NARRATIVE DESCRIPTION AND DEVELOPMENT SUMMARY

PINES RESIDENCES, SHERBORN MASSACHUSETTS

Development Introduction

Barsky Estate Realty Trust is the owner of 41 North Main Street, Sherborn, MA by a deed recorded with the Middlesex Registry of Deeds in Book 66954, Page 354. Five Rocks, LLC is the owner of 6 Powder House Lane by a deed recorded with the Middlesex Registry of Deeds in Book 66954 Page 356. Barsky Realty Trust and Five Rocks, LLC will sell the land, development rights and the benefit of easements for water and sewer to 41 North Main LLC (the "Applicant"). The principal of the sellers is the same as the principal of the Applicant. Once the comprehensive permit is granted, 41 North Main LLC will be a single purpose limited dividend organization under M.G. L. Chapter 40B.

The Applicant is proposing to construct a new mixed-income rental development on 6 Powder House Lane, and on a portion of 41 N. Main Street, Sherborn, Massachusetts. The 6 Powder House Lane site is 1.3 acres and shown on assessors Map 11 Parcel 43. The 41 N. Main Street portion of the site is comprised of one parcel of land totaling 5.8 acres of land shown on Assessors Map 11 Lot 41. This lot will be subdivided into two lots: A 4.95-acre site for development, and a 1-acre site which will continued to be owned by Barsky Realty Trust (the "Remainder Site"). Together, the 6 Powder House Land 1.3-acre site and the 5.8-acre portion of 41 North Main Street are the subject of this M.G.L. Chapter 40B Project Eligibility Application (the "Development Site").

The Development site is mostly fields and trees with a couple of small structures serving an existing landscaping business and doggie day care and a ranch house. These buildings will be demolished. There is an existing barn that will preserved by taking it down and re-building it off site. The Development Site is bounded by MA-27/North Main Street to the East, the Remainder Parcel and Powder House Lane to the South, Hunting Lane to the North and Railroad Tracks, Wetlands and additional parcels of land owned by Barsky Realty Trust to the West. There are Single-Family Homes on Hunting Lane. The Remainder Site is improved with an historic building containing 4-unit rental apartment units. The Pine Hill Elementary School is located across Main Street. It offers a playground, basketball court, skateboard court and ball fields. The Applicant has created a sidewalk through its site to main street. There is a signaled intersection that will allow families to safely cross Main Street to the school. In addition, the school bus stop for the Dover Sherborn Middle and High School currently stops on Main Street in front of the site for existing tenants.

The Development Site is highly visible, with frontage along MA-27/North Main Street which has 22,000 vehicle trips daily. There are a several retail amenities within one half mile of the Subject Property including Middlesex Savings Bank, a post office, Rose's Automotive, and several small restaurants and other retail establishments. The Subject Property is approximately a 10-minute drive to MA-9. It also has access to I-90 via MA-9 with a 15-minute drive. The Framingham, West Natick, and Natick Center Commuter Rail Stations are all within a 10-minute drive of the Subject Property. These stations are all served by the Framingham/Worcester Line, which provides outbound service to Framingham and Worcester and inbound service to Boston's South Station 7 days a week. It is approximately a 40-50-minute ride to South Station from any of these stations (MBTA, 2019). There is also a possibility of working with the MWRTA to add a bus stop connected to the West Natick Commuter Rail Station.

The development, as currently proposed, will be the new construction of two, 3 and 3.5 story buildings consisting of 30 units each with 118 surface parking spaces. In addition, there will be an approximate 1,000 square foot community building that will offer community laundry, package delivery and mailroom and property management and maintenance offices The property will offer covered bicycle storage, a tot lot, a raised garden, a sitting area and an enclosed trash/recycling. One goal is to re-use some of the existing stones from the barn to create a sitting area long the walkway to Main Street.

All units will have quality apartment finishes with long lasting materials, balconies and/or patios, be pre-wired for cable and internet and have separately controlled heating and cooling. The buildings will be walk ups built into the grade of the property so that each side of the building can be entered at grade. In addition, 5% or 3 units will be fully handicapped. The buildings will be fully sprinkled.

The Applicant's intent is to make the project Energy Star Compliant. Through the implementation of these standards our objective is to minimize the impact on the environment and optimize project energy efficiency.

Energy conservation measures include:

1. Exceeding current energy code for building envelope, high R-Value insulation
2. Apartments will be equipped with energy star or equivalent appliances, include low flow toilets, sinks, showers and tubs.
3. All exterior lighting to be LED; all interior light fixtures will be Energy Star.
4. Energy Star rated A/C condensers for each unit.
5. Individually metered utilities (elec./gas)
6. No VOC interior paint / low VOC interior finishes.
7. The developer is exploring treating roof and surface stormwater run- off.

The main access to the apartment building will be provided by a 24-foot wide paved access road extending from Powder House Lane. In addition, there will be a 16-foot wide paved emergency driveway from the western boundary of the site out to Hunting Lane. The emergency driveway will be gated to allow only emergency vehicle access.

Handicapped-accessible parking will be provided on the surface near the entryway. Sidewalks are proposed throughout the site to allow for easy pedestrian access to all buildings and parking areas.

The development will include rental 60 units and at least 25% will be income restricted to households earning at or below 80% of Area Median Income. The development will contain 16 one- bedroom units averaging 625 square feet, 36 two-bedroom units averaging 830 square feet and 8 three-bedroom units averaging 1,060 square feet. All tenants will be credit checked and undergo a Criminal Background check.

Tenants will pay for gas heat, hot water and electricity for lights and cooking. Water, Sewer and Trash Removal will be paid for and provided by the Landlord.

All 60 units will be eligible to be counted on the Town of Sherborn's Subsidized Housing Inventory. According to the 2013-2017 ACS, Sherborn has 111 rental units or 7.5% of its units. Of these 111 rental occupied units, over 68% are rent burdened, including 9% who are severely rent burdened. The

development will provide units and amenities that are appropriate for young professionals, families, seniors and/or disabled persons.

Design Narrative

The design strategy intends to break down the scale of the 3 ½ story apartment building through a variety of massing techniques that also complement the overall building style. Moves both in plan and section are implemented to break the massing. A bump out at the unit living rooms of the units creates a break in the surface of the overall wall horizontally. Vertically the series of pitched roofs above these bump outs breaks up the horizontal roof line. The change from a 3 story to a 4-story plan towards the center of the building also serves to add variation in height and overall massing.

Material selections for the project aim to create a richer and more human scale structure. The project will use high-quality materials such as architectural grade roof shingles, standing seam metal roofs, fiber cement shingles and clapboard with vertical board and batten highlights.

The units are broken into two buildings, both nestled into the natural slope of the site at the rear closest to the train tracks. The landscaping between the buildings to circulate from the top of the site to the lower portion.

The overall apartment building footprints and site layout are integrated into the bucolic, rural condition of the site. This layout intends to create a place on North Main Street, while also fitting into the surrounding neighborhood.

Fire Protection & Public Safety

There will be on-site fire cistern located on the site and placement will be coordinated with the Fire Department. The cistern will provide a point of connection for the local Fire Department as well as supply water to hydrants within the development. Additionally, fire sprinkler systems will be provided for each of the buildings and connected to the on-site fire cistern. The Applicant will provide the Fire Department with a fire apparatus vehicle turning movement plan to show that there is adequate space within the site for fire truck turning movements.

Landscape/ Surroundings

Landscape buffers of varying width will remain or be installed at the perimeter of the site. The interior of the site will be tastefully landscaped.

Utilities

Natural Gas is available in North Main Street. Pole mounted utilities exist along North Main Street. They include electric, cable tv, telephone, and other communications.

Water & Sewer

A private wastewater treatment plant (WWTP) will be designed and permitted through MADEP as part of the development. The WWTP will be constructed off site to support this project. Water will be provided via off site well. The wastewater treatment facility and wells will be located on land to the West of the railroad tracks. The Applicant will have an easement to access the water and sewer and pay for the construction costs as well as contribute to ongoing maintenance. A consultant has been hired to obtain MassDOT approval to run pipes under the railroad tracks to provide water and sewer to the Development Site.

Wetlands Resources

No jurisdictional resource areas are present within the development parcel boundary; however, the parcel is within one hundred (100ft) of a mapped jurisdictional wetland area located on the adjacent parcel to the west separated by an existing elevated railroad bed. A formal Request for Determination (RDA) was filed with the Sherborn Conservation Commission on September 15, 2018. A Negative Determination was issued by the Sherborn Conservation Commission on September 24, 2018 indicating that the work described in the RDA is within the Buffer Zone but will not alter an Area subject to protection under the Act. Therefore, said work does not require a filing a Notice of Intent.

Environmental Due Diligence

Environmental due diligence was completed by consulting the latest Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). It was determined that there are no flood boundaries located onsite. (See attached Figure 3). The latest Massachusetts Natural Heritage atlas effective August 3, 2018, indicates that there is no Priority Habitat mapped within or near the property (See Figure 4 Priority & Estimated Habitats).

Stormwater Management

The project will be designed to meet the Department of Environmental Protection's (DEP's) Stormwater Management Standards as outlined in DEP's Stormwater Handbook. When a project complies with these standards, the presumption is that the project is protecting public and private water supply, groundwater supplies, providing for appropriate flood control and storm damage prevention, preventing pollution, protecting fisheries, and protecting wildlife habitat. The project proponents also plan to work closely with the Town of Sherborn to design a stormwater management system that is consistent with the requirements of DEP's Stormwater Handbook.

The Project is refining the exact existing location of specific features for the stormwater drainage system. The stormwater runoff from the residential building roofs will be designed to collect the roof runoff and be directed to a localized stormwater infiltration system to promote groundwater infiltration and mitigate for any additional impervious site area. The proposed drainage system design will be refined during the design process.

The Project will disturb more than one acre of land; therefore, construction will require the submittal of a Notice of Intent (NOI) for coverage under the Construction General Permit (CGP) as part of the Environmental Protection Agency's (EPA's) National Pollutant Discharge Elimination System (NPDES). Appropriate erosion and sedimentation (E&S) controls will be installed to prevent sediment laden stormwater runoff from leaving the site and entering the BWSC drainage system during construction. E&S controls will be maintained as necessary until all disturbed areas have been stabilized through the placement of pavement and structures and will conform to the MADEP & Town of Sherborn Guidelines for Construction.

Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas. During construction, existing storm drain inlets will be protected with filter fabric, straw bales and/or crushed stone, to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

In March 1997, MassDEP adopted a Stormwater Management Policy to address non-point source pollution. In 1997, MassDEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMPs) in the stormwater management design.

A brief explanation of each Policy Standard and the system compliance is provided below:

Standard #1: The proposed development will not introduce any new outfalls with direct discharge to a wetland area or waters of the Commonwealth of Massachusetts. All discharges will be treated for water quality.

Compliance: The proposed design will comply with this standard. The design will incorporate the appropriate stormwater treatment, and no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

Standard #2: The proposed development has been designed so that the post-development peak discharge rates do not exceed the predevelopment peak discharge rates. A summary of the existing and proposed discharge rates are included within this report.

Compliance: The proposed design will comply with this standard to the maximum extent practicable. The pre-development stormwater discharge rates will be met or decreased because of the improvements associated with the Project.

Standard #3: For New Construction, loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. The standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

Compliance: The existing annual recharge for the site has been approximated in the proposed condition. There are proposed subsurface infiltration systems designed to meet this requirement. Stormwater runoff generated from the impervious areas of the proposed development is routed through these infiltration BMPs. The proposed Recharge Volume is based on the Static Method per the MA DEP Stormwater Management Standards, Volume 3, Chapter 1.

Standard #4: Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This standard is met when: (a) Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained; (b) Structural stormwater best management practices are

sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and (c) Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.

Compliance: The proposed stormwater management system has been designed so that for each drainage area the 80% TSS removal standard has been met. Standard #4 is met when structural stormwater best management practices are sized to capture and treat the required water quality volume and pretreatment is provided in accordance with the Massachusetts Stormwater Handbook. Standard #4 also requires that suitable source control measures are identified in the Long-Term Pollution Prevention Plan.

The water quality volume for the site development is captured and treated using a combination of the Proprietary Separators and infiltration BMPs. Consequently, there is a conversion of water quality volume (WQV) to a peak water quality flow (WQF) rate. The MA DEP has adopted a computational method for this conversion. The proprietary separators have been sized to meet the water quality flow rate for the 1" storm event. Supporting calculations are provided in the Appendix of this report.

Standard #5: For Land Uses with Higher Potential Pollutant Loads (LUHPPL), source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot me completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the Proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c.21 §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

Compliance: The proposed design will comply with this standard. The Project The site is not considered a land use with higher potential pollutant loads.

Standard #6: Stormwater discharges within Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A "storm water discharge" as defined in 314 CMR 3.04(2)(a) or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

Compliance: The proposed design will comply with this Standard to the maximum extent practicable. The Project will not discharge untreated stormwater to a sensitive area.

Standard #7: A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent possible. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

Compliance: The Project will comply with this standard. The proposed project is not considered a re-development project under the Stormwater Management Handbook guidelines as there is an increase in the amount of total impervious area.

Standard #8: Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.

Compliance: A plan to control construction-related impacts, including erosion, sedimentation and other pollutant sources during construction and land disturbance activities has been developed. A detailed Site Preparation and Erosion Control Plan is included in the Civil Drawings. A Pollution Prevention Plan is included within this document. The proponent will prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of construction activities which will result in the disturbance of one acre of land or more.

Standard #9: A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

Compliance: The Project will comply with this standard. An O&M Plan including long- term BMP operation requirements will be prepared for the Project and will assure proper maintenance and functioning of the stormwater management system.

Standard #10: All illicit discharges to the stormwater management system are prohibited.

Compliance: The Project will comply with this standard. There are no expected illicit discharges to the stormwater management system. The applicant will submit the Illicit Discharge Compliance Statement prior to the discharge of stormwater runoff to the post-construction stormwater best management practices and prior to the issuance of a Certificate of Compliance.

Traffic

Vanasse & Associates, Inc. (VAI) has prepared this Study to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multi-family residential community at the property. This study was prepared accordance with MassDOT's Transportation Impact Assessment (TIA) Guidelines, and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the current year was selected for analyses consistent with MassDOT's Transportation Impact Assessment (TIA) Guidelines. The analysis conducted in stage two identifies existing or projected future capacity, safety, and access issues, as these areas relate to the transportation infrastructure.

The third stage of the study presents and evaluates measures to address deficiencies in the transportation infrastructure, if any, identified in stage two of the study.

A copy of the full analysis has been included in the submission package.

Changes from PEL Submission to ZBA Submission:

- Modeled two rental buildings that will be income restricted rather than 75% market and 25% income restricted
- Two Buildings 30 units each rather than one 60 unit building
- Height on North Main Street would be 2 stories and height on the railroad, 3.5 stories rather than a 4 and 5 story building
- We moved everything away from the Hunting Lane/North Main intersection, so we are essentially building on the existing open area.
- The buildings went from being 65.2 feet from North Main Street to 201 feet from North Main Street
- The buildings went from being 45 feet from Hunting Lane to 65 feet from Hunting Lane.
- This plan essentially meets existing set back requirements under current zoning.
- Therefore, the existing tree line will most likely not be disturbed, and the buildings will not be visible from Hunting Lane.
- Significantly lowers amount of blasting, estimate 65% reduction
- Main Access moves to Powder House Lane, no access onto North Main Street. Emergency access remains out to Hunting Lane. Jeffrey Dirk at Vanesse is finishing up the traffic study and approves of this approach.
- Pedestrian access out to North Main Street is not at as steep a grade
- More area for outside recreational space.

- Area for moving trucks moves to the rear of the buildings along the railroad tracks so fully screened from North Main Street.
- Area in front of site available for commercial market should the town want it.
- Treatment plant will be built and operated by rental owner. Potential to create excess treatment capacity to serve town needs should it be requested
- Potential for additional water supply to serve town needs should it be requested
- Potential for additional income restricted units.