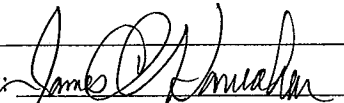
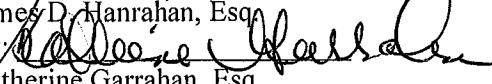


DEVELOPMENT IMPACT STATEMENT OF  
 NORMANDY REAL ESTATE PARTNERS  
 FOR PROPERTY LOCATED AT  
 15 and 16 PLEASANT STREET CONNECTOR FRAMINGHAM &  
 0 FIRMIN AVENUE, SOUTHBOROUGH

Applicant and Owner:  
 NREF III Pleasant LLC  
 c/o Normandy Real Estate Partners  
 99 Summer Street, Boston, MA 02110

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By:   
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 By:   
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This application (“Application”) is submitted to both the Framingham and Southborough (together, “Towns”) Planning Boards by NREF III Pleasant LLC (“NREF III”), a Delaware limited liability company having a principal office at c/o Normandy Real Estate Partners (together herein with NREF III, “Normandy” or the “Applicant”), 99 Summer Street, Boston, Massachusetts 02462 in connection with its redevelopment of commercial property known as 15 and 16 Pleasant Street Connector<sup>1</sup>, Framingham, a portion of which includes a parcel also known as 86-R New York Avenue RR in Framingham, and 0 Firmin Avenue, Southborough (collectively, the “Property” or “Project Site”), as shown on the plan entitled “SITE DEVELOPMENT PLANS FOR 15 PLEASANT STREET CONNECTOR FRAMINGHAM AND SOUTHBOROUGH, MA”, Sheets 1 through 9 of 9, prepared by Kelly Engineering Group, Inc. dated July 16, 2013 (“Site Plan”). For ease of reference, when we refer herein to the parcels comprising the Property, we use the designations “15 Pleasant Connector” for the portion of the Property on the north side of Pleasant Street Connector and Firmin Avenue, and “16 Pleasant Connector” for the portion of the Property on the south side of Pleasant Street Connector and Firmin Avenue<sup>2</sup>.

The Applicant’s proposed project (“Project”), more completely described in Section 1.c below, is to renovate and expand the existing approximately 92,729 square foot, five (5) story, 66 foot tall existing office building (“Existing Building”) by renovating the Existing Building and constructing the approximately 72,695 square foot Addition, resulting in an approximately 155,812 square foot renovated expanded building (“Expanded Building”) and upgrade and expand off-street parking to provide a total of five hundred forty-two (542) parking spaces at the Property, including use of a new paved one hundred fifty-six (156) space parking lot (“Remote Parking Facility”) located on the currently undeveloped portion of the Property at 16 Pleasant Connector at the intersection of Pleasant Street Connector and Crossing Boulevard.

The Applicant applied to the Town of Southborough (“Southborough”) Zoning Board of Appeals for the following relief and permits, which the Board of Appeals granted at its August 28, 2013 meeting: (i) a Variance from height and number of story requirements pursuant to Section 174-8.7-E(4) of the Southborough Zoning Code (“Southborough Code”), to allow a maximum of 80 feet in height where 45 feet are allowed, and five (5) stories where three (3) are

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<sup>1</sup> The portion of 16 Pleasant Street Connector owned by the Applicant located to the east of Crossing Boulevard will not be developed as part of the Project.

<sup>2</sup> For reference, street, assessors, and plan designations for the Property are further identified on the chart attached as Exhibit I.

allowed; and (ii) Special Permit to allow office space in excess of 50,000 square feet, pursuant to Section 174-8.7-C-1 of the Southborough Code. As further discussed below, the height variance and use special permit apply to the Expanded Building, identical relief granted by Southborough in 1983.

The Project is before the Southborough Planning Board for: (i) Site Plan Review (Major) pursuant to Sections 174-10-A(1), (2) and (3) and 174-10-B(2) of the Southborough Zoning Code (“Southborough Code”); (ii) Waiver from the requirements of Section 174-12-C(2) to allow one hundred forty-three (143) 9’ by 18’ parking stalls where 9’ by 18.5’ parking stalls are required; (iii) Waiver from the requirements of Section 174-12-C(2) to allow 103 of the parking spaces on the Southborough portion of the Property to be 8’x17’ in size<sup>3,4</sup> for an overall total of 35% compact spaces on the Property; (iv) Waiver from the 100 feet driveway staggering requirement set forth in Section 174-12-F(1) of the Southborough Code; and (v) Low Impact Development (“LID”) Special Permit per 174-13.3 of the Southborough Code, required for any project subject to major site plan review.

This Application is before the Town of Framingham (“Framingham”) Planning Board for: (i) Site Plan review pursuant to Section IV.I.2(b) and III.L.6(a) of the Framingham Zoning By-Law (“Framingham By-Law”); (ii) Special Permit for increase in FAR pursuant to Section III.L.5.B(1) of the Framingham By-Law; (iii) Special Permit for Proximity to Principal Use for off-site parking, pursuant to Section IV.B.2(a) of the Framingham By-Law; (iv) Special Permit to exempt Project from the loading space requirements of the Framingham By-Law to allow two (2) loading spaces where three (3) are required per Section IV.C.3.b of the Framingham By-Law; (v) Special Permit for Dimensional Relief to Off-Street Parking Design Standards under Section IV.B.3.g of the Framingham By-Law to allow compact parking stalls on the remote parking facility; (vi) Waiver pursuant to Section III.L.7.b(1) from the landscape buffer requirements set forth in Section IV.K.8 of the Framingham By-Law; and (vii) Land Disturbance Permit pursuant to Section IV.H.2 of the Framingham By-Law.

The Applicant will submit applications to the Framingham and Southborough Conservation Commissions for project review and stormwater management review, and to the

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<sup>3</sup> We have not included 9’ x 18’ size spaces as “compact”, as such spaces are considered full-sized in Framingham.

<sup>4</sup> The total compact proposed in both towns is 191 spaces of 544, or about 35%.

Southborough Highway Superintendent for curb cut/vehicle access permit. The Applicant also anticipates that some state permitting may be required for the Project.

1. PROJECT SUMMARY

a. Zoning History

This Project involves about 8.6 acres of land straddling the town line of Framingham and Southborough. The Property is situated in the Technology Park (“TD”) and General Manufacturing (“GM”) districts for zoning purposes in Framingham<sup>5</sup>, and in the Industrial district for zoning purposes in the Southborough.

A history of the existing conditions at the Property follows. According to records on file with the Framingham and Southborough building departments, a portion of the 92,729 square foot Existing Building was constructed in about 1966 to 1969, and includes significant improvements and expansion completed during the 1980’s. The 1980’s expansion included adding two stories to the original structure, and expanding the parking facility. As part of the 1980’s improvements, the Southborough Zoning Board of Appeals granted Variance Number 48-22 to allow one parking space per 250 feet of floor area, two hundred thirty-four (234) 9’ by 18’ parking stalls, and a building height of up to 80 feet. A copy of Southborough Variance Number 48-22, dated May 11, 1983 and recorded with the Worcester District (South) Registry of Deeds in Book 7912, Page 192, is attached hereto as Exhibit II-A.

Building jacket materials from Southborough indicate internal renovations to the Existing Building in 1998 and 1999. During the time period of 2003 to 2005, in response to a proposed expansion by former site tenant Genzyme Corporation, the site’s prior owner applied for permitting in Framingham and Southborough, for expansion of the Existing Building and parking on the Property, providing for increased parking spaces, and a new three story 59,654 square foot building, which expansion that owner did not initiate. The prior owner also presented a plan to both towns showing 577 parking spaces with 113 to be located in a remote lot located on 16 Pleasant Connector, where the Applicant now proposes the Remote Parking Facility. In their application of both Framingham and Southborough parking requirements to that proposed project, the towns determined that a total of 510 spaces were required. The earlier proposed

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<sup>5</sup> Because the Property is located among the parcels known in Framingham as “9/90 Crossing”, it is excluded from properties subject to the Highway Overlay District regulations, per Section IV.K.3.c of the Framingham By-Law.

remote lot was ultimately reduced to an approved section of 47 spaces, and deferred to allow one year of operation of the approved building and further review of its impacts and the need for such additional spaces. Copies of the Southborough and Framingham decisions related to the prior owner's 2003 to 2005 permitting applications are attached hereto as Exhibit II-B (Special Permit Decision as per office use in excess of 50,000 square feet pursuant to Section 174-8.7-C-1 of the Southborough Code), Exhibit II-C (Southborough Site Plan Approval and Waiver from driveway staggering requirement), and Exhibit II-D (Framingham Site Plan Approval and Special Permits for (a) increase to FAR per Section III.L.5.b, (b) off-site parking per Section IV.B.2.a, and (c) use in the manufacturing district in excess of 8,000 square feet per Sections III.G.1.a and III.F.2.a of the Framingham By-Law).

In 2008, the prior owner of the Property filed Notices of Intent, and received Orders of Conditions from the Framingham and Southborough Conservation Commissions to alter 60 linear feet of a drainage channel which receives stormwater from Route 9 that had been eroding and contributing to downstream erosion. Repair and restoration work were to include installation of coir logs, rip rap, a higher berm, and planting of native vegetation along 60 feet of bank within a 30 foot no-alteration zone. The work ordered under these Orders of Conditions has not been initiated. The Orders of Conditions have automatically extended until July of 2015 by the state's Permit Extension Act. The Applicant plans to complete work pursuant to those Orders of Conditions concurrently with the proposed Project.

b. Existing Conditions

According to the Site Plan, the Property currently consists of three parcels, identified as "Parcel 1", "Lot A-5" and "East Parcel" on the Sheet entitled "Layout and Zoning Plan, Sheet No. 4" of the Site Plan, and contains approximately 374,215 square feet of land located on either side of Pleasant Street Connector and Firmin Avenue, including approximately 4.4 acres in Southborough and 4.2 acres in Framingham. The Property is surrounded on the east, south, west, and northeast by commercial, restaurant, retail and highway uses as part of a busy commercial and office park area. On its west, it abuts a paper street shown "Lamb Hill Road" in Southborough located across from conservation land, and on its northeast it abuts a multiuse (residential and commercial) property in Southborough, and is across Route 30 from residentially zoned and used property (further described below).

The main parcel at 15 Pleasant Connector (Lot A-5 on the Site Plan) is located on the north side of Pleasant Street Connector, and is surrounded by parcels: to the east in Framingham owned by Framingham Office Realty, LLC, containing an office building at 9-11 Pleasant Street Connector (currently operated by Genzyme Transgenics); to the northeast parcels owned by Framingham Express Limited Partnership at 84 New York Avenue used for a warehouse and by Rollins Leasing Corporation at 88 and 92 New York Avenue used for industrial uses; to the west by Lamb Hill Road, Southborough<sup>6</sup>, which abuts Metropolitan District Commission owned conservation property; to the northwest, industrial-zoned multi-use residential property (multi-family and a cutlery shop) owned by Robert and Alma Vanni in Southborough on Boston Road (Route 30); and “Residential B” zoned property located in Southborough across Boston Road from a 10 foot wide strip of the Applicant’s property which runs along the eastern side of the Vanni property at the Southborough. “Residential B” zoned owners of the Southborough Meadows age-restricted condominium development are located within 300 feet of that outlying ten foot wide strip of land owned by the Applicant, however none of those dwellings are located within 300 feet of the currently developed or proposed developed portions of the Property.

The portion of the Property located at 16 Pleasant Connector is bounded to the north by Pleasant Street Connector and Firmin Avenue. That parcel also includes 146 feet of frontage along Crossing Boulevard, and abuts Consolidated Railroad property to the south. Currently, the portion of the Property located at 16 Pleasant Connector is undeveloped and has no curb cut. As described in the Applicant’s Stormwater Management Report, 16 Pleasant Connector contains mostly grass and brush and contains a Commonwealth of Massachusetts ditch easement and a 50’ wide electric easement.

Firmin Avenue and Pleasant Street Connector are east-west roadways under MassHighway jurisdiction. The northern terminus of Crossing Boulevard in Framingham ends directly across from the eastern driveway at 15 Pleasant Connector in Framingham, with the traffic signal for Crossing Boulevard mounted above that eastern driveway’s entrance. Crossing Boulevard is a divided elevated road which extends above Route 9, and provides access to and from the Property to Route 9 via eastbound and westbound on-ramps, and as well as to the 9/90 Corporate Center. Firmin Avenue and Pleasant Street Connector feed westbound to the so-called

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<sup>6</sup> Lamb Hill Road appears currently to be, at most, a path. No vehicular entrance or exit is possible to Lamb Hill Road at either Route 30 or Firmin Avenue due to metal guardrails installed along both of those roadways.

“Five-Corner” intersection at Route 30 and local roads in Southborough. In addition to the signalized eastern driveway, 15 Pleasant Connector is currently served by a second curb cut access point in Southborough onto Firmin Avenue. The Property includes no existing sidewalks.

As part of this Application, the Applicant has submitted a report entitled “STORMWATER MANAGEMENT REPORT 09/03/2013” prepared by Kelly Engineering Group, Inc., (“Stormwater Management Report”). According to the Stormwater Management Report, the Property and surrounding area sits within an Outstanding Resource Waterway physical resource area.

The existing approximately 92,729 square foot, five (5) story, 66 foot tall building (“Existing Building”) located at 15 Pleasant Connector has been used for offices since it was built in the 1960’s, most recently by Genzyme Corporation as tenant to the former owner until about 2012. The Existing Building is currently vacant.<sup>7</sup> The Existing Building is structurally sound, but requires renovations and aesthetic updates in addition to its planned expansion. The portion of the Property located at 15 Pleasant Connector is improved with a 382 space paved parking lot, which includes five (5) handicapped accessible parking spaces, landscaping, a freestanding monument sign, lighting and three flagpoles. In addition to the two curb cuts which provide access and egress to and from Pleasant Street Connector and Firmin Avenue, 15 Pleasant Connector is developed with an internal driveway and a concrete stairway which connect the parking facility at 15 Pleasant Connector with the adjacent property to the east at 11 Pleasant Street Connector owned by Framingham Office Realty, LLC. A 14,000 square foot portion of the Property is subject to a license agreement with Fafard Real Estate and Development Corporation (“Fafard”), predecessor in interest to Framingham Office Realty, LLC, for non-exclusive use of 14,000 square feet of the parking located at 15 Pleasant Connector for parking purposes.

The portion of the Property at 15 Pleasant Connector also contains wooden internal guard rails, two metal gates and a stone wall separating landscaping and parking from a steeply inclined undeveloped area which runs around the western and northern boundary of the parking

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<sup>7</sup> The Applicant has been unable to determine the exact date Genzyme vacated the Property. In an abundance of caution, this application includes a request for Site Plan Review by the Southborough Planning Board under § 174-10-A-3 for uses not active for two years or more.

facility. An existing storm drain system on the Project Site consists of catch basins and storm drains which connect to the storm drainage system.

c. Proposed Project

Normandy's proposed Project is to: (i) renovate and expand the existing approximately 92,729 square foot, five (5) story, 66 foot tall Existing Building by upgrades to the Existing Building and construction of an approximately an 72,695 square foot Addition. The resulting Expanded Building will contain approximately 155,812 square feet. (As part of the renovations, the Applicant will reduce the square footage of the Existing Building by approximately 9,609 square feet, primarily by removing the exterior "bump out" of the building's façade and associated floor area on the two upper floors); (ii) upgrade and expand off-street parking to provide a total of five hundred forty-two (542) parking spaces at the Property by (a) realigning parking spaces on the currently developed parcel resulting in a net increase of four (4) parking spaces at 15 Pleasant Connector, and (b) adding the new paved one hundred fifty-six (156) space parking lot ("Remote Parking Facility") located on the currently undeveloped portion of the Property at 16 Pleasant Connector at the intersection of Pleasant Street Connector and Crossing Boulevard; (iii) add a curb cut onto Firmin Avenue in Southborough at the 16 Pleasant Connector portion of the Property; (iv) construct a retaining wall which will partially surround the Remote Parking Facility and separate it from a wetlands buffer; (v) construct a six (6) foot wide concrete sidewalk at 16 Pleasant Connector, leading to a new marked crosswalk at the signalized intersection of Pleasant Street Connector and Crossing Boulevard which connects to a pedestrian walkway at 15 Pleasant Connector; and (vi) install significant landscaping, lighting, infrastructure, and other improvements. The architectural elements of the Expanded Building will include façade upgrades, and improvements and upgrades consistent with and complementary to the office and technology parks along Route 9 nearby the Project Site, and as appropriate for the tenant(s) to be selected for occupancy at the Expanded Building. The Applicant intends to use the upgraded Expanded Building for office use.

The Project is designed to provide adequate access to the Existing Building for fire and service equipment and adequate provision for utilities and stormwater drainage consistent with Southborough's and Framingham's regulations, and is so designed for the location and office use, building design form, building location, egress points, grading and other elements to: (a) minimize volume of cut and fill, removal of trees, stone walls and other features, wetland impact,



stormwater flow increase, soil erosion and threat of air or water pollution; (b) maximize pedestrian and vehicular safety and convenience within the site and egressing from it; (c) minimize obstruction of scenic views; (d) minimize visual intrusions, light intrusion and glare, and (e) avoids departure from the character of buildings in the area.

## 2. TRAFFIC IMPACT ASSESSMENT

Pedestrian and vehicular movement to, from and within the Project Site are designed to be safe and convenient, and arranged not to disturb abutting properties. MDM Transportation Consultants, Inc. has prepared a traffic memorandum for the Applicant, which is included in the application submission and entitled "Traffic Impact and Access Study, Proposed Office Expansion, 15 Pleasant Street Connector, Framingham & Southborough, Massachusetts", dated August 2013 ("Traffic Impact Report"). The Traffic Impact Report concludes that the proposed site modifications will have a slight increase site related traffic and that the Project Site entrance will continue to adequately handle traffic to and from the Property.

It is anticipated that the proposed parking lot expansion, as well as roadways and intersections adjacent to the Project Site, will be adequate to accommodate the Project. A new marked crosswalk connection between the Remote Parking Facility and the Expanded Building is proposed to allow safe employee and pedestrian crossing. The new proposed curb cut at 16 Pleasant Connector is located directly across Firmin Avenue from the existing western driveway at 15 Pleasant Connector to minimize turns on the roadway, and allow for direct traffic flow between the two parcels. The Site Plan is designed to minimize points of traffic conflict, both pedestrian and vehicular. As developed, neither the use nor the structures will create a hazard to abutters, vehicles or pedestrians. The vehicular access to the Property as shown on the Site Plan provides sufficient sight distance in order to exit the Property safely from both the north and south parcels. The Site Plan provides adequate access for fire and service equipment.

The Applicant will construct a new sidewalk along the Remote Parking Facility to coordinate with the proposed crosswalk to where it will be anticipated by motorists, and to include ADA compliant ramps and Manual on Uniform Traffic Control Devices ("MUTCD") compliant pavement markings and advance warning signs.

The MetroWest Regional Transit Authority ("MWRTA")'s Route 7 Commuter Shuttle serves the area near the development from the Southborough MBTA Commuter Line, connecting