in alternative ways if Public Work Department does not approve the proposed right-of-way landscaping.

E. Tree Size

1. Size at the time of installation:
   a. Deciduous trees with one trunk must be at least 1-1/2 inches in diameter, measured 6 inches in height above the ground;
   b. Multi-stemmed deciduous trees must have at least 3 stems and the tree must be at least 6 feet tall; or
   c. Evergreen trees must be at least 4 feet in height above the ground.

2. Size at maturity:
   a. Trees shall have a minimum mature height of at least 16 feet for small trees, 25 feet for medium/small trees, 40 feet for medium/large trees and greater than 40 feet for large trees.

F. Shrubs

Shrubs required for the purpose of screening such as around parking lots, loading areas, and trash pickup, shall be at least 30 inches high when planted. All other required shrubs shall be at least 9 inches high when planted.

G. Ground Covers

Ground covers include low-growing plants such as grass, vines, ground-hugging conifers and some herbaceous plants. For purposes of this rule, chipped wood and similar mulching materials are not acceptable substitutes for ground cover.

Spacing for ground cover plants: 2-1/2 inch pots shall be 12 inches on center (o.c.); 4 inch pots shall be 18 inches o.c., and 1-gallon containers shall be 36 inches o.c. Different spacing of particular species to accomplish complete coverage within three years may be accepted if supporting documentation is submitted.

H. Containers

Containers must be sized to meet the demands of the species to be planted, and for trees must have a soil depth of at least 36 inches; for shrubs and garden areas, at least 24 inches; and for ground cover or flowers, at least 12 inches. A watering and drainage system is required for all containers landscaped open spaces.

I. Garden Areas

Garden areas are for the growing of edible plants or ornamental flowers by the residents or occupants of a building. All portions of garden areas must be easily accessible by at least some residents or occupants of the building, must have a source of water that can reach all portions of the garden.

J. Green Roofs

Green roofs are any planting on top of a structure that is at least one floor above the at-grade building entrance. Green roofs must have a minimum of 4 inches of soil at planting to receive green roof credit using the Green Area Factor Worksheet.

K. Water Features

Water features are site elements such as fountains and pools. To quality for Green Area Factor credit these water features must use roof runoff or on-site stormwater for at least 50% of the annual flow and must re-circulate the water to minimize water use. This can be demonstrated by drainage or plumbing documents that indicate that roof runoff or on-site stormwater is the major source of water for the water feature. To achieve Green Area Factor credit, the applicant may only calculate those areas of the feature that are under water at least six months of the year.

L. Rain Gardens

Rain gardens are vegetated swales that collect rainwater and absorb or delay stormwater runoff. Typically they are over-excavated trenches that are refilled with special absorbent soils that support plant life. Rain garden are designed to soak in as much water as possible with minimal pooling during rain events. To achieve Green Area Factor credit, the applicant may only calculate the surface area of the rain garden.

M. Permeable Paving and Grass Pavers

Permeable pavements are surfaces that allow water to pass through voids in the paving material and/or between paving units while providing a stable, load-bearing surface. Non-permeable unit paver placed on top of water-hold materials will also be considered permeable paving, provided that water can flow to the water-holding material. Permeable paving designed to control only its own runoff and that is placed at grade over two or more feet of soil or water holding materials may be counted towards meeting the Green Area Factor score.

N. Vegetated Walls

Vegetated walls are vertical surfaces designed to be covered within five years after planting with attached plants. Vegetated walls may have climbing or trailing plants or a continuous vegetative cover of landscape plants planted in

vertical planters. For vegetated wall, measure the height and width of area expected to be covered by vegetation within five years. Both sides of a vegetated wall may be counted for Green Area Factor credit if the wall is freestanding, is planted on both sides, and is 5 feet or more from adjacent vertical surfaces. Any design for a vegetated wall requires the signature of a licensed landscape architect. Maximum calculated vertical dimensions must not exceed 30 feet.

O. Landscape Maintenance Plan

Landscaping plans must include a Maintenance Plan prepared by a landscape professional. This will include specifications for watering and replacement plantings.

P. Species Substitutions

The applicant or responsible party may authorize substitutions of species if the species shown on the approved plan are not available. Any substituted species must be of similar size, appearance and drought tolerance as the approved species, must meet the requirements of these Guidelines, and must be consistent with any other permit conditions.

Q. Landscape Installation and Approval

Landscaping shall be installed in accordance with the approved plan prior to issuance of a Certification of Occupancy. An applicant may request an exception to this requirement and issue a temporary Certification of Occupancy after a finding that installation of the required landscaping is not currently possible. When a temporary Certificate of Occupancy has been issued, all required landscaping must be installed within four months after issuance of the temporary Certification of Occupancy. An extension may be granted if the reasons for the delay still exist.

Prior to issuance of the final Certificate of Occupancy, the owner or owner's agent shall submit to the Planning Board a Declaration that verifies that the approved landscaping has been properly installed per plan.

Photo: Karen Kiest Landscape Architects

APPENDIX

G LIVE-WORK MODEL ORDINANCE

Live-Work Model Ordinance

Live-work Model Ordinance Section 4.2 Model Live-Work Ordinance Model Smart Land Development Regulations Interim PAS Report American Planning Association, March 2006

101. Definitions

"Live and work space" or "live-work unit" means a building or spaces within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

[or]

"Live-Work unit" means a structure or portion of a structure:

a) That combines a commercial or manufacturing activity allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household;
b) Where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and
c) Where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

102. Purposes

The purposes of this ordinance are to:

a) Provide for the appropriate development of units that incorporate both living and working space;
b) Provide flexibility for the development of live-work units, particularly within existing building;
c) Provide locations where appropriate new businesses can start up;
d) Provide opportunities for people to live in mixed-use industrial and commercial areas where compatible with existing uses;
e) Protect existing and potential industrial uses and nearby residential uses from conflicts with each other; and
f) Ensure that the exterior design of live-work buildings is compatible with the exterior design of commercial, industrial, and residential buildings in the area, while remaining consistent with the predominant workspace character of live-work buildings.

103. Where Live-Work Units are Permitted

1) Live-work units are permitted in all commercial and manufacturing zones.
Comment: This provision allows the option of allowing live-work unit in manufacturing or industrial zones. The city of Oakland authorizes this; Seattle does not. Seattle's decision to limit such uses to commercial districts reflects a city policy of protecting manufacturing districts from encroachment and dis placement from residential or other uses. Seattle does, however, conditionally permit artist's studio and dwellings – which are regulated separately form general live-work units – in manufacturing zones.
2) Any commercial use permitted in the zoning district applicable to the property is permitted in the live-work unit.
3) Live-work units at street level are prohibited where single purpose residential structures are prohibited.
4) Where permitted, live-work units located at street level are subject to the development standards for ground floor retail or commercial establishments as follows, and any additional standards for ground-floor commercial establishments provided in section ___ of the [zoning ordinance]:
Comment: The purpose of the following provisions is to allow live-work units in neighborhood commercial districts without compromising the districts' vibrant commercial environment. Seattle has several neighborhood commercial streets wherein single-purpose residential buildings are prohibited. In

those areas, street-level live-work units are prohibited, but are allowed in the rear or on upper floors. Seattle's ordinance also contains provisions for the appearance and function of street level live-work units adapted for this model.

a) A minimum of 80% of a structure's street front façade at street level shall be occupied by nonresidential uses.

b) A minimum of 51% of the portion of a structure's street front façade that contains required nonresidential use shall be at or above sidewalk grade.

c) In districts where live-work units are permitted at street level, the live-work units shall have a minimum floor-to-floor height of [13] feet.

d) In districts where live-work units are permitted at street level, parking for live-work units on neighborhood commercial streets and mixed-use zones is prohibited in front of the building.

e) Live-work units that exceed [2,000] square feet must have at least two exits.

f) Within each live-work units, the living area shall not exceed [one-third] of the total floor area of the unit.]

104. Business License Required

At least one resident in each live-work unit shall maintain a valid business license and [zoning permit] for a business on the premises.

Comment: Not all businesses may require a valid business license. For example, an artist may not be required to have one.

105. Parking

For live-work units of less than [2,500] square feet, one parking spaces is required for each unit. For live-work units greater than [2,500] square feet, required parking will be based on the applicable parking standards for the nonresidential use or the closest similar use as determined by the [zoning administrator].

APPENDIX H

DEFINITIONS AND DOCUMENT REFERENCE LIST

DEFINITIONS

Brownfield – The United States Environmental Protection Agency (EPA) defines a brownfield as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.[1]

Complete Streets - A best management approach to accommodate pedestrians, bicyclist, transit, and cars on the same roadway to create a multi-modal transportation network. This technique aims to improve the quality of life in a community through multimodal options, green design, and smart equipment to enhance safety for all ages within the community.[2]

Economic Gardening – "Economic gardening takes an entrepreneurial approach to regional prosperity. Often referred to as a "grow from within" strategy, it helps existing companies within a community grow larger. In contrast to traditional business assistance, economic gardening focuses on strategic growth challenges, such as developing new markets, refining business models and gaining access to competitive intelligence."[3]

Floor Area Ratio (FAR) - The ratio of the gross floor area of the building or group of buildings on a lot, including accessory buildings, to the lot area. Any land within the lot area which is located in another zoning district is which the principal use of the lot is not permitted shall be subtracted from the lot area for the purposes of calculating the Floor Area Ratio. Any land within the lot area located beneath a river, or beneath a brook, stream or creek wider than 10 feet, the boundary of which is the upper boundary of the bank, shall be subtracted from the lot area for the purpose of calculating the Floor Area Ratio.[4]

1. Brownfields Redevelopment. Framingham, Massachusetts. Viewed on August 1, 2014 on the web at http://www.framinghamma.gov/index.aspx?nid=1535

2. Boston Complete Streets. City of Boston, Boston Transportation Department. Viewed on August 1, 2014 on the web at http://bostoncompletestreets.org

3. Economic Gardening. Edward Love Foundation. Viewed on August 1, 2014 on the web at http://edwardlowe.org/tools-programs/economic-gardening/

4. Framingham Zoning By-law. Town of Framingham, Massachusetts. Published October 2013.

Form Based Code - FBCs are a relatively new form of zoning that encourages the focus on the complete form of development, architecture, sites, and streets under a master plan of development as described in a Regulating Plan. An important aspect of FBCs is that the program is comprehensive, including coordinated building and street development under an overarching plan.

Leadership in Energy & Environmental Design (LEED) – LEED is a U.S. Green Building Council program designed to transform the design, building, maintenance and operation our buildings, homes and communities. LEED is a green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification. Prerequisites and credits differ for each rating system, and teams choose the best fit for their project.[5]

Master Plan, Phase 1: Baseline Report, Existing Conditions – The first of a two part Master Plan Series. Part 1, focuses on information about Framingham's current physical, economic, and environmental conditions, as a basis for future planning. The report presents the most current available data and analysis on land use, housing, economic development, transportation and circulation, public facilities and services, natural resources and environmental protection.[6]

Master Plan, Phase 2: Master Land Use Plan - The second of a two part Master Plan Series. Part 2 focus on Goals and Policies, Implementation Strategies, Actions, Recommendations, and a Work Plan. Part 2 should be read from the highest level of land use analysis, mapping, goals and policies through to the steps for implementation.[7]

5. LEED. U.S. Green Building Council (USGBC). Viewed on August 1, 2014 on the web at http://www.usgbc.org/leed

6. Town of Framingham, Master Plan, Part 1: Baseline Report – Existing Conditions. Prepared for: The Framingham Planning Board. Prepared by Taintor & Associates, Inc., Community circle, and Planners Collaborative. August 2008

7. Town of Framingham, Master Plan, Part 2: Land Use Master Plan. Prepared for The Framingham Planning Board. Prepared by The Cecil Group, Inc., FXM Associates, BETA Engineering. September 2012.

National Register of Historic Places - The official list of the Nation's historic places worthy of preservation. Historic Places are authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.[8]

Planimetric Mapping - A two-dimensional map that depicts the horizontal position of features on the Earth's surface. A planimetric map shows geographic objects, natural and cultural physical features, and non-topographic objects such as roads, buildings, and water bodies visable from aerial photography. An accurate planimetirc map show accurate horizontal distances between features.

Road Diets - The classic roadway reconfiguration, commonly referred to as a "road diet," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as: decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash for pedestrians; providing room for a pedestrian crossing island; improving safety for bicyclists when bike lanes are added; providing the opportunity for on-street parking; reducing rear-end and side-swipe crashes, and improving speed limit compliance and decreasing crash severity when crashes do occur.[9]

Safe Routes to School - A National Partnership to establish and advance safe walking and bicycle routes to and from schools and to improve the health and well-being for school aged children. Safe Routes to School was established in 2005, and is a fast- growing network of hundreds of organizations, government agencies, and professional groups working together to set goals, share best practices, leverage infrastructure and program funding and advance policy change to help agencies that implement the program.[10]

Small Municipal Separate Storm Sewer Systems (MS4) - Polluted stormwater runoff is commonly transported through Municipal Separate Storm Sewer Systems (MS4s), from which it is often discharged untreated into local waterbodies. To prevent harmful pollutants from being washed or dumped into an MS4, operators must obtain a NPDES permit and develop a stormwater management program. An MS4 is a conveyance or system of conveyances that is: owned by a state, city, town, village, or other public entity that discharges to waters of the U.S.; designed or used to collect or convey stormwater (including storm drains, pipes, ditches, etc.); not a combined sewer; and not part of a Publicly Owned Treatment Works (sewage treatment plant). http://cfpub.epa.gov/npdes/stormwater/munic.cfm (2014)

Stretch Energy Code - The Stretch Energy Code was added to the building code on July 24, 2009 and is located in the code as Appendix 115 AA. It uses provisions of the International Energy Conservation Code 2009 (IECC 2009) but provides a more energy efficient alternative to the standard energy provisions of the code that a municipality may adopt.[11]

8. National Register of Historic Place. National Park Service, U.S. Department of the Interior. Viewed on August 1, 2014 on the web at http://www.nps.gov/nr/

9. "Road Diet" (Roadway Reconfiguration). U.S. Department of Transportation, Federal Highway Administration. Viewed on August 1, 2014 on the web at http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.

10. Safe Routes to School, National Partnership. Viewed on August 1, 2014 on the web at http://saferoutespartnership.org

11 Stretch Energy Code – Information. The Executive Office of Public Safety and Security. Viewed on August 1, 2014 on the web at http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/stretch-energy-code-information.html

DOCUMENT REFERENCE LIST

Board of Selectmen's Policy on Energy, 2007

Community Development Plan, 2004

Downtown Market Analysis, 2008

Framingham Downtown Study, 2009

Framingham Housing Plan, 2007 (pending update in 2014)

Framingham Technology Park Infrastructure Improvement Plan, 2011

Framingham Zoning Map, 2013

Green Communities Action Plan, 2011

Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT less road 400) (AASTO)

Historic Preservation Plan, 2002

Open Space and Recreation Plan, 2008 (revised in 2014)

Route 9 MetroWest Smart Growth Plan, 2013 (Pending)

Subdivision Rules and Regulations, 2008

Zoning By-Law, 2014