

December 22, 2025

BY HAND

Ilene Twiss, Town Clerk
Town of Middleton
48 South Main Street
Middleton, Massachusetts 01949

RE: Application for Comprehensive Permit Project

Project: Ferncroft Apartments
Applicant: Ferncroft Apartments, LLC
Owner: Ferncroft, LLC
Property: Portion of 35 Village Road

Dear Ms. Twiss:

On behalf of Ferncroft Apartments, LLC, we are pleased to submit for filing with your Office and the Zoning Board of Appeals the enclosed Comprehensive Permit Application with supporting documentation for a proposed residential community known as Ferncroft Apartments, which consists of 200 rental units in two buildings to be located on a portion of the existing Ferncroft Corporate Center site known and numbered as 35 Village Road. Enclosed please find for filing the following materials:

1. 25 hard copies of the Comprehensive Permit Application package;
2. 5 full-size (24" x 36") hard copies of the Comprehensive Permit Plans;
3. 25 reduced-size (11" x 17") hard copies of the Comprehensive Permit Plans (included within each Application package above);
4. 2 hard copies of the full Traffic Impact Assessment (including the Appendix);
5. 25 hard copies of the Traffic Impact Assessment Report (report summary only; no Appendix) (included within each Application package above);
6. 8 hard copies of the Stormwater Management Report;
7. 25 hard copies of the Stormwater Management Report with attachments (report summary only; no Appendix) (included within each Application package above);
8. Certified Abutters List (included within each Application package above);
9. 1 USB thumb drive containing all the materials listed above in PDF format; and,
10. Filing Fees.

Please confirm your receipt of this Application by date-stamping a duplicate of this cover letter and returning the same to me. Thank you.

Respectfully Submitted,



John T. Smolak

Enclosures

cc: Richard Benevento, Chair, Zoning Board of Appeals
Distribution List

Comprehensive Permit Application

Filed Pursuant to M.G.L. c.40B, §§ 20-23, 760 CMR 56.00 et seq., and
Middleton Zoning Board of Appeals Rules for Comprehensive Permits
(Chapter 260, § 260-5. Comprehensive Permits, Middleton Town Code)



Ferncroft Apartments 35 Village Road, Middleton

(A portion of Site Known and Numbered as 35 Village Road)

Submitted By:
Ferncroft Apartments, LLC (the “Applicant”)
December 22, 2025

Ferncroft Apartments

35 Village Road, Middleton

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I. SUMMARY OF THE APPLICANT, PROJECT PROPOSAL, LOCAL NEED AND PERMIT REQUEST

A. Description of Applicant

Ferncroft Apartments, LLC, as the applicant, is a Massachusetts limited liability company (hereinafter, “Applicant” or “Ferncroft”), wholly owned by Sovereign Partners LLC (“Sovereign”). The Applicant will be subject to the limited dividend requirements, and is qualified to undertake the planning and development of the proposed development known as Ferncroft Apartments, a multifamily housing community proposed under Chapter 40B. The lead project representatives for the Applicant are William Gentile, Managing Director of Development, and William Graham, Associate, both with Sovereign, as well as support from staff. Sovereign is a New York-based real estate private equity firm with substantial experience developing, managing, owning and investing in multifamily housing and other real estate, and has owned and operated the existing Ferncroft Corporate Center at 35 Village Road since 2014. In advancing the proposed Ferncroft Apartments community, the Applicant has assembled a strong team of project professionals with extensive experience in multifamily and 40B housing permitting, development, and management.

B. General Project Overview

Ferncroft Apartments (or “the Project”) is a proposed Chapter 40B rental unit apartment community, consisting of 200 units, to be located on an underutilized portion of a 12.57+/- acre site (the “Site”) which is currently known as the Ferncroft Corporate Center, and located at 35 Village Road. The Site is currently improved with two (2) buildings: 1. the Ferncroft Corporate Center building, an 8-story, 235,000 s.f. office building; and 2. a 6-story parking garage (including 2 stories aboveground).

Ferncroft Apartments will include the redevelopment of a 2.49-acre portion of the Site (the “Property”) with two new buildings and associated infrastructure. A portion of the 2.49-acre Property is currently developed as an underutilized paved parking lot to the east of the existing parking garage, with the balance of the Property undeveloped treed land to the north/northeast of the existing garage. The Property is depicted as Lot B on the Site Plans; the remainder of the 35 Village Road property is depicted on the Site Plans as Lot A, and is approximately 10.08 acres in size. Lot A will remain as developed with the existing commercial office building, parking garage building and associated infrastructure. The Project’s buildings on the Property have been designed to follow the contours or grade of the Site. Each of the proposed multifamily buildings will be divided into two sections by a fire wall in a stepped fashion to follow the contours of the land and are more fully described in the Architectural narrative:

- a) **Building A** consists of two 5-story sections (A.1 and A.2), located adjacent to the east of the existing parking garage, where a portion of the paved surface parking currently exists.
- b) **Building B** is an L-shaped building composed of a 6-story section with a two-level podium parking garage (B.1) and a 5-story section (B.2). This building is situated to the north of the existing parking garage.

Building A will consist of 94 multifamily units and Building B will have 106 multifamily units. The two buildings will be connected via a shared driveway with a turnaround between the two buildings. As part of the vehicular connectivity for the Project, the existing driveway that serves the office building and parking garage will be extended along the eastern edge of the parking garage to a rotary and extension drive connecting to Buildings A and B. The drive will include a dedicated access/egress point on Locust Street to allow for emergency vehicle and fire access. Parking for Building A will include surface parking spaces adjacent to the Project driveway together with garaged parking rights within the existing garage on Lot A. Parking for Building B will have underbuilding, or podium, parking (47 spaces) additional surface parking spaces adjacent to both buildings, as well as parking in the existing parking garage on Lot A. Adjacent to the surface parking will be dedicated package delivery areas and emergency vehicle access areas which have been designed to serve the multifamily buildings. Pedestrian walkway connections are provided to connect the parking garage to each Building A and Building B.

The Site is located between Locust Street and Village Road. It is just west of the interchange of U.S. Route 1 and Interstate 95, two of the major highways in Massachusetts. To the southeast, at 40 Village Road, is Ferncroft Towers, a 13-story, 177-unit condominium building on a 4.87 acre parcel of land, and is located adjacent to the Ferncroft Country Club. Further north and adjacent to Ferncroft Tower is Ironwood on the Green at Ferncroft, at 36 Village Road; Ironwood on the Green is a 408-unit condominium including two 7-story buildings on 7.82 acres.

To the southeast of the Site is a lot bisected by the Town of Middleton and Town of Danvers boundary which is improved with an indoor water park (Water Park of New England, formerly Coco Keys), and a hotel (DoubleTree By Hilton NorthShore), both at 51 Village Road, Middleton/50 Ferncroft Road in Danvers. There are residential neighborhoods to the south and west of the Site, including primarily single family homes across Locust Street to the west, as well as along Nichols Lane and Mansfield Road. As further described below, the Applicant has taken great care to site the proposed buildings as close to Village Road as practicable and away from these residences to the west in order to both concentrate the development along the Village Road corridor where taller and more dense residential developments currently exist, and to reduce potential visual and other impacts to the west.

The proposed development will be a short drive from a Post Office, Stop & Shop, CVS Pharmacy, North Shore Community College Danvers Campus, and Essex North Shore Agricultural & Technical High School, and a short walk to both Ferncroft Country Club and the Water Park of New England.

Ferncroft Apartments aligns with a number of the Town's goals and objectives, including the following:

- Alignment with Middleton's Housing Diversity Goals. With the provision of 200 multifamily rental units, of which a total of 50 units (or at least 25%) will be affordable units rented to Income Eligible Households earning no more than 80% of the Area Median Income (AMI) for the Boston-Cambridge-Quincy, MA HUD Metro Fair Market Rents (FMR) area, the Project will increase the diversity of affordable rental housing options. This includes "...the ability to downsize within the Town, and allow affordable housing choices for residents' adult children and elderly parents. Such housing options can also benefit employees and young families, and can be accomplished by allowing a variety of densities, housing typologies ...", consistent with the goal of housing diversity identified on the Town of Middleton Housing Production Plan, 2019-2024 (the "Middleton HPP"). See Middleton HPP, p. 41. Moreover, Ferncroft Apartments is proposed to have 69.5% of its units developed as one-bedroom units. The benefit of providing a larger number of one-bedroom units is that the community responds to the need for appropriately-sized units for Middleton seniors to downsize while remaining in the community. As referenced in the Middleton HPP, "Middleton will see an increase in heads of households aged 60 and older, with this age cohort comprising 57% of heads of households by 2030." See Middleton HPP, at p.12. Diversity of housing stock is also an objective articulated in the Town of Middleton Master Plan, 2018-2028 ("Middleton Master Plan") in order to "...create opportunities to enhance access to affordable & age-friendly homes and develop a diverse and affordable housing stock to meet the needs of a changing demographic profile in the town." Middleton Master Plan, Implementation, at p. 3.
- Alignment with Middleton's Housing Production Goals. Based upon the latest data published by the Executive Office of Housing and Livable Communities (EOHLC), the Town of Middleton's Subsidized Housing Inventory (SHI) stands at 6.91%.¹ With a proposed rental community of 200 units where 50 of the units will be affordable to persons or households earning no more than 80% of area median income ("AMI"), and because M.G.L. Chapter 40B allows 100% of units in rental projects developed by a comprehensive permit, where at least 25% of units are restricted for households earning at or below 80% of AMI, to count towards the SHI, 100% of the 200 units would count toward the Town's SHI, bringing the Town well over its 10% goal, and closer to

¹ We note that since it has been more than one year since the Villebridge 40B Decision was issued and that project has not yet obtained a building permit for the 60 rental units, those 60 units have fallen off the Middleton SHI such that the Town's SHI is currently at 5.09%.

11%, consistent with the goal articulated by the Town's Housing Production Plan whereby "...the Town should proactively encourage affordable housing development in order to meet the needs of its own residents, and to have greater control regarding development sites and design." Middleton HPP, at p.42. Achieving the 10% threshold is also consistent with Master Plan Housing Goal 3, which is to "implement housing options made available under the 2019 Middleton Housing Production Plan (HPP) in order to achieve, exceed and maintain the Chapter 40B 10% goal." Middleton Master Plan, Implementation, at p. 5. By achieving the 10% affordability goal, the Town would be in a position to reject future Chapter 40B proposals which the Town feels would not align with the Town's housing goals, perhaps well beyond the 2030.

- Alignment with Middleton's Housing Production Goals in Smart Growth Locations. As described in the Middleton HPP, homes and businesses in Middleton are almost entirely dependent on on-site septic wastewater processing involving standard septic designs or alternative sewage package treatment plants. A small portion of the town does tie into the South Essex Sewer District." Middleton HPP, at p.30. Moreover, the Middleton HPP states that an objective is to pursue "...suitable and ideal ... smart grow locations in Middleton." Although the Middleton HPP and Middleton Master Plan suggest the use of Chapter 40R as a smart growth tool, Ferncroft Apartments could not be in a better location in Middleton as an example of a smart growth location, given that the Project: (a) will result in the redevelopment of an existing underutilized site; (b) is currently on a parcel currently connected to public sewer via the South Essex Sewage District; (c) is currently connected to the Middleton public water service; and, (d) and is walkable to recreational and other amenities.

A summary and tabulation of the proposed building program and unit mix for the Project is below:

Building Program

Buildings	Gross SF Building Area	# of Rental Units	Studio	1BR Units	2 BR Units	3BR Units
Building A	109,991	94	0	65	10	19
Building B	133,051	106	5	70	30	1
Total		200	5	135	40	20
Unit Mix (%)			2.5%	67.5%	20%	10.0%

* The Property constitutes a 2.49-acre portion of the 12.571-acre property currently known and numbered as 35 Village Road (Middleton Assessors Map 21, Lot 5, Parcel ID No. 0021-0000-0005.), along with rights for parking, access and related improvements on Site.

Unit Mix

Income	Bedrooms	Baths	# Units	Sq. Feet
80%*	Studio	1	1	504
80%*	One	1	34	766
80%*	Two	2	10	1,154
80%*	Three	2	5	1,390
Market	Studio	1	4	504
Market	One	1	101	766
Market	Two	2	30	1,154
Market	Three	2	15	1,390

**All affordable units will be affordable at or below 80% of area median income (AMI).*

The Project is to be constructed in accordance with a set of preliminary civil engineering plans, consisting of twenty (20) sheets, entitled, "Ferncroft Apartments, 35 Village Road, Middleton, MA" dated December 19, 2025, prepared by Weston & Sampson Engineers, Inc. (the "Civil Plans").

The architectural, design, layout and elevations for Ferncroft Apartments are shown on a set of plans, consisting of sixteen (16) sheets entitled "Ferncroft Apartments, 35 Village Road, Middleton, MA," dated December 19, 2025, prepared by The Architectural Team, Inc. (the "Architectural Plans").

Collectively, the Civil Plans and Architectural Plans, the "Site Plans." The Site Plans are attached as **Section VI.M.**

C. Local Need

According to the latest information obtained from the Massachusetts Executive Office of Housing and Livable Communities (EOHLC), the Town of Middleton's subsidized housing inventory includes 229 Low or Moderate Income Housing units, or 6.9%, but as noted above, since it has been over one year since the Villebridge 40B Decision has been issued and that project has not yet obtained a building permit for the 60 rental units, those 60 units have fallen off the Middleton SHI such that the Town's SHI is currently at 5.09%, which is below the 10% threshold established by Chapter 40B and 760 CMR 56.00, 56.03(3)(a) (the "Chapter 40B Regulations" or "40B Rules"). For purposes of reference, this Application also cites to the requirements of the Middleton Zoning Board of Appeals Rules for Comprehensive Permits (Chapter 260, § 260-5. Comprehensive Permits, Middleton Town Code)(the "ZBA Rules").

The Project fulfills an important local need for the type of housing proposed, and is consistent with a number of Town goals as articulated in the Town of Middleton Housing Production Plan, 2019-2024, and approved by the DHCD on December 24, 2019 (the "HPP") in several important ways. First, since all 200 units would count toward the Town's SHI, the Project will enable the Town to maintain the state's goal under Chapter 40B such that at least 10 percent of Middleton's year-round housing units are countable on its Subsidized Housing Inventory while

additionally meeting other stated housing goals allowing the Town to control future housing growth in areas deemed appropriate by the Town. Second, the Project supports healthy aging in the community by expanding the range of affordable and intergenerational housing options. Third, the Project increases the variety of rental housing options, with existing water, sewer and electrical utilities available to serve the Site, and walkable to recreational amenities and a short drive to nearby commercial areas, to promote smart growth.

In summary, the Project fulfills a number of important objectives to advance affordable housing goals in Middleton:

- By developing high quality, sustainable buildings that will provide a healthy and cost efficient environment for residents;
- By developing a rental community which provides a much-needed variety of rental housing options;
- By developing a Project which concentrates the development of a multifamily residential community located within walking distance via a sidewalk network on Village Road to recreational opportunities, and located via a short drive to commercial and educational amenities, as well as employment activities;
- By providing an additional 200 units of SHI eligible housing in an underutilized location with existing utilities, and by enabling the Town to meet and exceed the 10% affordable housing threshold and thereby giving the Town the ability to determine and plan future affordable housing projects, whether under Chapter 40B or under other proposals.

D. Proposed Findings of Fact

The Applicant respectfully requests the Zoning Board of Appeals (the Board or ZBA) to make the following proposed findings of fact in connection with this Application:

1. The Applicant is eligible to receive a Subsidy from a Subsidizing Agency (Federal Home Loan Bank of Boston's New England Fund (NEF) Program using MassHousing as the Project Administrator) after a Comprehensive Permit has been issued and which, unless otherwise governed by a federal act or regulation, complies with the requirements of the Subsidizing Agency (MassHousing) relative to a reasonable return for the Project;
2. The Project is fundable by a Subsidizing Agency within the meaning of Section 56.04(1)(b) of the Chapter 40B Regulations since the Subsidizing Agency, MassHousing, issued a written Determination of Project Eligibility under a Low or Moderate Income Housing subsidy program;
3. MassHousing will be the Subsidizing Agency within the meaning of Section 56.02 of the Chapter 40B Regulations (760 CMR §56.02);
4. The Applicant controls the Site sufficient to qualify it as a recipient of a Comprehensive Permit

for this Project since that the Applicant controls the site, based on evidence that the Applicant or a related entity owns the Site as is deemed by the Subsidizing Agency to be sufficient to control the Site as required under Section 56.04(1)(c) of the Chapter 40B Regulations; and,

5. The Project as proposed in the Application and other supporting documentation is "Consistent With Local Needs" within the meaning of Massachusetts General Laws, Chapter 40B, Section 20, and Section 56.02 of the Chapter 40B Regulations (760 CMR §56.02).

E. Request for Comprehensive Permit

The Applicant, the Property and the Project are more particularly described in the plans, drawings and other exhibits included with this Application, and also submitted under separate cover with this Application, and which may be supplemented by the Applicant during the hearing process, all of which are incorporated herein by reference and constitute the documents required to be submitted by the 40B Regulations (760 CMR § 56.05), as well as the requirements of the Town of Middleton Zoning Board of Appeals pursuant to its Local 40B Rules.

For the reasons presented in this Application, and the additional reasons that the Applicant will present at the scheduled public hearing on the Application, the Applicant respectfully requests that the Zoning Board of Appeals, after complying with the procedures as required by law, including G.L. c.40B, §§20-23, 760 CMR 56.00 et seq., and the Local 40B Rules vote to make the Findings of Fact set forth in Section I.D above, and issue a Comprehensive Permit to the Applicant for the proposed Project.

Respectfully submitted,

Ferncroft Apartments, LLC
By its attorneys,
Smolak & Vaughan LLP


By: John T. Smolak, Esq., duly authorized.

II. JURISDICTIONAL REQUIREMENTS (§260-5.C.(1)(h) of ZBA Rules)

A. The Applicant

Ferncroft Apartments, LLC, as Applicant, and with its affiliate, Sovereign Partners, LLC, is an experienced multifamily real estate owner, developer, manager and investor which strives to create vibrant communities through the development of high quality affordable and mixed income housing, where people of modest means and others can live with dignity and respect in homes they can afford.

With respect to the Project, the Applicant agrees to abide by the terms and conditions imposed upon it under M.G.L. c.40B and the 40B Regulations, and to conform to the requirements of the subsidy, the Federal Home Loan Bank of Boston's New England Fund Program where MassHousing acts as the Project Administrator. In that regard, the Applicant will enter into a Regulatory Agreement with MassHousing, which will be finalized, signed and resubmitted to the Zoning Board of Appeals as part of Final Approval after the issuance of a Comprehensive Permit.

B. Site Control

The Applicant's control of the Property within the meaning of 760 CMR 56.04(1)(c) of the 40B Regulations is evidenced by MassHousing's issuance of a written determination of Project Eligibility, and is further evidenced by an affiliate of the Applicant called Ferncroft, LLC, which is the record owner of the Property, maintaining such interest in the Property as is deemed by MassHousing, as the Subsidizing Agency, to be sufficient to control the Property as required under Section 56.04(1)(c) of the Chapter 40B Regulations. A copy of the Deed is attached hereto in **Section IV.E**.

C. Project Eligibility

As evidenced by the written determination of Project Eligibility, dated October 28, 2025, issued by MassHousing pursuant to 760 CMR § 56.04(7), the Project is presumed fundable under the Federal Home Loan Bank of Boston's New England Fund Program with MassHousing acting as Project Administrator. A copy of the MassHousing Project Eligibility Letter is attached in **Section IV.F** herein.

III. SITE/EXISTING CONDITIONS REPORT (ZBA-260-5.C.(1)(b))

A. Site Location, Zoning, Access and Topographical Features

(i) Existing Conditions.

The Ferncroft Apartments Project is located near the southeasterly border near the Town of Middleton/Town of Danvers municipal boundary between Locust Street and Village Road.

The development will be located on a portion of an existing 12.272-acre Site currently known as the Ferncroft Corporate Center, and known and numbered as 35 Village Road (the "Site"). Ferncroft, LLC has owned the Site since 2014 when it was acquired as evidenced by a deed recorded with the Essex South District Registry of Deeds in Book 33290, Page 593.² The Applicant is wholly owned by the same principals as Ferncroft, LLC. As noted above, the Site is currently the location of the Ferncroft Corporate Center and consists of parking, driveway access and open space currently providing parking and access associated with an existing 8-story, 234,556 square-foot office building and an adjacent, existing six level parking garage having a 69,100 square-foot footprint with a paved surface parking lot along the eastern side of the Site.

The Site is located just west of the interchange of U.S. Route 1 and Interstate 95, two of the major highways in Massachusetts. Just southeast of the Property is Ferncroft Tower, a 13-story, 177-unit condominium building on 4.87 acres (or a residential density of 36.37 units per acre) located at 40 Village Road, and adjacent to the Ferncroft Country Club. Further north and adjacent to Ferncroft Tower at 36 Village Road is Ironwood on the Green at Ferncroft, a 408-unit condominium including two 7-story buildings on 7.82 acres (or a residential density of 26.10 units per acre).

Southeast of the Site is a lot bisected by the Town of Middleton and Town of Danvers where there is located an indoor water park called Water Park of New England (formerly Coco Keys), as well as a hotel named DoubleTree By Hilton NorthShore, both at 51 Village Road, Middleton/50 Ferncroft Road in Danvers. There are residential neighborhoods to the south and west of the Property. The proposed development is a short drive from a Post Office, Stop & Shop, CVS Pharmacy, North Shore Community College Danvers Campus, and Essex North Shore Agricultural & Technical High School.

(ii) Project Location

The Site is being divided into two separate lots to separate the area of the existing commercial use to include the existing office building, existing parking garage, and related improvements (Lot A), and a second lot proposed for the new residential Project which is the subject of this Application encompassing the two new multifamily residential buildings and appurtenant areas as the area of the Chapter 40B Project (Lot B, or the Property). The ownership of Lot B will be the Applicant, Ferncroft Apartments, LLC, as a limited dividend organization, and will be divided from the remainder of the Site that is designated as Lot A through a lotting plan endorsement by the Zoning Board of Appeals pursuant to its authority under Chapter 40B. In addition, the

² The Site is currently comprised of two parcels, identified as Parcel I and Parcel II although the Site is collectively depicted on the Town of Middleton Assessors Maps as Parcel ID No. 0021-0000-0005. Parcel I, which is located within the Interstate Highway Business (IH) Zoning District, includes an existing lot comprised of approximately 12.01 acres (531,455 square feet), and Parcel II, which is located within the Residential District (R-1b) Zoning District, is registered land located on a separate, vacant lot comprised of approximately 0.37 acres, is currently vacant, and will remain as a part of Lot A and is not a part of the Project.

ownership of Lot A will continue to be the current owner, Ferncroft, LLC, and separate ownership, financing and management of Lot A and Lot B will be maintained.³ The lot division is further described on sheet V101, "Conceptual Lotting Plan" of the Site Plans. There will also be shared access, utilities, stormwater facilities, etc. and associated maintenance obligations between the 40B Project and the existing commercial office use.

(iii) Zoning

The Site, including the Property on which the 40B Project will be developed is located within the Interstate Highway Business (IH) Zoning District which allows agriculture and farm stands, hotels and motels, research facilities, child-care facilities, businesses, medical offices, banks, municipal uses, and parks, playgrounds, and conservation lands, but multifamily residential use is not a permitted use under the Zoning Bylaw of the Town of Middleton (Zoning Bylaw). The Applicant has requested certain waivers from the Zoning Bylaw requirements and other waivers from local Town of Middleton requirements listed and attached hereto in **Section IV.G**. Other than the requested waivers detailed in **Section IV.G**, the Project will comply with all other local bylaws, regulations and other local requirements, and must comply with applicable federal and state laws, regulations, and policies.

(iv) Site Access

Primary access to the Ferncroft Apartments Project will be via the existing Ferncroft Corporate Center entrance onto Village Road which will continue to be used and shared with the Ferncroft Corporate Center. The common driveway extending from the Ferncroft Corporate Center will extend from the existing Village Road entrance, then proceed past the existing office building and parking garage, continue between the two new Buildings A & B, and also extend via a new dedicated access point off Locust Street to provide for enhanced circulation and fire access.

(v) Topography

The Site generally slopes to the north toward the intersection of Village Road and Locust Street. Slopes range from 3 to 7 % in the parking lot, and approximately 20 to 50% to the immediate north of the existing parking garage, and then the slopes taper to the north at the Village/Locust intersection. Approximately 33% of the Property will remain as open space, primarily serving as a buffer to adjacent properties, and preserving mature vegetation in these areas to the extent reasonably possible.

B. Utilities.

The Project will use existing public water and sewer infrastructure readily accessible to the Property and available on or adjacent to the Site. An existing 12-inch water line currently extends along and into the Site from Village Road and currently provides water service to the Ferncroft Corporate Center office building. Hydrant flow tests, if necessary, will be performed in the area to confirm adequate flow and volume exists prior to design of the fire suppression

³ The existing parking garage and the office building will continue to be owned and operated by the current owner, Ferncroft LLC, but rights to a portion of the existing parking within the parking garage along with driveways, utilities and other improvements will be shared with the 40B Project as further described herein.

system. The water supply system is operated jointly by the Town of Middleton and the Town of Danvers and is intended to connect into an existing private water pump station which provides tie-in rights to the Site.

An existing sewer line located within Locust Street near Memorial Drive to the south of the Site serves the existing office building through its pump station on the Site, and connects from the Town of Middleton through the Town of Danvers public sewer line system, and discharges to the South Essex Sewage District. Electric and broadband internet service will be provided through the Town-owned Middleton Electric Light Department (MELD). Preliminary design for utility layouts are depicted on the Site Plans and include a separate pump station for the residential uses.

C. Wetland Features/Estimated Habitat

A review of the Property performed by Weston & Sampson Engineers (WSE) did not identify any wetland resource areas and associated buffer zones on or within 100 feet of the Property. On October 2, 2025, WSE consulted with the Middleton Conservation Agent who confirmed via electronic mail that there were no known wetland resource areas subject to the jurisdiction of the Middleton Conservation Commission in the Project vicinity.

Based upon a review conducted by WSE, no portion of the Property is located within “the special flood hazard areas within the Town of Middleton designated as Zone A, AE, AH, AO, A99, V, or VE on the Essex County Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA) for the administration of the National Flood Insurance Program based upon the applicable map panels of the Essex County FIRM dated July 8, 2025 issued by the Federal Emergency Management Agency (FEMA) for the administration of the National Flood Insurance Program,” as further described under Section 8.1. (Floodplain Overlay District (FPOD)), as adopted under Article 21 of the 2025 Annual Town Meeting. A certification confirming the Property is not located within a regulated floodplain is noted on Sheet G001 of the Site Plans attached in **Section IV.M**.

Moreover, based upon a review by WSE of the most recent edition of the (15th Edition) Natural Heritage Atlas, dated August 1, 2021, the Property is not located within any mapped Priority & Estimated Habitats. The Site does not contain Certified Vernal Pools and is not located within an Area of Critical Environmental Concern (ACEC).

D. Stormwater Management

The proposed Project represents an opportunity to implement new stormwater management controls and measures in existing paved and other areas designed to treat stormwater. The Project will also preserve open space. The Project has been designed to meet the Massachusetts 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 supplies

and groundwater supplies, providing for appropriate flood control and storm damage prevention, preventing pollution, protecting fisheries, and protecting wildlife habitat.

A Preliminary Stormwater Management Report, dated December 19, 2025, was also commissioned and completed by Weston & Sampson Engineers, Inc., a copy of which is attached in **Section IV.I**. The results of the study determined that there will be no material difference between post-development and existing conditions with regards to the peak rates of runoff. The Project will result in an increase in impervious area of approximately 1 acre, consisting of primarily rooftop area. The net increase in paving and hardscape (exclusive of rooftops) is 297-square feet. The increase in runoff rates from the additional impervious areas will be mitigated through the implementation of best management practices as further described in the Stormwater Management Report. Proprietary water quality structures will be utilized to assist in providing water quality treatment from paved surfaces.

The Project will be designed in compliance with the Massachusetts stormwater management standards in accordance with 310 CMR 10.05(6)(k) through (q) and defined in detail in the Mass. DEP Stormwater Management Handbook. The stormwater management system incorporates Best Management Practices to facilitate Total Suspended Solids (TSS) removal and detention of stormwater flows. Stormwater shall be managed in accordance with applicable Massachusetts Stormwater Management requirements. The Project will also be subject to and operating under a Stormwater Pollution Prevention Plan (SWPPP) developed in accordance with the requirements of the US EPA 2022 Construction General Permit (CGP) for Massachusetts (Rev. April 8, 2025), and the Applicant will be applying for coverage under Permit No. MAR100000.

E. Traffic and Parking

(i) Traffic

A traffic and parking analysis entitled “Traffic Impact Assessment,” dated December, 2025 was prepared by Vanasse & Associates, Inc. (VAI) (the “Traffic Report”), and a copy of the Executive Summary is attached in **Section IV.J**. with copies of the complete Traffic Report filed separately with the Application. As further described in the Traffic Report, the analysis was conducted to determine the potential impacts on the transportation infrastructure associated with the construction of the Project. The Traffic Report includes an evaluation of existing traffic operations, an assessment of future conditions, an estimate of traffic volumes for the Project, Project’s access requirements together with conclusions and recommendations. The Traffic Report was performed in accordance with MassDOT’s Transportation Impact Assessment guidelines and the standards of the Traffic Engineering and Transportation Planning professions. VAI conducted its analysis in three phases: the first stage was an assessment of existing conditions in the study area; the second stage was to project future traffic demand using a seven-year time horizon; and the third stage was to conduct traffic analysis to identify projected future roadway capacities and demands. Based on this assessment, the Traffic Report concluded the following with respect to the Project:

a. Using trip-generation statistics published by the ITE, the Project is expected to generate approximately 892 vehicle trips on an average weekday (two-way, 24-hour volume), with 76 vehicle trips expected during the weekday morning peak-hour and 75 vehicle trips expected during the weekday evening peak-hour;

b. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), with all movements at the study area intersections shown to continue to operate at a LOS of C or better, where an LOS D or better is generally defined as “acceptable” traffic operations, and Project-related impacts generally defined as an increase in average motorist delay of up to 1.7 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;

c. All movements exiting the driveway that serves 35 Village Road and that will serve the Project are predicted to operate at LOS B during the peak hours with residual vehicle queuing of up to one (1) vehicle, which can be contained along the driveway without inhibiting access, or the movement of vehicles, pedestrians or bicyclists along Village Road. All movements along Village Road approaching the driveway are predicted to operate at LOS A with residual vehicle queuing of up to one (1) vehicle;

d. No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections;

e. Based on a review of parking demand data published by the ITE for the Project and the existing office building, it was determined that the proposed parking supply that will be available after the construction of the Project is sufficient to accommodate the anticipated peak parking demand of the existing and proposed uses at 35 Village Road; and

f. Lines of sight to and from the Project site driveway intersection with Village Road exceed the recommended minimum distances to function in a safe manner based on the appropriate approach speeds.

In consideration of the above, the Traffic Report concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that were included within the Traffic Report.

(ii) Parking

A portion of the parking for the Project will be within the existing six-story parking garage on Lot A. The existing garage will continue to be owned by Ferncroft, LLC and the Applicant will have rights to allow for parking in the garage. The parking provided at the Site will be designed to accommodate both the full demand of the new residential units during peak usage and full demand from the office building during peak usage, as further described in the Traffic Report. Additionally, 19 surface parking spaces for guests and delivery for the benefit of the Project will be created, and 47 interior parking spaces will be created within Building B.

While the existing office building is currently approximately 75% occupied, Vanasse & Associates, Inc. (or VAI) has determined that the parking garage is significantly underutilized, even if the office space was 100% occupied. Based on an analysis completed in the Traffic Report, there is an excess of on-site parking for existing uses that is sufficient to serve the proposed residential use. Because of the differing and distinct peak usage for the office building, which is during the day, and the peak usage for the residential use, which is at night, the parking garage can accommodate both the existing use and the future residential use to efficiently allow for the sharing of parking.

From an operational standpoint, this shared parking arrangement complements the mixture of uses at the Site, as the peak demand of the residential parking spaces within the existing garage will be markedly different from peak demand for commercial space and during working hours occurs. As a result, a portion of the existing excess parking currently allocated for the existing office space can be used for, and shared with, the 40B Project.

Access to the Project site will be provided by way of the existing driveway that serves the office building at 35 Village Road and intersects the south side of Village Road. Secondary access for emergency vehicles will be provided by way of a new driveway that will intersect the north side of Locust Street approximately 220 feet north of Nichols Lane that will be designed and constructed in a manner so as to restrict use by non-emergency vehicles. The entry drive will lead residents and visitors to the existing parking garage and to the under-building parking under Building B. A paved driveway will provide access to both buildings, including a fire truck turnaround area between the buildings with fire and other emergency vehicle access via both driveways. See Traffic Report Executive Summary attached in **Section IV.J**.

F. Approach to Site and Building Design

The architectural design of Buildings A and B reflects a deliberate effort to respond sensitively to both the topography of the Site and the surrounding built context. The massing strategy places the majority of building volume adjacent to the existing 7- and 13-story multifamily buildings located along and across Village Road from the Site. By concentrating the taller elements near these existing high-rise structures, the design consolidates larger-scale development on the eastern portion of the Property and supports a thoughtful transition toward the lower-density residential neighborhoods to the north and west along Locust Street.

Each of the proposed buildings is articulated into multiple volumes, with stepped massing that follows the natural slope of the Property. Building A comprises two five-story sections located alongside the existing parking garage and parallel to Village Road. Building B, an L-shaped structure, consists of a five-story section with a two-level podium and a six-story section that steps down the hill, also over a podium. These vertical and horizontal breaks help reduce the perceived scale and reinforce a more nuanced and contextually appropriate presence.

To the north and west, the development is buffered by existing tree cover and generous setbacks from adjacent properties. These landscape buffers are intended to be preserved and enhanced to soften building edges and screen views from the neighboring single-family homes along Locust Street. The building placement also helps maintain a sense of openness and preserve view corridors from adjacent properties.

Architecturally, the façades are articulated with a rhythmic pattern of vertical bays and modulated forms, supported by a palette of complementary materials. The primary exterior materials include:

- Earth-toned brick veneer at the base, providing texture, durability, and a grounded visual presence;
- Fiber cement cladding as the primary upper-story material, in muted tones that blend with the natural setting;
- Fiber cement accents, used selectively to highlight vertical breaks, building corners, and entry features; and,
- Recessed and punched window openings, consistently spaced to provide depth and reinforce the residential scale of the buildings.

Flat rooflines, varied parapet heights, and integrated roof decks contribute to the overall composition while minimizing visual impact from surrounding neighborhoods. Together, these architectural and siting strategies ensure that the proposed development reads as a cohesive and well-integrated extension of the existing built environment, while maintaining a respectful relationship to adjacent lower-scale residential areas.

G. Sustainability and Energy Efficiency

The Ferncroft Apartments development is guided by a comprehensive sustainability strategy focused on energy efficiency, occupant health, and environmental performance. The design targets performance levels that meet or exceed baseline energy code compliance, drawing from industry best practices and standards common to high-quality multifamily residential development in Massachusetts. The proposed buildings will be fully electrified, eliminating the on-site combustion of fossil fuels for space conditioning and domestic uses through the use of high-efficiency heat-pump systems and all-electric appliances. This approach will improve both indoor and local air quality while aligning with current and anticipated state climate goals. The Project will also incorporate electric-vehicle charging infrastructure to support and encourage the continued transition to EV use, and the buildings will be designed to be solar photovoltaic (PV)—ready to accommodate future on-site renewable energy generation. Sustainable landscape design and low-water-use strategies will be employed throughout the

Property to minimize potable water demand while supporting long-term environmental stewardship.

H. Fire Protection & Public Safety

Both residential buildings will be fully sprinklered in accordance with NFPA 13, providing a high level of fire protection and life safety consistent with multifamily construction best practices.

IV. NARRATIVES AND EXHIBITS

A. Form Zoning Board of Appeals Application (General Application); Owner Authorization

Enclosed herewith is an executed Town of Middleton Zoning Board of Appeals Form Application for Hearing, as required under § 260-5.C.(4) of the ZBA Rules. Also attached is an Owner Authorization.

FORM B: APPLICATION FOR COMPREHENSIVE PERMIT

PAGE 1 OF 1

Town of Middleton Zoning Board of Appeals

<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<p align="center"><small>(To be filled out by town clerk office only)</small></p> <p align="right">Required Fees: Limited Dividend Org. (\$1,000+\$50/unit) Non-Profit Organization (\$1,000+\$25/unit) Public Agency (\$0)</p> <p align="right">Total Fee: _____</p> <p align="right">Amount Received: _____</p>
<p>Town Clerk: _____</p>	
<p align="center">Please refer to Section 260 of Town Code for ZBA Comprehensive Permit Rules</p>	
APPLICANT INFORMATION	PROPERTY INFORMATION
<p align="center">APPLICANT</p> <p>Name: William Gentile and William Graham Company: Ferncroft Apartments, LLC Address: 780 3rd Ave., Ste 2201, NY, NY 10017 Tel#: 212-319-5800 ext. 119 Email: wgentile@sovparkers.com</p>	<p>Property Owner: Ferncroft, LLC</p> <p>Property Address/Location/Description: 35 Village Road, Middleton, MA</p> <p>Essex South Register of Deeds Book/Page: Book 33290, Page 593</p>
<p align="center">APPLICANT STATUS</p> <p><input checked="" type="checkbox"/> Limited Dividend Organization <input type="checkbox"/> Non-Profit Organization <input type="checkbox"/> Public Agency</p>	<p>Assessors Map/Lot: Map 21, Lot 5</p> <p>Zoning District: Interstate Highway Business District (IH)</p> <p>Plan Title: Ferncroft Apartments, 35 Village Road, Middleton, MA</p>
<p>Subsidizing Agency: MassHousing</p>	<p>Plan Date: December 19, 2025</p>
<p>Subsidy Program: Federal Home Loan Bank of Boston New England Fund Program</p>	<p>Number of existing parcels/lots: 1</p> <p>Number of Proposed Parcels/Lots: 2</p>
DEVELOPMENT TEAM	
<p>Attorney: John T. Smolak, Esq., Smolak & Vaughan LLP Email: jsmolak@smolakvaughan.com</p> <p>Engineer: Anthony Capachietti, P.E., Weston & Sampson Engineers, Inc. Email: capachietti.anthony@wseinc.com</p> <p>Architect: Ed Bradford, AIA, The Architectural Team, Inc. Email: ebradford@architecturalteam.com</p>	
SIGNATURES	
<p>To the Middleton Zoning Board of Appeals, the undersigned herewith submits the accompanying application for Comprehensive Permit pursuant to MGL Ch. 40B, Sections 20-23, CMR 30.00 and 31.00, and the Middleton Zoning Board of Appeals Comprehensive Rules, Town Code, Section 260.</p>	
<p align="center"><small>Ferncroft Apartments, LLC</small></p>	
<p>Applicant signature: _____</p> <p align="center"><small>Cyrus Sakhal, its Manager, duly authorized.</small></p>	<p>Date: December 15 2025</p>
<p>Owner signature: _____</p> <p align="center"><small>Ferncroft, LLC, by and through its Manager, Middleton Managers, LLC</small></p> <p align="center"><small>By: Cyrus Sakhal, its Manager, duly authorized.</small></p>	<p>Date: December 15 2025</p>

OWNER AUTHORIZATION

35 Village Road, Middleton, Massachusetts

(Middleton Assessors Map 21, Lot 5, Parcel ID No. 0021-0000-0005)

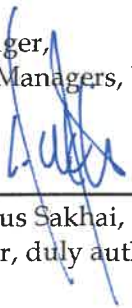
(the "Property")

Middleton Managers, LLC, as Manager of Ferncroft, LLC, with an address c/o Sovereign Partners, 780 3rd Avenue, Suite 2201, New York, NY 10017 (the "Owner"), the Owner of the Property referenced above, consisting of approximately 12.5 acres of land, and known and numbered as 35 Village Road, Middleton, Massachusetts, by virtue of a Quitclaim Deed, dated May 20, 2014, and recorded with the Essex County (South District) Registry of Deeds in Book 33290, Page 593, hereby state that Ferncroft Apartments, LLC, including its agents: William Gentile and William Graham of Sovereign Partners, LLC; Smolak & Vaughan LLP; Weston & Sampson Engineers, Inc., The Architectural Team, Inc., and/or their respective agents (collectively, "Ferncroft") is hereby authorized to file with, apply to, and process for review by, the Town of Middleton through its Zoning Board of Appeals, as well as other local boards, commissions, departments, and/or officials, as well as state and federal authorities, for all approvals, entitlements, and consents necessary or desirable for the Applicant's use and development of such Property and related project.

Dated: December 15, 2025

Ferncroft, LLC

By its Manager,
Middleton Managers, LLC

By: 
Name: Cyrus Sakhai,
Its: Manager, duly authorized

B. Certified Abutters List

As required under § 260-5.C.(4) of the ZBA Rules, attached is a Certified Abutters List and related information.

Town of Middleton
Certified Abutters List Request Form

This form must be completed and Assessor's fee of \$10.00 must be paid before release of the certified abutters list. The Assessors Office requires **ten (10)** working days to certify an Abutters List. This list is valid for sixty days only from date of issue. Please email request to two contacts in the Assessor's Office.

Submission Date: Tuesday, December 09, 2025 Issue Date: Monday, September 01, 2025

Assessors Fee Paid: ☐ Yes ☐ No

Person Requesting List: JOHN SMOLAK

Address of Person Requesting List: EAST MILL 120 WATER ST, SUITE 406 Andover, MA 01845

Phone #: 978-327-5215

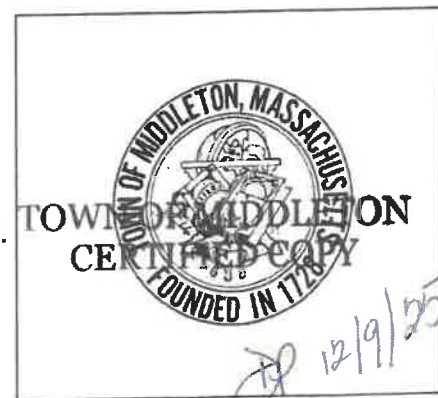
E-mail Address jsmolak@smolakvaughan.com

Property Owner: FERNCROFT, LLC

Property Location: 35 VILLAGE ROAD

Assessor's Map(s) 21 Lot(s) 5

- ☐ Conservation - 100 ft.
- ☐ Planning Board (Special Permit) – 300 ft.
- ☐ Planning Board (Definitive Subdivision) Direct Abutters.
- ☒ Zoning Board of Appeals – 300 ft.
- ☐ Select Board - Direct Abutters



[Signature]
Certified by Middleton Assessors

Certification of Parties in Interest

The Board of Assessors of the Town of Middleton do hereby certify, in accordance with the provisions of Section 10 and 11 of Chapter 808 of the Acts of 1975, that the following named persons, firms and corporations are parties in interest, as in said Section 11 defined, with respect to the premises herein above described.



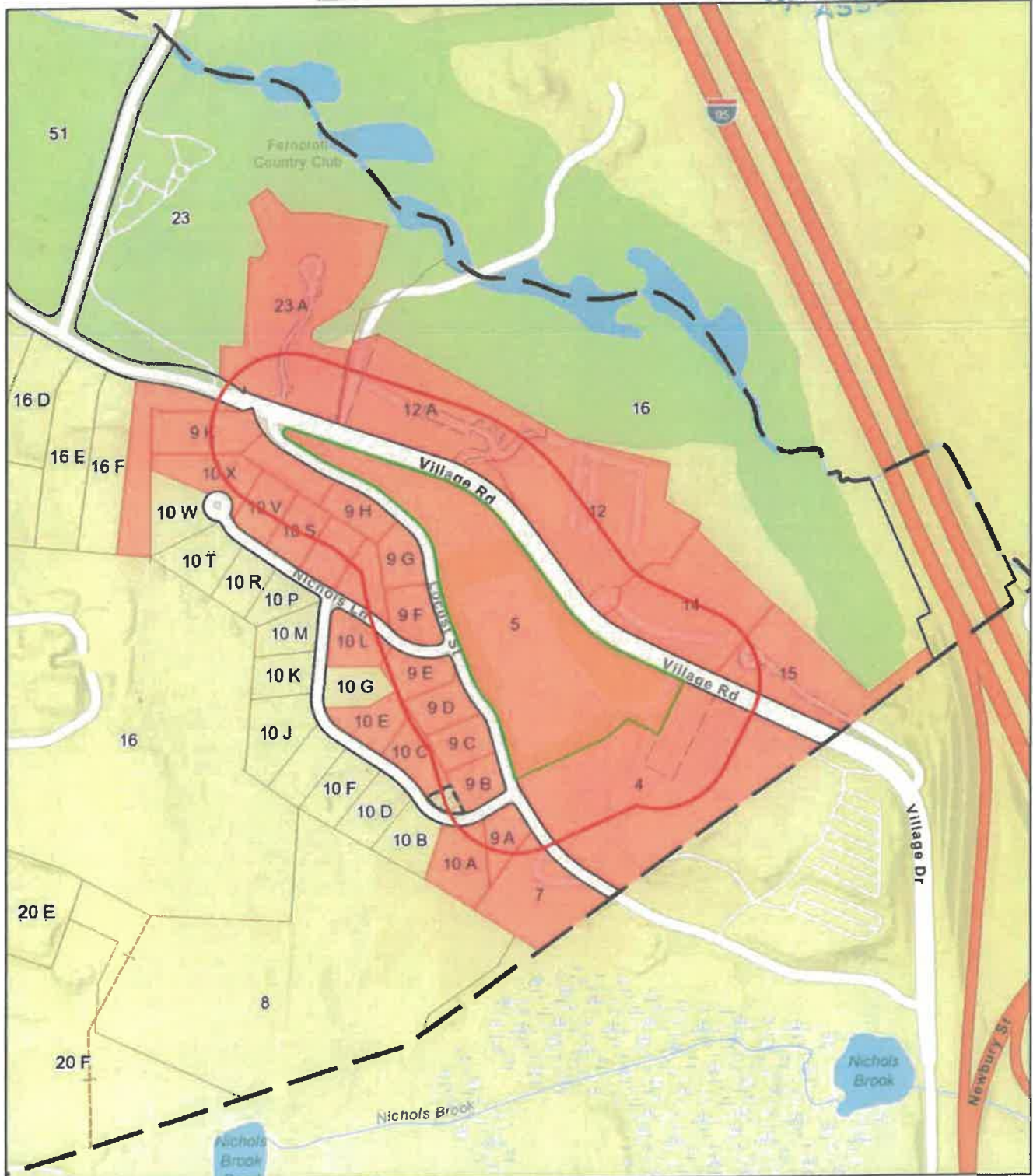
35 Village Road

Middleton, MA

1 inch = 555 Feet



December 9, 2025



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Subject Property:

Parcel Number: 0021-0000-0005
CAMA Number: 0021-0000-0005
Property Address: 35 VILLAGE RD

Mailing Address: FERNCROFT LLC % KEN LIN
780 3RD AVE STE 2201
NEW YORK, NY 10017

Abutters:

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23001
Property Address: 1 AUGUSTA WY

Mailing Address: ABBOTT MARY BETH TR ABBOTT
LAWRENCE TR
1 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23002
Property Address: 2 AUGUSTA WY

Mailing Address: CATALDO DIANA M CATALDO ROBERT
D EST OF
2 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23003
Property Address: 3 AUGUSTA WY

Mailing Address: MOULTON MELINDA JANINE MELINDA
JANINE MOULTON REV LIV TRUST
3 AUGUSTA WY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23004
Property Address: 4 AUGUSTA WY

Mailing Address: MORGAN KATHARINE MORGAN
ROBERT
4 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23005
Property Address: 5 AUGUSTA WY

Mailing Address: PYATT DALE H PYATT THERESA
5 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23006
Property Address: 6 AUGUSTA WY

Mailing Address: SCOLA CHRISTINE A TR PINGARO
JOSEPH A TR
6 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23007
Property Address: 7 AUGUSTA WY

Mailing Address: ADAMS WILLIAM J TR ADAMS PAMELA
G TR
7 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020 A-0000-23008
Property Address: 8 AUGUSTA WY

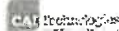
Mailing Address: GIGLIO GAIL M TR GIGLIO GREGORY A
TR
8 AUGUSTA WAY
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0016 G
CAMA Number: 0020-0000-0016 G
Property Address: 57 LOCUST ST

Mailing Address: PALMERIN VICTOR M PALMERIN SILVIA
B
57 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0020-0000-0023 A
CAMA Number: 0020-0000-0023 A
Property Address: 9 AUGUSTA WY

Mailing Address: ESTATES ON THE GREEN CONDO TR %
JON MOULTON - TREASURER
9 AUGUSTA WAY
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0001
Property Address: 1 COUNTRY CLUB LN

Mailing Address: BUONOPANE PASQUALE P
1 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0002
Property Address: 2 COUNTRY CLUB LN

Mailing Address: 2 COUNTRY CLUB LANE LLC
19477 S E STOCKBRIDGE DR
JUPITER, FL 33458

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0003
Property Address: 3 COUNTRY CLUB LN

Mailing Address: BARRESI TINA E TR THE COUNTRY
CLUB LN REALTY TR
3 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0004
Property Address: 4 COUNTRY CLUB LN

Mailing Address: HENEHAN JOSEPH J HENEHAN JULIE A
4 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0005
Property Address: 5 COUNTRY CLUB LN

Mailing Address: DUNN SHEILA J MCNEIL CHRISTOPHER
M
5 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0006
Property Address: 6 COUNTRY CLUB LN

Mailing Address: DATTOLI PAUL J TR DATTOLI
KATHLEEN E TR
6 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0007
Property Address: 7 COUNTRY CLUB LN

Mailing Address: MANOLAKOS IOANNIS T
7 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0008
Property Address: 8 COUNTRY CLUB LN

Mailing Address: OLEARY EDWARD J JR TR EDWARD J
OLEARY JR 2020 FAM TR
8 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0009
Property Address: 9 COUNTRY CLUB LN

Mailing Address: MEOLA JOSEPH MEOLA CHERYL
6 BISHOP LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0010
Property Address: 10 COUNTRY CLUB LN

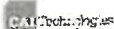
Mailing Address: O'DONNELL JOHN R TR O'DONNELL
MICHAEL TR
10 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0011
Property Address: 11 COUNTRY CLUB LN

Mailing Address: CHAPMAN MICHAEL S CHAPMAN
DOREEN L R
55 GOLDENROD CT
KIAWAH ISLAND, SC 29455

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0012
Property Address: 12 COUNTRY CLUB LN

Mailing Address: MAGNIFICO MICHAEL J
12 COUNTRY CLUB LN
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0013
Property Address: 13 COUNTRY CLUB LN

Mailing Address: JONES ELIZABETH P TR ELIZABETH P
JONES REV TR
13 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0014
Property Address: 14 COUNTRY CLUB LN

Mailing Address: AL-OMARI MOHAMMAD J
14 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0015
Property Address: 15 COUNTRY CLUB LN

Mailing Address: ROSSI LORRAINE R
15 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0016
Property Address: 16 COUNTRY CLUB LN

Mailing Address: WITHEE ROBERT WITHEE LAUREN J
RENGA
16 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0017
Property Address: 17 COUNTRY CLUB LN

Mailing Address: TINGUS ELAINE T
17 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0018
Property Address: 18 COUNTRY CLUB LN

Mailing Address: HASELTINE STEPHEN TR ET UX
STEPHEN HASELTINE LIVING TRUST
18 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0019
Property Address: 19 COUNTRY CLUB LN

Mailing Address: CROSSEN MICHAEL KEVIN TR
CROSSEN HALEY MARIE LIKENS TR
19 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0020
Property Address: 20 COUNTRY CLUB LN

Mailing Address: ANDERSON LISA S
20 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0021
Property Address: 21 COUNTRY CLUB LN

Mailing Address: TINGUS FREDERIKA T TR TINGUS FAM
IRR TR
98 HUNTINGTON RD
MILTON, MA 02186

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0022
Property Address: 22 COUNTRY CLUB LN

Mailing Address: MCNAMARA LORRAINE R
22 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0023
Property Address: 23 COUNTRY CLUB LN

Mailing Address: GURSKA MICHAEL P GURSKA STACEY
K
23 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0024
Property Address: 24 COUNTRY CLUB LN

Mailing Address: SHIELDS WILLIAM S SHIELDS MARIA P
24 COUNTRY CLUB LN
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0026
Property Address: 26 COUNTRY CLUB LN

Mailing Address: FITZGERALD JOHN C TR FITZGERALD
KAREN M TR
26 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0028
Property Address: 28 COUNTRY CLUB LN

Mailing Address: BOGHOS SHEILAH A TR SHEILAH A
BOGHOS TRUST
28 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0030
Property Address: 30 COUNTRY CLUB LN

Mailing Address: MYEROW MELVYN MYEROW JUDITH
30 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0032
Property Address: 32 COUNTRY CLUB LN

Mailing Address: KABR PROPERTIES LLC % KAREN
ROBICHAUD
8130 INDIAN HILL RD
CINCINNATI, OH 45243

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0034
Property Address: 34 COUNTRY CLUB LN

Mailing Address: VELIU LINDITA L
34 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021 A-0000-0036
Property Address: 36 COUNTRY CLUB LN

Mailing Address: IVEY MARY ELLEN TR MARY ELLEN
IVEY REV TR
36 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0105
Property Address: 40 VILLAGE RD

Mailing Address: WALSH THOMAS A TR WALSH RUTH E
TR
40 VILLAGE RD UNIT 105
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0106
Property Address: 40 VILLAGE RD

Mailing Address: CAMPBELL DOUGLAS J TR 106
FERNICROFT TRUST
40 VILLAGE RD UNIT 106
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0107
Property Address: 40 VILLAGE RD

Mailing Address: PANGARKAR SWAPNIL
40 VILLAGE RD UNIT 107
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0108 A
Property Address: 40 VILLAGE RD

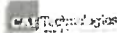
Mailing Address: CHAPIN ROBERT CHAPIN ALICE M
2610 DIVIDING CREEK PATH
THE VILLAGES, FL 32162

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0108 B
Property Address: 40 VILLAGE RD

Mailing Address: CONWAY CAROL F
40 VILLAGE RD UNIT 108 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0205
Property Address: 40 VILLAGE RD

Mailing Address: GOODMAN ELAINE V TR GOODMAN
RLTY TR
40 VILLAGE RD UNIT 205
MIDDLETON, MA 01949



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Middleton, MA
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Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0206
Property Address: 40 VILLAGE RD

Mailing Address: DUGGAN KATHLEEN E TR KATHLEEN E
DUGGAN 2023 REV TR
40 VILLAGE RD UNIT 206
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0207
Property Address: 40 VILLAGE RD

Mailing Address: BAGARELLA SUSAN P
40 VILLAGE RD UNIT 207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0208 A
Property Address: 40 VILLAGE RD

Mailing Address: OMALLEY KEVIN M TR OMALLEY IRRV
TR
40 VILLAGE RD UNIT 208 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0208 B
Property Address: 40 VILLAGE RD

Mailing Address: VEATOR CHRISTINE TR CHRISTINE
VEATOR 2020 TR
40 VILLAGE RD UNIT 208 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0209
Property Address: 40 VILLAGE RD

Mailing Address: COMEAU WAYNE A TR EST OF
COMEAU THERESA I TR
40 VILLAGE RD UNIT 209
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0210
Property Address: 40 VILLAGE RD

Mailing Address: MCSWEENEY SHARON
40 VILLAGE RD UNIT 210
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0211
Property Address: 40 VILLAGE RD

Mailing Address: HYSENBEGASI JAY HYSENBEGASI
DANIELA
40 VILLAGE RD UNIT 211
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0305
Property Address: 40 VILLAGE RD

Mailing Address: SANSONE CHARLES
40 VILLAGE RD UNIT 305
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0306
Property Address: 40 VILLAGE RD

Mailing Address: MOULAISON T GRANT MOULAISON
MARY ELLEN
40 VILLAGE RD UNIT 306
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0307
Property Address: 40 VILLAGE RD

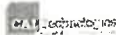
Mailing Address: DIXON DONNA L TR DONNA L DIXON
REV TR
40 VILLAGE RD UNIT 307
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0308 A
Property Address: 40 VILLAGE RD

Mailing Address: GOODEARLE JOHN GOODEARLE
SHARON
40 VILLAGE RD UNIT 308 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0308 B
Property Address: 40 VILLAGE RD

Mailing Address: NELSON MARY LYNNE
40 VILLAGE RD UNIT 308 B
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0309
Property Address: 40 VILLAGE RD

Mailing Address: ABDALLAH SORAYA M TR ADELLE
ABDALLAH IRR TR
381 RICE AVE
REVERE, MA 02151

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0310
Property Address: 40 VILLAGE RD

Mailing Address: RINONE WILLIAM R RINONE
MARGUERITE R
40 VILLAGE RD UNIT 310
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0311
Property Address: 40 VILLAGE RD

Mailing Address: WALSH EDMUND J WALSH MARIE S
40 VILLAGE RD UNIT 311
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0312
Property Address: 40 VILLAGE RD

Mailing Address: DEADY ROBERT M DEADY JOANNE
40 VILLAGE RD UNIT 312
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0405
Property Address: 40 VILLAGE RD

Mailing Address: JAMISON ROBERT M JAMISON KAREN
W
40 VILLAGE RD UNIT 405
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0406
Property Address: 40 VILLAGE RD

Mailing Address: DEGRUTTOLA DOROTHY A TR %
NELSON ROBYNANN DEGRUTTOLA
801 W 5TH ST #2708
AUSTIN, TX 78703

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0407
Property Address: 40 VILLAGE RD

Mailing Address: STERIO FREDERICK T
40 VILLAGE RD UNIT 407
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0408 A
Property Address: 40 VILLAGE RD

Mailing Address: FIORENTINO VICTOR LE FIORENTINO
JEAN LE
40 VILLAGE RD UNIT 408 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0408 B
Property Address: 40 VILLAGE RD

Mailing Address: PRIVITERA ANDREA K TR SUZANNE C
RIZZO IRRV TR
19 ROMAN RD
WOBBURN, MA 01801

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0409
Property Address: 40 VILLAGE RD

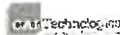
Mailing Address: CLARK PAUL K CLARK JUDITH L
40 VILLAGE RD UNIT 409
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0410
Property Address: 40 VILLAGE RD

Mailing Address: MCHUGH MICHAEL
40 VILLAGE RD UNIT 410
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0411
Property Address: 40 VILLAGE RD

Mailing Address: POTTER MAXWELL K
40 VILLAGE RD UNIT 411
MIDDLETON, MA 01949



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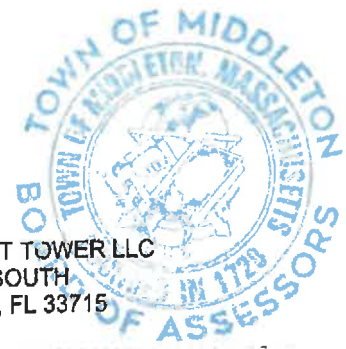
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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0412
Property Address: 40 VILLAGE RD

Mailing Address: 412 FERNCROFT TOWER LLC
1121 3RD AVE SOUTH
TIERRA VERDE, FL 33715

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0501
Property Address: 40 VILLAGE RD

Mailing Address: FALK BRENT W JT MATES CAITLIN
40 VILLAGE RD UNIT 501 RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0502
Property Address: 40 VILLAGE RD

Mailing Address: DOHERTY CHARLES E DOHERTY ANN
MARIE
40 VILLAGE RD UNIT 502
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0503
Property Address: 40 VILLAGE RD

Mailing Address: SCOTTI ARTHUR M TR SCOTTI HELENE
P TR
40 VILLAGE RD UNIT 503
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0504
Property Address: 40 VILLAGE RD

Mailing Address: LORD PRISCILLA TR PRISCILLA LORD
FAMILY TR
40 VILLAGE RD UNIT 504
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0505
Property Address: 40 VILLAGE RD

Mailing Address: GIANNELLI FRANK JR TR GIANNELLI
CARMELLA TR
40 VILLAGE RD UNIT 505
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0506
Property Address: 40 VILLAGE RD

Mailing Address: MESSIER MARGOT
40 VILLAGE RD UNIT 506
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0507
Property Address: 40 VILLAGE RD

Mailing Address: GREENBLATT JEFFREY LEFFLER
JASON
64 VALIANT WAY
SALEM, MA 01970

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0508 A
Property Address: 40 VILLAGE RD

Mailing Address: POIRIER EILEEN M
40 VILLAGE RD UNIT 508 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0508 B
Property Address: 40 VILLAGE RD

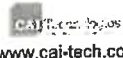
Mailing Address: STEVENSON MARIANNE TR MARIANNE
STEVENSON REV LIV TR
40 VILLAGE RD UNIT 508 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0509
Property Address: 40 VILLAGE RD

Mailing Address: DUVAL PAUL F TR DUVAL SIMONNE J
TR
40 VILLAGE RD UNIT 509
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0510
Property Address: 40 VILLAGE RD

Mailing Address: NICHOLS CHARLES W LE NICHOLS
SUSAN S LE
40 VILLAGE RD UNIT 510
MIDDLETON, MA 01949



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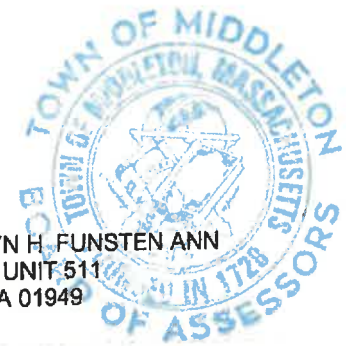
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300 feet Abutters List Report

Middleton, MA
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Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0511
Property Address: 40 VILLAGE RD

Mailing Address: WHITE KATHRYN H FUNSTEN ANN
40 VILLAGE RD UNIT 511
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0512
Property Address: 40 VILLAGE RD

Mailing Address: CHRISTINO RICHARD A CHRISTINO
FRANCES A
40 VILLAGE RD UNIT 512
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0601
Property Address: 40 VILLAGE RD

Mailing Address: COUGHLIN KAREN M
40 VILLAGE RD UNIT 601
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0602
Property Address: 40 VILLAGE RD

Mailing Address: BENARD JEANNE M EST OF FANARAS
WILLIAM L
40 VILLAGE RD UNIT 602
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0603
Property Address: 40 VILLAGE RD

Mailing Address: BETTENCOURT ANTHONY E
BETTENCOURT ANN M
40 VILLAGE RD UNIT 603
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0604
Property Address: 40 VILLAGE RD

Mailing Address: NOVAK PAUL C
40 VILLAGE RD UNIT 604
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0605
Property Address: 40 VILLAGE RD

Mailing Address: PRINCI JOSEPH PRINCI DOROTHY
40 VILLAGE RD UNIT 605
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0606
Property Address: 40 VILLAGE RD

Mailing Address: WOODWORTH ALLEN J WOODWORTH
MYRNA E
40 VILLAGE RD UNIT 606
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0607
Property Address: 40 VILLAGE RD

Mailing Address: DRAGONAS DENNIS EST OF
DRAGONAS DANISE
40 VILLAGE RD UNIT 607
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0608 A
Property Address: 40 VILLAGE RD

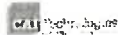
Mailing Address: PALLADINO JUDITH TR JUDITH
CASSIDY PALLADINO TR
40 VILLAGE RD UNIT 608 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0608 B
Property Address: 40 VILLAGE RD

Mailing Address: PACE JANE S PACE JOHN R
40 VILLAGE RD UNIT 608 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0609
Property Address: 40 VILLAGE RD

Mailing Address: CASHMAN KEVIN J TR MIRAGLIA
LEANNE TR
40 VILLAGE RD UNIT 609
MIDDLETON, MA 01949



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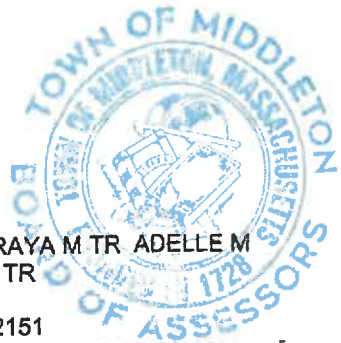
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Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0610
Property Address: 40 VILLAGE RD

Mailing Address: ABDALLAH SORAYA M TR ADELLE M
ABDALLAH IRR TR
381 RICE AVE
REVERE, MA 02151

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0611
Property Address: 40 VILLAGE RD

Mailing Address: BREWER BARBARA E TR BREWER
NOMINEE TRUST
40 VILLAGE RD UNIT 611
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0612
Property Address: 40 VILLAGE RD

Mailing Address: NELSON KATHLEEN A TR HAROLD &
KATHLEEN NELSON LV TR
40 VILLAGE RD UNIT 612
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0701
Property Address: 40 VILLAGE RD

Mailing Address: JAGIELLO JAMES M JAGIELLO JANE E
40 VILLAGE RD UNIT 701
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0702
Property Address: 40 VILLAGE RD

Mailing Address: SCHUSTER NEAL H SCHUSTER MEI
HUA
40 VILLAGE RD UNIT 702
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0703
Property Address: 40 VILLAGE RD

Mailing Address: DIGREGORIO ANN C I
40 VILLAGE RD UNIT 703
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0704
Property Address: 40 VILLAGE RD

Mailing Address: SIMONE MARIA A TR SIMONE RLTY TR
40 VILLAGE RD UNIT 704
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0705
Property Address: 40 VILLAGE RD

Mailing Address: RICH SHIRLEY J
40 VILLAGE RD UNIT 705
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0706
Property Address: 40 VILLAGE RD

Mailing Address: GORFINKLE MARY E TR GORFINKLE
IRA J TR
40 VILLAGE RD UNIT 706
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0707
Property Address: 40 VILLAGE RD

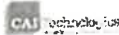
Mailing Address: VADNAIS JUDITH A
40 VILLAGE RD UNIT 707
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0708 A
Property Address: 40 VILLAGE RD

Mailing Address: PENTA LINDA M
40 VILLAGE RD UNIT 708 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0708 B
Property Address: 40 VILLAGE RD

Mailing Address: DUSTIN JOHN A EST OF DUSTIN ANNA
G
40 VILLAGE RD UNIT 708 B
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0709
Property Address: 40 VILLAGE RD

Mailing Address: SPADAFORA DAVID T TR SPADAFORA
MILDRED ANN TR
40 VILLAGE RD UNIT 709
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0710
Property Address: 40 VILLAGE RD

Mailing Address: POZNICK RITA A LE SABELLA
CHRISTINE M
40 VILLAGE RD UNIT 710
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0711
Property Address: 40 VILLAGE RD

Mailing Address: BARRY ROBERT F BARRY MAUREEN E
40 VILLAGE RD UNIT 711
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0712
Property Address: 40 VILLAGE RD

Mailing Address: ELMSTROM GILDA ELMSTROM JON J
40 VILLAGE RD UNIT 712
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0801
Property Address: 40 VILLAGE RD

Mailing Address: MCGRANE MICHAEL T TR
SKEFFINGTON MARLA A TR
40 VILLAGE RD UNIT 801
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0802
Property Address: 40 VILLAGE RD

Mailing Address: CARNEVALE FREDERICK L LE
CARNEVALE LINDA E LE
40 VILLAGE RD UNIT 802
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0803
Property Address: 40 VILLAGE RD

Mailing Address: DONOVAN MARK H TR MARK H
DONOVAN 2024 TRUST
40 VILLAGE RD UNIT 803
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0804
Property Address: 40 VILLAGE RD

Mailing Address: KELLEY JAMES W KELLEY JOAN M
40 VILLAGE RD UNIT 804
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0805
Property Address: 40 VILLAGE RD

Mailing Address: SCOLARO TONI P TR SCOLARO JOHN D
TR
40 VILLAGE RD UNIT 805
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0806
Property Address: 40 VILLAGE RD

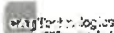
Mailing Address: GIACCHINO FRANCIS C GIACCHINO
DEBORA M
40 VILLAGE RD UNIT 806
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0807
Property Address: 40 VILLAGE RD

Mailing Address: BIANCHI DANIEL BIANCHI THERESA
9 LEROI DR
PITTSFIELD, MA 01201

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0808 A
Property Address: 40 VILLAGE RD

Mailing Address: COVIELLO FRANCIS
40 VILLAGE RD UNIT 808 A
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0808 B
Property Address: 40 VILLAGE RD

Mailing Address: GRADY SUSAN R
40 VILLAGE RD UNIT 808 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0809
Property Address: 40 VILLAGE RD

Mailing Address: LEONARD ANN M TR ANN M LEONARD
LIV TR
40 VILLAGE RD UNIT 809
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0810
Property Address: 40 VILLAGE RD

Mailing Address: LISERRE GERALD LISERRE CAROL
40 VILLAGE RD UNIT 810
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0811
Property Address: 40 VILLAGE RD

Mailing Address: MCGUIGGIN RAYMOND P MCGUIGGIN
MARGUERITE A
40 VILLAGE RD UNIT 811
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0812
Property Address: 40 VILLAGE RD

Mailing Address: FOLEY PAUL W FOLEY BRENDA
40 VILLAGE RD UNIT 812
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0901
Property Address: 40 VILLAGE RD

Mailing Address: ORCIANI TARA ANN TR % HOLDEN WM
& ROSEANN
40 VILLAGE RD UNIT 901
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0902
Property Address: 40 VILLAGE RD

Mailing Address: ERSKINE TR ALAN L ERSKINE TR
JANICE F
40 VILLAGE RD UNIT 902
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0903
Property Address: 40 VILLAGE RD

Mailing Address: MILOTTE ROBERT W MILOTTE CAROL C
40 VILLAGE RD UNIT 903
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0904
Property Address: 40 VILLAGE RD

Mailing Address: MOROVITZ SHIRLEY TR MOROFERN
LIV TR
40 VILLAGE RD UNIT 904
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0905
Property Address: 40 VILLAGE RD

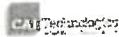
Mailing Address: CALITRI ANGELINA
40 VILLAGE RD UNIT 905
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0906
Property Address: 40 VILLAGE RD

Mailing Address: LYNCH STEPHEN LYNCH KATHLEEN
40 VILLAGE RD UNIT 906
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0907
Property Address: 40 VILLAGE RD

Mailing Address: ANSALDI JANET A ANSALDI CALLIE A
RIERA
40 VILLAGE RD UNIT 907
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0908 A
Property Address: 40 VILLAGE RD

Mailing Address: RICHARD ROBERT F
40 VILLAGE RD UNIT 908 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0908 B
Property Address: 40 VILLAGE RD

Mailing Address: BELLI JOHN J TR JOHN J BELLI 2025
TRUST
40 VILLAGE RD UNIT 908 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0909
Property Address: 40 VILLAGE RD

Mailing Address: SHAFFER RUTH
40 VILLAGE RD UNIT 909
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0910
Property Address: 40 VILLAGE RD

Mailing Address: ARMANT DAVID RANDALL TR ARMANT
RACHEL ANN TR
40 VILLAGE RD UNIT 910
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0911
Property Address: 40 VILLAGE RD

Mailing Address: FITZGERALD PAUL W FITZGERALD
VIRGINIA A
40 VILLAGE RD UNIT 911
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-0912
Property Address: 40 VILLAGE RD

Mailing Address: RAPPA WILLIAM N JR RAPPA
CHRISTINE E
40 VILLAGE RD UNIT 912
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1001
Property Address: 40 VILLAGE RD

Mailing Address: DIPLACIDO CESIDIO DIPLACIDO
SUZANNE
40 VILLAGE RD UNIT 1001
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1002
Property Address: 40 VILLAGE RD

Mailing Address: YOKEN JANET L
40 VILLAGE RD UNIT 1002
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1003
Property Address: 40 VILLAGE RD

Mailing Address: BRIANA GLORIA J ROSS JAMES
40 VILLAGE RD UNIT 1003
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1004
Property Address: 40 VILLAGE RD

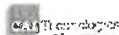
Mailing Address: MCCARTHY HELEN AKA LAM HELEN
40 VILLAGE RD UNIT 1004
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1005
Property Address: 40 VILLAGE RD

Mailing Address: KNOTT AMY B TR BODWELL FAM IRR
TR
40 VILLAGE RD UNIT 1005
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1006
Property Address: 40 VILLAGE RD

Mailing Address: IWAMOTO KOSUKE IWAMOTO CHERYL
MCBAIN
40 VILLAGE RD UNIT 1006
MIDDLETON, MA 01949



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1007
Property Address: 40 VILLAGE RD

Mailing Address: BURKE SHARON G PINEAULT
40 VILLAGE RD UNIT 1007
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1008 A
Property Address: 40 VILLAGE RD

Mailing Address: BEVAN SCOTT A BEVAN BARBARA A
40 VILLAGE RD UNIT 1008 A
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1008 B
Property Address: 40 VILLAGE RD

Mailing Address: MAVROULES DOROTHY
40 VILLAGE RD UNIT 1008 B
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1009
Property Address: 40 VILLAGE RD

Mailing Address: FARACI MIRIAM A
40 VILLAGE RD UNIT 1009
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1010
Property Address: 40 VILLAGE RD

Mailing Address: KORNHAUSER LEON EST OF
KORNHAUSER BETTINA
40 VILLAGE RD UNIT 1010
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1011
Property Address: 40 VILLAGE RD

Mailing Address: DONOVAN ROBERT W TR DONOVAN
PAULA R TR
40 VILLAGE RD UNIT 1011
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1012
Property Address: 40 VILLAGE RD

Mailing Address: GILCHRIST MARYELLEN J TR
MARYELLEN J GILCHRIST LIVING T
40 VILLAGE RD UNIT 1012
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1101
Property Address: 40 VILLAGE RD

Mailing Address: TERRAZZANO FRANK TR FVL
REVOCABLE TR
P O BOX 447
HATHORNE, MA 01937

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1102
Property Address: 40 VILLAGE RD

Mailing Address: MULHALL KATHLEEN H TR MULHALL
REV TR
40 VILLAGE RD UNIT 1102
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1103
Property Address: 40 VILLAGE RD

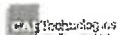
Mailing Address: TARGONSKI DEBRA L TR TARGONSKI
THOMAS M TR EST OF
40 VILLAGE RD UNIT 1103
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1104
Property Address: 40 VILLAGE RD

Mailing Address: BOUCHARD NANCY J TR PROULX
EUGENE J TR
40 VILLAGE RD UNIT 1104
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1105
Property Address: 40 VILLAGE RD

Mailing Address: POTTER MARK A SR POTTER VIRGINIA
M
40 VILLAGE RD UNIT 1105
MIDDLETON, MA 01949



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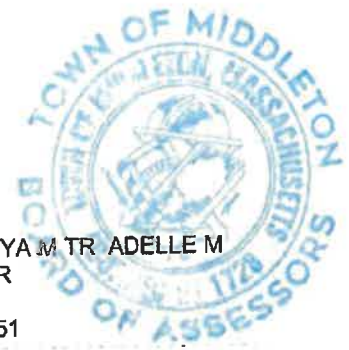
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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1106
Property Address: 40 VILLAGE RD

Mailing Address: ABDALLAH SORAYA M TR ADELLE M
ABDALLAH IRR TR
381 RICE AVE
REVERE, MA 02151

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1107
Property Address: 40 VILLAGE RD

Mailing Address: SORRENTINO ROBERT A TR
SORRENTINO JOANNE T TR
27 PUTNAM LN
DANVERS, MA 01923

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1108
Property Address: 40 VILLAGE RD

Mailing Address: CROWLEY EDITH L TR EDITH L
CROWLEY RLTY TR
40 VILLAGE RD UNIT 1108
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1109
Property Address: 40 VILLAGE RD

Mailing Address: BACHAND CLARE M
40 VILLAGE RD UNIT 1109
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1110
Property Address: 40 VILLAGE RD

Mailing Address: STAFFORD MICHAEL F JR TR
STAFFORD LORETTA M TR
40 VILLAGE RD UNIT 1110
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1111
Property Address: 40 VILLAGE RD

Mailing Address: QUARTI HECTOR A TR HAQ
FERNCROFT TR
40 VILLAGE RD UNIT 1111
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1112
Property Address: 40 VILLAGE RD

Mailing Address: ABDALLAH SORAYA M TR ADELLE
ABDALLAH IRR TR
381 RICE AVE
REVERE, MA 02151

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1201
Property Address: 40 VILLAGE RD

Mailing Address: BRÉSLIN YVONNE A
40 VILLAGE RD UNIT 1201
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1202
Property Address: 40 VILLAGE RD

Mailing Address: AUDITORE JAMES D
40 VILLAGE RD UNIT 1202
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1203
Property Address: 40 VILLAGE RD

Mailing Address: FOLEY MICHAEL K
40 VILLAGE RD UNIT 1203
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1204
Property Address: 40 VILLAGE RD

Mailing Address: MCENANEY WILLIAM B MCENANEY
JUDITH A
40 VILLAGE RD UNIT 1204
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1205
Property Address: 40 VILLAGE RD

Mailing Address: LANERGAN RENEE M
40 VILLAGE RD UNIT 1205
MIDDLETON, MA 01949



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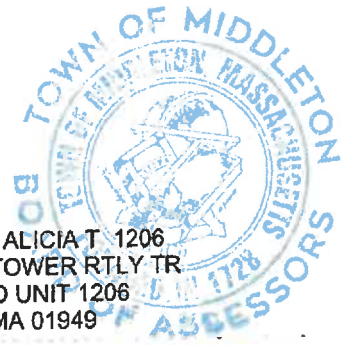
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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1206
Property Address: 40 VILLAGE RD

Mailing Address: CARITANO TR ALICIA T 1206
FERNCROFT TOWER RTLY TR
40 VILLAGE RD UNIT 1206
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1207
Property Address: 40 VILLAGE RD

Mailing Address: KOOR CHERYL M IND
40 VILLAGE RD UNIT 1207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1208
Property Address: 40 VILLAGE RD

Mailing Address: TULLY JAMES M CASEY ELLEN M
40 VILLAGE RD UNIT 1208
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1209
Property Address: 40 VILLAGE RD

Mailing Address: DOYLE KATHLEEN INDIV
40 VILLAGE RD UNIT 1209
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1210
Property Address: 40 VILLAGE RD

Mailing Address: WALKER JEFFREY ANDREW TR
WALKER PAMELA ANN TR
54 PHILLIPS POND DR
SANDOWN, NH 03873

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1211
Property Address: 40 VILLAGE RD

Mailing Address: MANSON MELVIN A JR TR MELVIN A
MANSON JR REV LIV TR
40 VILLAGE RD UNIT 1211
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1212
Property Address: 40 VILLAGE RD

Mailing Address: AUGENTHALER VALERIE E
40 VILLAGE RD UNIT 1212
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1401
Property Address: 40 VILLAGE RD

Mailing Address: MERCADANTE BARBARA A TR
BARBARA A MERCADANTE FAMILY
TRUST
40 VILLAGE RD UNIT 1401
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1402
Property Address: 40 VILLAGE RD

Mailing Address: SHIFMAN OSWIN F EST OF SHIFMAN
GUDRUN
40 VILLAGE RD UNIT 1402
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1403
Property Address: 40 VILLAGE RD

Mailing Address: RUBIN BURTON TR RUBIN DONNALEE
TR
40 VILLAGE RD UNIT 1403
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1404
Property Address: 40 VILLAGE RD

Mailing Address: QUEALY MARSHA I.
40 VILLAGE RD UNIT 1404
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1405
Property Address: 40 VILLAGE RD

Mailing Address: RAZZINO KAREN A TR RAZZINO FAM TR
40 VILLAGE RD UNIT 1405
MIDDLETON, MA 01949



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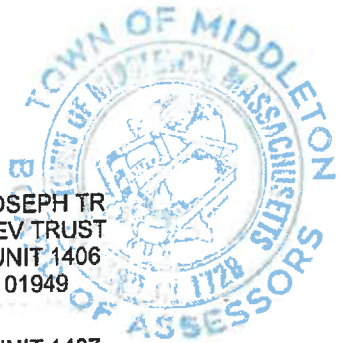
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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1406
Property Address: 40 VILLAGE RD

Mailing Address: DEVINCENTIS JOSEPH TR
DEVINCENTIS REV TRUST
40 VILLAGE RD UNIT 1406
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1407
Property Address: 40 VILLAGE RD

Mailing Address: LONG HEATHER
40 VILLAGE RD UNIT 1407
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1408
Property Address: 40 VILLAGE RD

Mailing Address: DAHNE PIERRE TR DAHNE INGA TR
40 VILLAGE RD UNIT 1408
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1409
Property Address: 40 VILLAGE RD

Mailing Address: ROMAN LINDA TR LINDA A ROMAN
TRUST
40 VILLAGE RD UNIT 1409
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1410
Property Address: 40 VILLAGE RD

Mailing Address: BAKER SETH M TR BAKER RICHARD F
TR EST OF
40 VILLAGE RD UNIT 1410
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1411
Property Address: 40 VILLAGE RD

Mailing Address: PELUSO DOMINICK C
40 VILLAGE RD UNIT 1411
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1412
Property Address: 40 VILLAGE RD

Mailing Address: COHEN CHARLES H TR COHEN SHEILA
TR
40 VILLAGE RD UNIT 1412
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15001
Property Address: 10 CALLAWAY DR

Mailing Address: FOCUS REALTY GROUP LLC
2715 ROUTE 9 SUITE 104
MALTA, NY 12020

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15003
Property Address: 3 CALLAWAY DR

Mailing Address: BARBOLLA RICHARD N TR BARBOLLA
BARBARA R TR
3 CALLAWAY DR
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15004
Property Address: 4 CALLAWAY DR

Mailing Address: DREHER DAVID J TR DREHER DONNA
M TR
4 CALLAWAY DR
DANVERS, MA 01923

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15005
Property Address: 5 CALLAWAY DR

Mailing Address: FURNARI PATRICK J
5 CALLAWAY DR
DANVERS, MA 01923

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15006
Property Address: 6 CALLAWAY DR

Mailing Address: IUANOW ELAINE
6 CALLAWAY DR
DANVERS, MA 01923



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Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15007
Property Address: 7 CALLAWAY DR

Mailing Address: GLASS STEPHEN GLASS LISA
7 CALLAWAY DR
DANVERS, MA 01923

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15008
Property Address: 8 CALLAWAY DR

Mailing Address: PETERS LEO F TR LEO F PETERS 2011
REV TR
8 CALLAWAY DR
DANVERS, MA 01923

Parcel Number: 0021-0000-0015
CAMA Number: 0021 A-0000-15009
Property Address: 9 CALLAWAY DR

Mailing Address: ONEIL JOHN J ONEIL MARIANNE
9 CALLAWAY DR
DANVERS, MA 01923

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1501
Property Address: 40 VILLAGE RD

Mailing Address: PACE ANN MARIE
40 VILLAGE RD UNIT 1501
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1502
Property Address: 40 VILLAGE RD

Mailing Address: ERBAFINA JOANNA R
40 VILLAGE RD UNIT 1502
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1503
Property Address: 40 VILLAGE RD

Mailing Address: FARO EVELYN F TR EVELYN F FARO
REVOCABLE TRUST
40 VILLAGE RD UNIT 1503
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1504
Property Address: 40 VILLAGE RD

Mailing Address: BULIS KAREN A LE BULIS KAREN A TR
40 VILLAGE RD UNIT 1504
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1505
Property Address: 40 VILLAGE RD

Mailing Address: NESS CHRISTOPHER M TR LOMBARDI
MEREDITH A TR
40 VILLAGE RD UNIT 1505
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1506
Property Address: 40 VILLAGE RD

Mailing Address: BRITTON WAYNE W TR BRITTON
DENISE M TR
29 ENGLISH COMMONS
TOPSFIELD, MA 01983

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1507
Property Address: 40 VILLAGE RD

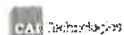
Mailing Address: WILLIAMS PAUL H OBRIEN JENNIFER
40 VILLAGE RD UNIT 1507
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1508
Property Address: 40 VILLAGE RD

Mailing Address: PASTEL WAYNE R TR MICHAEL KANE
IRRV TR
400 TRADECENTER SUITE 5900
WOBURN, MA 01801

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1509
Property Address: 40 VILLAGE RD

Mailing Address: HUTCHINSON ALTHEA I TR
HUTCHINSON 2015 LIVING TR
40 VILLAGE RD UNIT 1509
MIDDLETON, MA 01949



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Middleton, MA
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Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1510
Property Address: 40 VILLAGE RD

Mailing Address: EASTMAN LONN B TR EASTMAN FAM
TR
43 COLUMBIA RD
DANVERS, MA 01923

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1511
Property Address: 40 VILLAGE RD

Mailing Address: REARDON CATHERINE A
40 VILLAGE RD UNIT 1511
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1512
Property Address: 40 VILLAGE RD

Mailing Address: ZAKAS NICHOLAS ZAKAS BARBARA M
40 VILLAGE RD UNIT 1512
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1601
Property Address: 40 VILLAGE RD

Mailing Address: OBRIEN WILLIAM P TR EST OF WPO
REV TR
40 VILLAGE RD UNIT 1601
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1602
Property Address: 40 VILLAGE RD

Mailing Address: GALLANT RICHARD W GALLANT LOIS A
40 VILLAGE RD UNIT 1602
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1603
Property Address: 40 VILLAGE RD

Mailing Address: ELLIOTT DONALD R TR ELLIOTT SUSAN
J TR
40 VILLAGE RD UNIT 1603
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1604
Property Address: 40 VILLAGE RD

Mailing Address: JOOS DORIS T TR DORIS T JOOS
REVOCABLE TRUST
40 VILLAGE RD UNIT 1604
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1605
Property Address: 40 VILLAGE RD

Mailing Address: ROBINSON JAMES A JR EST OF %
ROBINSON JAMES A III
12 LINDSEY ST
MARBLEHEAD, MA 01945

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1606
Property Address: 40 VILLAGE RD

Mailing Address: VITALE PHYLLIS S TR PHYLLIS S
VITALE REV TR
40 VILLAGE RD UNIT 1606
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1607
Property Address: 40 VILLAGE RD

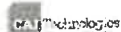
Mailing Address: PEREIRA VITORIA JT DILLON AARON
40 VILLAGE RD UNIT 1607
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1608
Property Address: 40 VILLAGE RD

Mailing Address: SMERCZYNSKI JAMES E TR
SMERCZYNSKI BARBARA J TR
40 VILLAGE RD UNIT 1608
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1609
Property Address: 40 VILLAGE RD

Mailing Address: LEVY ALAN G TR LEVY WILLIAM F TR
ET AL
608 FIFTH AVE SUITE 801
NEW YORK, NY 10020



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300 feet Abutters List Report

Middleton, MA
December 09, 2025



Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1610
Property Address: 40 VILLAGE RD

Mailing Address: SALVO ROSE M TR ROSE M SALVO
REV TR
40 VILLAGE RD UNIT 1610
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1611
Property Address: 40 VILLAGE RD

Mailing Address: PETERSON SUSAN E
40 VILLAGE RD UNIT 1611
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1612
Property Address: 40 VILLAGE RD

Mailing Address: MILLER MERLIN G MILLER CARLOTTA S
3 JAMESON POINT RD
ROCKLAND, ME 04841

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1701 P
Property Address: 40 VILLAGE RD

Mailing Address: JOYCE NEAL A TR JOYCE A MAUREEN
TR
40 VILLAGE RD UNIT 1701 PH-1
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1702 P
Property Address: 40 VILLAGE RD

Mailing Address: MILLER DAVID P MILLER CHERYL R
40 VILLAGE RD UNIT 1702 PH-2
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1703 P
Property Address: 40 VILLAGE RD

Mailing Address: PETROSINO MICHAEL P PETROSINO
SUSAN M
40 VILLAGE RD UNIT 1703 PH-3
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1704 P
Property Address: 40 VILLAGE RD

Mailing Address: PRATT SONYA E
40 VILLAGE RD, Unit 1704 PH-4
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1705 P
Property Address: 40 VILLAGE RD

Mailing Address: BLAESER BART F
40 VILLAGE RD UNIT 1705 PH-5
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1706 P
Property Address: 40 VILLAGE RD

Mailing Address: BANDYOPADHYAY GAUTAM
40 VILLAGE RD UNIT 1706 PH-6
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1707 P
Property Address: 40 VILLAGE RD

Mailing Address: FOLEY JOANNE F TR FOLEY THOMAS G
TR
5620 SE WINGED FOOT DR
STUART, FL 34997

Parcel Number: 0021-0000-0014
CAMA Number: 0021 A-0000-1708 P
Property Address: 40 VILLAGE RD

Mailing Address: DESILVESTRE INGRID E
217 SIERRA VISTA AVE
MOUNTAIN VIEW, CA 94043

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36101
Property Address: 36 VILLAGE RD

Mailing Address: MSCISZ ROSEMARY A
36 VILLAGE RD UNIT 101
MIDDLETON, MA 01949

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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36102
Property Address: 36 VILLAGE RD

Mailing Address: DONOVAN WILLIAM T EST OF
DONOVAN NANCY M
36 VILLAGE RD UNIT 102
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36103
Property Address: 36 VILLAGE RD

Mailing Address: ARAN ELIZABETH A TR COAKLEY 2022
IRR INC ONLY TR
9 PARKER DR
NO READING, MA 01864

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36104
Property Address: 36 VILLAGE RD

Mailing Address: DISTACIO ELIZABETH A LE DISTACIO
ANTHONY LE EST OF
36 VILLAGE RD UNIT 104
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36105
Property Address: 36 VILLAGE RD

Mailing Address: HALL ROBERTA G TR 36-38 VILLAGE
RD UN 36-105 RT
36 VILLAGE RD UNIT 105
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36106
Property Address: 36 VILLAGE RD

Mailing Address: WINTERS ROBERT
36 VILLAGE RD UNIT 106
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36107
Property Address: 36 VILLAGE RD

Mailing Address: CAPITUMINI DEBORAH A CAPITUMINI
JOHN
7 SMOKE RISE CIR
PEABODY, MA 01960

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36108
Property Address: 36 VILLAGE RD

Mailing Address: MASTROCOLA VICTORIA
36 VILLAGE RD UNIT 108
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36110
Property Address: 36 VILLAGE RD

Mailing Address: FILOCHA AGNIESZKA
36 VILLAGE RD UNIT 207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36112
Property Address: 36 VILLAGE RD

Mailing Address: GALDO ANDRE TR GALDO FAMILY IRR
TRUST
36 VILLAGE RD UNIT 112
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36113
Property Address: 36 VILLAGE RD

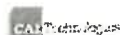
Mailing Address: CAHILL CHRISTINE
36 VILLAGE RD UNIT 113
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36114
Property Address: 36 VILLAGE RD

Mailing Address: HALLIGAN RICHARD A EST OF
HALLIGAN LARAINÉ
36 VILLAGE RD UNIT 114
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36201
Property Address: 36 VILLAGE RD

Mailing Address: CLOPPER MARVIN CLOPPER PHYLLIS
36 VILLAGE RD UNIT 201
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36202
Property Address: 36 VILLAGE RD

Mailing Address: GANNON RICHARD J TR GANNON
DONNA M TR
36 VILLAGE RD UNIT 202
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36203
Property Address: 36 VILLAGE RD

Mailing Address: JING WEI
36 VILLAGE RD, Unit 203
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36204
Property Address: 36 VILLAGE RD

Mailing Address: BROWN ILENE R TIRCK HILARY A
36 VILLAGE RD UNIT 204
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36205
Property Address: 36 VILLAGE RD

Mailing Address: GAUDET RICHARD A TR GAUDET
DIANNA D TR
36 VILLAGE RD UNIT 205
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36206
Property Address: 36 VILLAGE RD

Mailing Address: CONNOLLY JEFFREY W
36 VILLAGE RD UNIT 206
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36207
Property Address: 36 VILLAGE RD

Mailing Address: FILOCHA AGNIESZKA
36 VILLAGE RD UNIT 207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36208
Property Address: 36 VILLAGE RD

Mailing Address: ONEIL ANNE E TR AON36 NOM RLTY TR
36 VILLAGE RD UNIT 208
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36209
Property Address: 36 VILLAGE RD

Mailing Address: ACKERMAN COURTNEY LYNN
36 VILLAGE RD UNIT 209
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36210
Property Address: 36 VILLAGE RD

Mailing Address: HENNESSY TIMOTHY A
36 VILLAGE RD UNIT 210
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36211
Property Address: 36 VILLAGE RD

Mailing Address: CARRITTE MICHAEL ROBERTS DONNA
M
36 VILLAGE RD UNIT 211
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36212
Property Address: 36 VILLAGE RD

Mailing Address: DEROCHÉ RICHARD P TR DEROCHÉ
CAROL A TR
36 VILLAGE RD UNIT 212
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36213
Property Address: 36 VILLAGE RD

Mailing Address: ROWE KATHERINE A TR GLORIA K
ROWE IRR INC ONLY TR
36 VILLAGE RD UNIT 213
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36214
Property Address: 36 VILLAGE RD

Mailing Address: CONSOLES MICHAEL L CONSOLES
CAROL A
36 VILLAGE RD UNIT 214
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36215
Property Address: 36 VILLAGE RD

Mailing Address: KEENAN KATHLEEN M
36 VILLAGE RD UNIT 215
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36301
Property Address: 36 VILLAGE RD

Mailing Address: DEBENEDICTIS MICHAEL ROBERT
36 VILLAGE RD UNIT 301
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36302
Property Address: 36 VILLAGE RD

Mailing Address: TITEL KENNETH
36 VILLAGE RD UNIT 302
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36303
Property Address: 36 VILLAGE RD

Mailing Address: LOKE BARON
36 VILLAGE RD UNIT 303
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36304
Property Address: 36 VILLAGE RD

Mailing Address: EDDY STEPHEN R EDDY NANCY A
36 VILLAGE RD UNIT 304
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36305
Property Address: 36 VILLAGE RD

Mailing Address: PHIPPS SHARON
36 VILLAGE RD UNIT 305
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36306
Property Address: 36 VILLAGE RD

Mailing Address: BASILE PAOLO BASILE LUCIA
10 NORMA WAY
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36307
Property Address: 36 VILLAGE RD

Mailing Address: RAZZINO CHRISTOPHER A
36 VILLAGE RD UNIT 307
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36308
Property Address: 36 VILLAGE RD

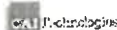
Mailing Address: ORLANDO GIULIA
36 VILLAGE RD UNIT 308
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36309
Property Address: 36 VILLAGE RD

Mailing Address: TAVILLA PAUL R
36 VILLAGE RD UNIT 309
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36310
Property Address: 36 VILLAGE RD

Mailing Address: FAIA ROBERT TR FAIA MARIA D TR
10 PERKINS RD
MIDDLETON, MA 01949



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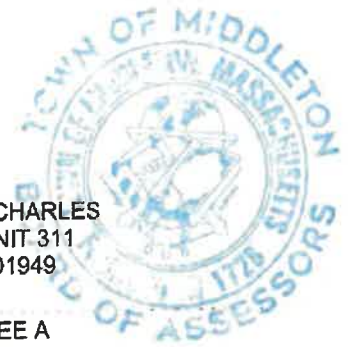
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36311
Property Address: 36 VILLAGE RD

Mailing Address: WHITE JEFFREY CHARLES
36 VILLAGE RD UNIT 311
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36312
Property Address: 36 VILLAGE RD

Mailing Address: BOWEN KIMBERLEE A
36 VILLAGE RD UNIT 312
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36313
Property Address: 36 VILLAGE RD

Mailing Address: CALLAHAN KATHLEEN A TR KATHLEEN
A CALLAHAN REV TR
36 VILLAGE RD UNIT 313
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36314
Property Address: 36 VILLAGE RD

Mailing Address: TEMPLE ONE REALTY LLC
100 FOREST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36315
Property Address: 36 VILLAGE RD

Mailing Address: KONOPIOS JENNIFER
36 VILLAGE RD UNIT 315
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36401
Property Address: 36 VILLAGE RD

Mailing Address: ANDRELLOS MONICA TR DUKAS
FAMILY TRUST
36 VILLAGE RD UNIT 401
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36402
Property Address: 36 VILLAGE RD

Mailing Address: HUGHES PAUL G TR HUGHES RICHARD
T TR
750 W ELKCAM CIR UNIT #414
MARCO ISLAND, FL 34145

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36403
Property Address: 36 VILLAGE RD

Mailing Address: WINTERS ROBERT J
36 VILLAGE RD UNIT 106
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36404
Property Address: 36 VILLAGE RD

Mailing Address: POOR CHRISTOPHER B TR
CHRISTOPHER B POOR LIVING TRUST
32 CUMMINGS RD
BUCKFIELD, ME 04220

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36405
Property Address: 36 VILLAGE RD

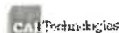
Mailing Address: MCGRATH NANCY M
36 VILLAGE RD UNIT 405
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36406
Property Address: 36 VILLAGE RD

Mailing Address: FIELDING STEPHEN FIELDING ELAINE
36 VILLAGE RD UNIT 406
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36407
Property Address: 36 VILLAGE RD

Mailing Address: ALCORDO MELISSA
36 VILLAGE RD UNIT 407
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36408
Property Address: 36 VILLAGE RD

Mailing Address: KELLEY GERALDINE R
36 VILLAGE RD UNIT 408
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36409
Property Address: 36 VILLAGE RD

Mailing Address: SINGER DIANE
36 VILLAGE RD UNIT 409
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36410
Property Address: 36 VILLAGE RD

Mailing Address: MORSE LINDA A TR LINDA A MORSE
FAM REV TR
36 VILLAGE RD UNIT 410
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36411
Property Address: 36 VILLAGE RD

Mailing Address: BANSFIELD JAMES WHALEN DONNA J
36 VILLAGE RD UNIT 411
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36412
Property Address: 36 VILLAGE RD

Mailing Address: LINARES ANTHONY TR LINARES
LOUISE TR
36 VILLAGE RD UNIT 412
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36413
Property Address: 36 VILLAGE RD

Mailing Address: RAINFORD ANDREA P
36 VILLAGE RD UNIT 413
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36414
Property Address: 36 VILLAGE RD

Mailing Address: BUTLER KERRY
36 VILLAGE RD UNIT 414
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36415
Property Address: 36 VILLAGE RD

Mailing Address: KRAKOW IRA H TR IRA H KRAKOW LIV
TR
36 VILLAGE RD UNIT 415
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36501
Property Address: 36 VILLAGE RD

Mailing Address: FOX S ROBERT FOX LINDA H
36 VILLAGE RD UNIT 501
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36502
Property Address: 36 VILLAGE RD

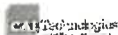
Mailing Address: DEZOTELL JUSTIN W
36 VILLAGE RD UNIT 502
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36503
Property Address: 36 VILLAGE RD

Mailing Address: FILOCHA AGNIESZKA FILOCHA
ANDIZEJ
36 VILLAGE RD UNIT 207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36504
Property Address: 36 VILLAGE RD

Mailing Address: CARR DOUGLAS CARR CAROL
36 VILLAGE RD UNIT 504
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36505
Property Address: 36 VILLAGE RD

Mailing Address: STONE DONALD JR STONE BARBARA
36 VILLAGE RD UNIT 505
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36506
Property Address: 36 VILLAGE RD

Mailing Address: STONE MEREDITH
36 VILLAGE RD UNIT 506
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36507
Property Address: 36 VILLAGE RD

Mailing Address: PANAGAS JAMES
36 VILLAGE RD UNIT 507
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36508
Property Address: 36 VILLAGE RD

Mailing Address: STROBL LYNNE E
36 VILLAGE RD UNIT 508
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36509
Property Address: 36 VILLAGE RD

Mailing Address: PERROTTA STEPHANIE
7 PENNEY HILL RD
MELROSE, MA 02176

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36510
Property Address: 36 VILLAGE RD

Mailing Address: GASPARELLO ROBERT JOHN TR
GASPARELLO MAUREEN RITA TR
36 VILLAGE RD UNIT 510
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36511
Property Address: 36 VILLAGE RD

Mailing Address: VERRUSO CARMELO L TR DICKS
ANTONIETTA L TR
36 VILLAGE RD UNIT 511
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36512
Property Address: 36 VILLAGE RD

Mailing Address: KENNY LINDA M
36 VILLAGE RD UNIT 512
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36513
Property Address: 36 VILLAGE RD

Mailing Address: QUINLAN MICHAEL P
28 HUNTERS RD
BOXFORD, MA 01921

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36514
Property Address: 36 VILLAGE RD

Mailing Address: KUMARIA DEEPAK
36 VILLAGE RD UNIT 514
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36515
Property Address: 36 VILLAGE RD

Mailing Address: MORTELLITE TIMOTHY C TR 2025
MARJORIE C KAUFMAN IRR TR
200 BROADWAY SUITE 206
LYNNFIELD, MA 01940

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36601
Property Address: 36 VILLAGE RD

Mailing Address: GULEY LAUREN K
36 VILLAGE RD UNIT 601
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36602
Property Address: 36 VILLAGE RD

Mailing Address: CRAWFORD LAURA J ET AL
36 VILLGE RD UNIT 602
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36603
Property Address: 36 VILLAGE RD

Mailing Address: MCBRIDE WILLIAM A
36 VILLAGE RD UNIT 603
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36604
Property Address: 36 VILLAGE RD

Mailing Address: WEINERMAN ERNEST A TR ERNEST A
WEINERMAN REV TR
36 VILLAGE RD UNIT 604
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36605
Property Address: 36 VILLAGE RD

Mailing Address: ANDERSON JOHN ANDERSON TINA
36 VILLAGE RD, Unit 605
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36606
Property Address: 36 VILLAGE RD

Mailing Address: LEE CHRISTOPHER LEE SUNKYONG
36 VILLAGE RD UNIT 606
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36607
Property Address: 36 VILLAGE RD

Mailing Address: FARRELL SHAWN K
36 VILLAGE RD UNIT 607
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36608
Property Address: 36 VILLAGE RD

Mailing Address: LARA RENTAL LLC
1 LYNN ST
PEABODY, MA 01960

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36609
Property Address: 36 VILLAGE RD

Mailing Address: KNZ PROPERTIES LLC TR KNZ RLTY
NOM TR
25 Follinsbee LN
West Newbury, MA 01985

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36610
Property Address: 36 VILLAGE RD

Mailing Address: PEETZ JANICE PEETZ EDWARD
36 VILLAGE RD UNIT 610
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36611
Property Address: 36 VILLAGE RD

Mailing Address: LAM TON A LAM KHUNG S
36 VILLAGE RD UNIT 611
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36612
Property Address: 36 VILLAGE RD

Mailing Address: SAMPSON MARK J TR MARK J
SAMPSPN 2024 FAMILY TR
36 VILLAGE RD UNIT 612
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36613
Property Address: 36 VILLAGE RD

Mailing Address: DIPIERRO ANGELA
36 VILLAGE RD UNIT 613
MIDDLETON, MA 01949



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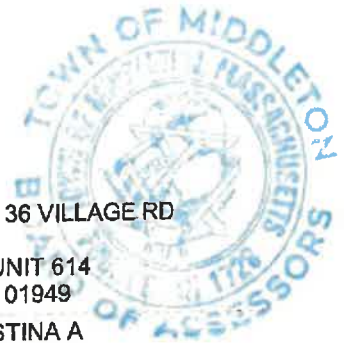
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36614
Property Address: 36 VILLAGE RD

Mailing Address: THAM CALIN TR 36 VILLAGE RD
MIDDLETON TR
36 VILLAGE RD UNIT 614
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36615
Property Address: 36 VILLAGE RD

Mailing Address: VELLUCCI CHRISTINA A
36 VILLAGE RD UNIT 615
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36701
Property Address: 36 VILLAGE RD

Mailing Address: ZAGINAILOFF JOHN DAVID
36 VILLAGE RD UNIT 701
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36702
Property Address: 36 VILLAGE RD

Mailing Address: BERSON SANDRA J TR SANDRA J
BERSON REV TR OF 2015
36 VILLAGE RD UNIT 702
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36703
Property Address: 36 VILLAGE RD

Mailing Address: MILLER MARC J EST OF MILLER BETH A
36 VILLAGE RD UNIT 703
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36704
Property Address: 36 VILLAGE RD

Mailing Address: BASILE PAOLO
10 NORMA WAY
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36705
Property Address: 36 VILLAGE RD

Mailing Address: ROSSI WILLIAM A JR EST OF
STROMBERG LISEN
36 VILLAGE RD UNIT 705
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36706
Property Address: 36 VILLAGE RD

Mailing Address: PERAULT JAY DEROCHE ERIN
36 VILLAGE RD UNIT 706
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36708
Property Address: 36 VILLAGE RD

Mailing Address: KRONHAUS CHERYL B
36 VILLAGE RD UNIT 708
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36709
Property Address: 36 VILLAGE RD

Mailing Address: GULLA ROBERT TR GULLA JANINE TR
36 VILLAGE RD UNIT 709
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36710
Property Address: 36 VILLAGE RD

Mailing Address: LAMONICA BRIAN J MACARINI FLAVIA
VOLPE
36 VILLAGE RD UNIT 710
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36711
Property Address: 36 VILLAGE RD

Mailing Address: DONOVAN JUDITH M DONOVAN DAVID
D EST OF
36 VILLAGE RD UNIT 711
MIDDLETON, MA 01949



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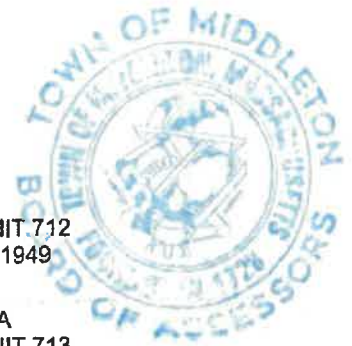
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36712
Property Address: 36 VILLAGE RD

Mailing Address: OBRIEN ERIN
36 VILLAGE RD UNIT 712
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36713
Property Address: 36 VILLAGE RD

Mailing Address: JOHNSON MARIA A
36 VILLAGE RD UNIT 713
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36714
Property Address: 36 VILLAGE RD

Mailing Address: CANTIN DENISE E TR DENISE E CANTIN
2022 TRUST
36 VILLAGE RD UNIT 714
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-36715
Property Address: 36 VILLAGE RD

Mailing Address: FINGER ALAN FINGER JANE
36 VILLAGE RD UNIT 715
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38101
Property Address: 38 VILLAGE RD

Mailing Address: TRIGILIO ELLEN
38 VILLAGE RD UNIT 101
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38102
Property Address: 38 VILLAGE RD

Mailing Address: LUNN DENNIS E LUNN CHRISTINE A
38 VILLAGE RD UNIT 102
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38103
Property Address: 38 VILLAGE RD

Mailing Address: WEST LAURIE
38 VILLAGE RD UNIT 103
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38104
Property Address: 38 VILLAGE RD

Mailing Address: CATALDO LORENA M TR CATALDO
FAMILY IRRV TR
38 VILLAGE RD UNIT 104
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38105
Property Address: 38 VILLAGE RD

Mailing Address: MAIURI PAUL TR MAIURI LOUIS D TR
38 VILLAGE RD UNIT 105
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38106
Property Address: 38 VILLAGE RD

Mailing Address: FALITE STEPHEN J
38 VILLAGE RD UNIT 106
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38107
Property Address: 38 VILLAGE RD

Mailing Address: KENNY GAIL E
38 VILLAGE RD UNIT 107
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38108
Property Address: 38 VILLAGE RD

Mailing Address: GERKE WILLIAM F JR GERKE ELLEN C
38 VILLAGE RD UNIT 108
MIDDLETON, MA 01949

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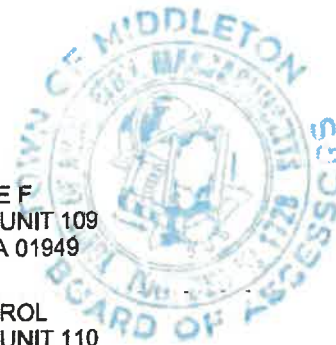
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Middleton, MA
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38109
Property Address: 38 VILLAGE RD

Mailing Address: LYNCH GEORGE F
38 VILLAGE RD UNIT 109
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38110
Property Address: 38 VILLAGE RD

Mailing Address: HOWCROFT CAROL
38 VILLAGE RD UNIT 110
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38111
Property Address: 38 VILLAGE RD

Mailing Address: BOUHLAL ANASS TR BOUHLAL
SILVANA M TR
6 SOPHIA'S WAY
WAKEFIELD, MA 01880

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38112
Property Address: 38 VILLAGE RD

Mailing Address: MAHON MARIE
38 VILLAGE RD UNIT 112
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38113
Property Address: 38 VILLAGE RD

Mailing Address: WESTERBERG DONNA L
38 VILLAGE RD UNIT 113
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38114
Property Address: 38 VILLAGE RD

Mailing Address: BALLARD SUSAN M
103 ABINGTON RD
DANVERS, MA 01923

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38201
Property Address: 38 VILLAGE RD

Mailing Address: SALKOVITZ SUSAN J TR SALKOVITZ
FAM TR
38 VILLAGE RD UNIT 201
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38202
Property Address: 38 VILLAGE RD

Mailing Address: DUBIN ANNETTE
38 VILLAGE RD UNIT 202
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38203
Property Address: 38 VILLAGE RD

Mailing Address: OKEEFE TRACY A
38 VILLAGE RD UNIT 203
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38204
Property Address: 38 VILLAGE RD

Mailing Address: TURGISS MATTHEW
38 VILLAGE RD UNIT 204
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38205
Property Address: 38 VILLAGE RD

Mailing Address: THERRIEN CYNTHIA A
38 VILLAGE RD UNIT 205
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38206
Property Address: 38 VILLAGE RD

Mailing Address: THOMPSON PATRICIA TR PATRICIA
THOMPSON TR
38 VILLAGE RD UNIT 206
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38207
Property Address: 38 VILLAGE RD

Mailing Address: PAPANDREA JOHN A JR
38 VILLAGE RD UNIT 207
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38208
Property Address: 38 VILLAGE RD

Mailing Address: MAIONE MARILYN L TR MAIONE FAMILY
REALTY TRUST
38 VILLAGE RD UNIT 208
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38209
Property Address: 38 VILLAGE RD

Mailing Address: COOK SANDRA L
38 VILLAGE RD UNIT 209
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38210
Property Address: 38 VILLAGE RD

Mailing Address: BESSOM JOANNE E
38 VILLAGE RD UNIT 210
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38211
Property Address: 38 VILLAGE RD

Mailing Address: GUARNIERI CHRISTINE TR
4 KING WILLIAM COURT
BOXFORD, MA 01921

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38212
Property Address: 38 VILLAGE RD

Mailing Address: BATES LAURA
38 VILLAGE RD UNIT 212
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38213
Property Address: 38 VILLAGE RD

Mailing Address: COLLIER JOHN
73 SHAKER RD
HARVARD, MA 01451

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38214
Property Address: 38 VILLAGE RD

Mailing Address: SASSO JILL
38 VILLAGE RD UNIT 214
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38215
Property Address: 38 VILLAGE RD

Mailing Address: MACDONALD RICHARD S TR
MACDONALD HEIDI TR
38 VILLAGE RD UNIT 215
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38301
Property Address: 38 VILLAGE RD

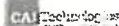
Mailing Address: MCKENNEY DIANE L
38 VILLAGE RD UNIT 301
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38302
Property Address: 38 VILLAGE RD

Mailing Address: BAILEY KATHERINE A
527 SALEM ST UNIT 38
LYNNFIELD, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38303
Property Address: 38 VILLAGE RD

Mailing Address: CHIARADONNA MICHAEL A ZAPATA
MARIA E
38 VILLAGE RD UNIT 303
MIDDLETON, MA 01949



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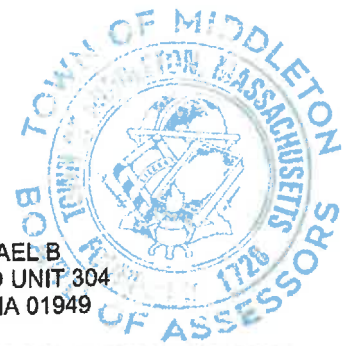
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38304
Property Address: 38 VILLAGE RD

Mailing Address: AVIGIAN MICHAEL B
38 VILLAGE RD UNIT 304
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38305
Property Address: 38 VILLAGE RD

Mailing Address: CLC AT SEAPORT INC C/O EKATERINA
ZHANTUAN
330 CONGRESS ST 1ST FLOOR
BOSTON, MA 02210

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38306
Property Address: 38 VILLAGE RD

Mailing Address: OLEARY EDWARD J TR 38 VILLAGE RD
RLTY TR
10 COUNTRY CLUB LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38307
Property Address: 38 VILLAGE RD

Mailing Address: DUMAS DIANNE
38 VILLAGE RD UNIT 307
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38308
Property Address: 38 VILLAGE RD

Mailing Address: MELLO EMILY R
38 VILLAGE RD UNIT 308
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38309
Property Address: 38 VILLAGE RD

Mailing Address: DILIEGRO PHILIP DILIEGRO MARIA N
38 VILLAGE RD UNIT 309
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38310
Property Address: 38 VILLAGE RD

Mailing Address: ANASTOS CHRISTY F JR ANASTOS LISA
92 WASHINGTON ST
BOXFORD, MA 01921

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38311
Property Address: 38 VILLAGE RD

Mailing Address: COLITTI CLAUDIO COLITTI LILIANA
38 VILLAGE RD UNIT 311
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38312
Property Address: 38 VILLAGE RD

Mailing Address: BORGES FABIO AUGUSTO
38 VILLAGE RD UNIT 312
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38313
Property Address: 38 VILLAGE RD

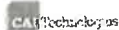
Mailing Address: MCNELLEY ALYSE MARIE
38 VILLAGE RD UNIT 313
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38314
Property Address: 38 VILLAGE RD

Mailing Address: DESIMONE PETER P
38 VILLAGE RD UNIT 314
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38315
Property Address: 38 VILLAGE RD

Mailing Address: HORGAN JOHN J JR ANGELLI
CAROLINE A
9 DONEGAL RD
PEABODY, MA 01960



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38401
Property Address: 38 VILLAGE RD

Mailing Address: SUTERA BARBARA E TR SUTERA
VINCENT TR ET AL
38 VILLAGE RD UNIT 401
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38402
Property Address: 38 VILLAGE RD

Mailing Address: DANILCHUK GAIL L
38 VILLAGE RD UNIT 402
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38403
Property Address: 38 VILLAGE RD

Mailing Address: PIERCE DAVID J TR PIERCE MICHAEL J
TR
38 VILLAGE RD UNIT 403
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38404
Property Address: 38 VILLAGE RD

Mailing Address: YIU KINKIU
38 VILLAGE RD UNIT 404
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38405
Property Address: 38 VILLAGE RD

Mailing Address: QUATIERI JOHN T TR QUATIERI FAM
IRRV TR
9 HAMPSHIRE RD
PEABODY, MA 01960

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38406
Property Address: 38 VILLAGE RD

Mailing Address: NEVAR SERGEY L NEVAR KATYA
38 VILLAGE RD UNIT 406
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38407
Property Address: 38 VILLAGE RD

Mailing Address: MOY MATTHEW T
38 VILLAGE RD UNIT 407
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38408
Property Address: 38 VILLAGE RD

Mailing Address: CAMPBELL MELISSA D
38 VILLAGE RD UNIT 408
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38409
Property Address: 38 VILLAGE RD

Mailing Address: CARON DANIEL J TR DANIEL J CARON
TRUST
38 VILLAGE RD UNIT 409
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38410
Property Address: 38 VILLAGE RD

Mailing Address: KKPOPE SOUTH LLC
3 ELIZABETH LN
RYE, NH 03870

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38411
Property Address: 38 VILLAGE RD

Mailing Address: STROBEL ELLEN LE MCSTAY SHARI TR
9 SPARROW LN
DANVERS, MA 01923

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38412
Property Address: 38 VILLAGE RD

Mailing Address: MCANDREWS ROBERT A JR
MCANDREWS GAYLE FLAHERTY
38 VILLAGE RD UNIT 412
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38413
Property Address: 38 VILLAGE RD

Mailing Address: SPALLONE JOSEPH J SPALLONE
DEBORAH ANN
38 VILLAGE RD UNIT 413
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38414
Property Address: 38 VILLAGE RD

Mailing Address: CURCIO MARIE TR LE CURCIO RE TR
38 VILLAGE RD UNIT 414
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38415
Property Address: 38 VILLAGE RD

Mailing Address: HAYES DANIEL
38 VILLAGE RD UNIT 415
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38501
Property Address: 38 VILLAGE RD

Mailing Address: BEAUSANG ALLAN LLOYD III
38 VILLAGE RD UNIT 501
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38502
Property Address: 38 VILLAGE RD

Mailing Address: MACK WENDY TR WENDY MACK TR
7286 HUNTINGTON LANE #308 UNIT 308
DEL RAY BEACH, FL 33446

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38503
Property Address: 38 VILLAGE RD

Mailing Address: TRAINOR SHEILA A TR SHEILA A
TRAINOR TR
38 VILLAGE RD UNIT 503
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38504
Property Address: 38 VILLAGE RD

Mailing Address: BAGA ROBERT E TR BAGA MARY E TR
38 VILLAGE RD UNIT 504
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38505
Property Address: 38 VILLAGE RD

Mailing Address: REPPUCCI LINDA
38 VILLAGE RD UNIT 505
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38506
Property Address: 38 VILLAGE RD

Mailing Address: STANCO SEAN S
38 VILLAGE RD UNIT 506
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38507
Property Address: 38 VILLAGE RD

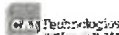
Mailing Address: DEANGELIS DEBRA A
38 VILLAGE RD UNIT 507
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38508
Property Address: 38 VILLAGE RD

Mailing Address: ZEZZE JOSEPH ARTHUR
38 VILLAGE RD UNIT 508
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38509
Property Address: 38 VILLAGE RD

Mailing Address: BARRAVECCHIO JOAN MOSCHELLA
DONNA
38 VILLAGE RD UNIT 509
MIDDLETON, MA 01949



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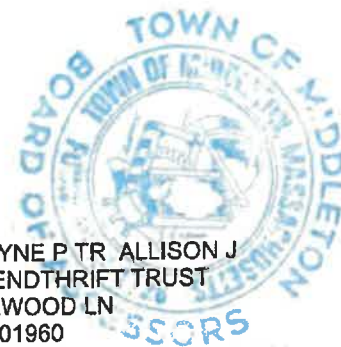
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38510
Property Address: 38 VILLAGE RD

Mailing Address: KINGSTON WAYNE P TR ALLISON J
KINGSTON SPENDTHRIFT TRUST
4805 HEATHERWOOD LN
PEABODY, MA 01960

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38511
Property Address: 38 VILLAGE RD

Mailing Address: MAROTTA NICHOLAS M LUISE KAYLA M
38 VILLAGE RD UNIT 511
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38512
Property Address: 38 VILLAGE RD

Mailing Address: MCBRIDE MARY JO
38 VILLAGE RD UNIT 512
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38513
Property Address: 38 VILLAGE RD

Mailing Address: GIGLIO MICHAEL A TR GIGLIO FAMILY
RLTY TR
5985 CREEKVIEW DR
CLARENCE CENTER, NY 14032

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38514
Property Address: 38 VILLAGE RD

Mailing Address: ANDRZEJEWSKI LINDA TR 38 VILLAGE
RD RE TR
38 VILLAGE RD UNIT 514
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38515
Property Address: 38 VILLAGE RD

Mailing Address: ROSSINO TINA M TR TINA M ROSSINO
REVOCABLE TRUST
38 VILLAGE RD UNIT 515
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38601
Property Address: 38 VILLAGE RD

Mailing Address: PATIENCE KERRY TR PATIENCE CLIVE
TR
46 PLOVER HILL RD
IPSWICH, MA 01938

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38602
Property Address: 38 VILLAGE RD

Mailing Address: FOGLIETTA JOSEPH V
38 VILLAGE RD UNIT 602
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38603
Property Address: 38 VILLAGE RD

Mailing Address: TITEL KENNETH
38 VILLAGE RD UNIT 603
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38604
Property Address: 38 VILLAGE RD

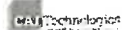
Mailing Address: TURLEY MARILYN L
38 VILLAGE RD UNIT 604
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38605
Property Address: 38 VILLAGE RD

Mailing Address: BEAULIEU SYLVIA
38 VILLAGE RD UNIT 605
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38606
Property Address: 38 VILLAGE RD

Mailing Address: BENT ANDREW R ALMONTE CHARITY L
38 VILLAGE RD UNIT 606
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38607
Property Address: 38 VILLAGE RD

Mailing Address: DEMARCO LINDA ANNE
P O BOX 1951
WAKEFIELD, MA 01880

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38608
Property Address: 38 VILLAGE RD

Mailing Address: WATERMAN ASHLEY LYNN
38 VILLAGE RD UNIT 608
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38609
Property Address: 38 VILLAGE RD

Mailing Address: BYRNES MATTHEW J
38 VILLAGE RD UNIT 609
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38610
Property Address: 38 VILLAGE RD

Mailing Address: FLORENTINO JACQUELYN L
38 VILLAGE RD UNIT 610
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38611
Property Address: 38 VILLAGE RD

Mailing Address: ALOMARI ALI
38 VILLAGE RD UNIT 611
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38612
Property Address: 38 VILLAGE RD

Mailing Address: CHOW HIU LING
38 VILLAGE RD UNIT 612
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38613
Property Address: 38 VILLAGE RD

Mailing Address: GAGNON ROBERT L GAGNON YVONNE
L
38 VILLAGE RD UNIT 613
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38614
Property Address: 38 VILLAGE RD

Mailing Address: COLLETTE JACQUELINE M
38 VILLAGE RD UNIT 614
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38615
Property Address: 38 VILLAGE RD

Mailing Address: TITEL KENNETH
38 VILLAGE RD UNIT 615
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38701
Property Address: 38 VILLAGE RD

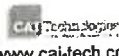
Mailing Address: CAVIGNARO LAURA CAVIGNARO
JOSEPH
38 VILLAGE RD UNIT 701
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38702
Property Address: 38 VILLAGE RD

Mailing Address: AMIRault DIANE M TR GARY J
AMIRault 2021 TR
38 VILLAGE RD UNIT 702
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38703
Property Address: 38 VILLAGE RD

Mailing Address: BASILE ANTONIO BASILE DIANA
62 AURELIA SYLVIA DR
REVERE, MA 02151



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Middleton, MA
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Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38704
Property Address: 38 VILLAGE RD

Mailing Address: MCNEIL JAMES J FAMOLARE NANCY E
38 VILLAGE RD UNIT 704
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38705
Property Address: 38 VILLAGE RD

Mailing Address: OBRIEN KATHERINE A
38 VILLAGE RD UNIT 705
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38707
Property Address: 38 VILLAGE RD

Mailing Address: DEVITO MARIANNE F DEVITO ALBERT E
JR
38 VILLAGE RD UNIT 707
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38708
Property Address: 38 VILLAGE RD

Mailing Address: SALVO DAVID
38 VILLAGE RD UNIT 708
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38709
Property Address: 38 VILLAGE RD

Mailing Address: POOR CHRISTOPHER B TR
CHRISTOPHER B POOR LIVING REV
TRUST
32 CUMMINGS RD
BUCKFIELD, ME 04220

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38710
Property Address: 38 VILLAGE RD

Mailing Address: DOYLE THOMAS J JR DOYLE MARIA
3 HEMLOCK CIR
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38711
Property Address: 38 VILLAGE RD

Mailing Address: PALAZOLA MARC J
38 VILLAGE RD UNIT 711
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38712
Property Address: 38 VILLAGE RD

Mailing Address: VACILIOU CHARLES S TR CHARLES S
VACILIOU 2016 TR
17 WILDES RD
TOPSFIELD, MA 01983

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38713
Property Address: 38 VILLAGE RD

Mailing Address: BURGE ALLISON J TR ET AL
WINER/THUR IRR TR
38 VILLAGE RD UNIT 713
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38714
Property Address: 38 VILLAGE RD

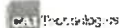
Mailing Address: MCHUGH BART
38 VILLAGE RD UNIT 714
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021 A-0000-38715
Property Address: 38 VILLAGE RD

Mailing Address: RAO DANIEL SOLIMINE MICHELE
24 SGT ROODE LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0004
CAMA Number: 0021-0000-0004
Property Address: 51 VILLAGE RD

Mailing Address: 50 FERNCROFT ESONG LLC % HILTON
DANVERS DOUBLETREE
50 FERNCROFT RD
DANVERS, MA 01923



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Parcel Number: 0021-0000-0005
CAMA Number: 0021-0000-0005
Property Address: 35 VILLAGE RD

Mailing Address: FERNCROFT LLC % KEN LIN
780 3RD AVE STE 2201
NEW YORK, NY 10017

Parcel Number: 0021-0000-0007
CAMA Number: 0021-0000-0007
Property Address: 1 -2 MEMORIAL DR

Mailing Address: MIDDLETON HOUSING AUTHORITY
80 SOUTH MAIN ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 A
CAMA Number: 0021-0000-0009 A
Property Address: 2 MANSFIELD RD

Mailing Address: BUNNALAI PONG NUALPRING
SUPAPAN
2 MANSFIELD RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 B
CAMA Number: 0021-0000-0009 B
Property Address: 77 LOCUST ST

Mailing Address: NICOLAU ALFREDO M TR ALFREDO M
NICOLAU TR
77 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 C
CAMA Number: 0021-0000-0009 C
Property Address: 75 LOCUST ST

Mailing Address: VENZA MICHAEL VENZA LINDSAY
75 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 D
CAMA Number: 0021-0000-0009 D
Property Address: 73 LOCUST ST

Mailing Address: ELETA VEDRANA ELETA SRDJAN
73 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 E
CAMA Number: 0021-0000-0009 E
Property Address: 2 NICHOLS LN

Mailing Address: ROSANO JOSEPH ROSANO DANA
2 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 F
CAMA Number: 0021-0000-0009 F
Property Address: 1 NICHOLS LN

Mailing Address: REVELEY MATTHEW A REVELEY
RENATA SOUZA
1 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 G
CAMA Number: 0021-0000-0009 G
Property Address: 65 LOCUST ST

Mailing Address: BOURGEOIS ROGER L BOURGEOIS
ROBIN A
65 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 H
CAMA Number: 0021-0000-0009 H
Property Address: 63 LOCUST ST

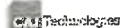
Mailing Address: TEIXEIRA JAIME TEIXEIRA SUSAN
63 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 J
CAMA Number: 0021-0000-0009 J
Property Address: 61 LOCUST ST

Mailing Address: COVIELLO THOMAS EST OF COVIELLO
MICHELE
61 LOCUST ST
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0009 K
CAMA Number: 0021-0000-0009 K
Property Address: 59 LOCUST ST

Mailing Address: ARRINGTON DANIEL ARRINGTON
ELAINE
59 LOCUST ST
MIDDLETON, MA 01949



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Parcel Number: 0021-0000-0010 A
CAMA Number: 0021-0000-0010 A
Property Address: 4 MANSFIELD RD

Mailing Address: LEGER JAMES J LEGER MONICA F
4 MANSFIELD RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 C
CAMA Number: 0021-0000-0010 C
Property Address: 9 MANSFIELD RD

Mailing Address: MONAGLE GAVIN MONAGLE JANET
9 MANSFIELD RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 E
CAMA Number: 0021-0000-0010 E
Property Address: 11 MANSFIELD RD

Mailing Address: CONWAY CATHERINE R TR ROSSI FAM
TR
11 MANSFIELD RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 L
CAMA Number: 0021-0000-0010 L
Property Address: 17 MANSFIELD RD

Mailing Address: SUAREZ MIGUEL A HOMEM FILOMENA
M
17 MANSFIELD RD
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 N
CAMA Number: 0021-0000-0010 N
Property Address: 3 NICHOLS LN

Mailing Address: DUEST DAVID F TR DUEST JENNIFER J
TR
3 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 Q
CAMA Number: 0021-0000-0010 Q
Property Address: 5 NICHOLS LN

Mailing Address: TANG LENG TANG ANNE TOW
5 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 S
CAMA Number: 0021-0000-0010 S
Property Address: 7 NICHOLS LN

Mailing Address: OCONNELL JAMES F TR OCONNELL
CHRISTINE E TR
7 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 V
CAMA Number: 0021-0000-0010 V
Property Address: 9 NICHOLS LN

Mailing Address: BUSHEY KENNETH S BUSHEY KEELY
9 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0010 X
CAMA Number: 0021-0000-0010 X
Property Address: 11 NICHOLS LN

Mailing Address: CARROLL TIMOTHY C EST OF
CARROLL ELISABETH A
11 NICHOLS LN
MIDDLETON, MA 01949

Parcel Number: 0021-0000-0012
CAMA Number: 0021-0000-0012
Property Address: 36 38 VILLAGE RD

Mailing Address: IRON ON THE GREEN CONDO TR
THAYER & ASSOC
1812 MASSACHUSETTS AVE
CAMBRIDGE, MA 02140

Parcel Number: 0021-0000-0012 A
CAMA Number: 0021-0000-0012 A
Property Address: 0 COUNTRY CLUB LN

Mailing Address: VILLAS AT IRONWOOD CONDO TR % E
P MGMT CORP
7 TOZER RD
BEVERLY, MA 01915

Parcel Number: 0021-0000-0014
CAMA Number: 0021-0000-0014
Property Address: 40 VILLAGE RD

Mailing Address: FERN CROFT TOWER CONDO ASSOC
401 FERN CROFT TOWER
DANVERS, MA 01923



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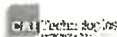
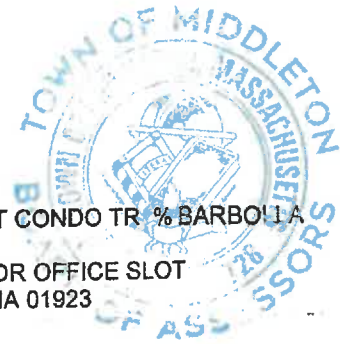


300 feet Abutters List Report

Middleton, MA
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Parcel Number: 0021-0000-0015
CAMA Number: 0021-0000-0015
Property Address: 0 CALLAWAY DR

Mailing Address: VILLAGE EST CONDO TR % BARBOLIA
RICHARD
CALLAWAY DR OFFICE SLOT
DANVERS, MA 01923



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C. Tabulation Data

As required under Section 56.05(2)(d) of the Chapter 40B Regulations and §260-5.C.(1)(d) of the ZBA Rules, below is a tabulation of the proposed buildings, including type, size (number of bedrooms, floor area) and ground coverage, and a summary showing the percentage of each tract to be occupied by buildings, by parking and other paved vehicular areas, and by open areas. A summary and tabulation of the proposed building program for the Project is below:

Building Program

Buildings	Gross SF Building Area	# of Rental Units	Studio	1BR Units	2 BR Units	3BR Units
Building A	109,991	94	0	65	10	19
Building B	133,051	106	5	70	30	1
Total		200	5	135	40	20
Unit Mix (%)			2.5	67.5%	20%	10.0%

** Property constitutes a portion of the 12.571-acre property currently known and numbered as 35 Village Road (Middleton Assessors Map 21, Lot 5, Parcel ID No. 0021-0000-0005.), along with rights for parking, access and related improvements for the Site.*

Unit Mix

Income	Bedrooms	Baths	# Units	Sq. Feet
80%*	Studio	1	1	504
80%*	One	1	34	766
80%*	Two	2	10	1,154
80%*	Three	2	5	1,390
Market	Studio	1	4	504
Market	One	1	101	766
Market	Two	2	30	1,154
Market	Three	2	15	1,390

**All affordable units will be affordable at or below 80% of area median income (AMI).*

The Property

Lot Size (LOT B)	Paved Impervious Surfaces (buildings, parking & other paved vehicular areas (%))	Open Space (%)
2.49 acres	53,500 s.f. (49%)	54,962 s.f. (51%)

D. Applicant Entity Information

Although Section 56.04(6) of the 40B Regulations states that the issuance of a Determination of Project Eligibility shall be considered Board as conclusive evidence that the Project and the Applicant have satisfied the Project Eligibility requirements of 760 CMR 56.04(1), the Applicant has attached information demonstrating its corporate status. The Applicant shall be a Limited Dividend Organization as it is eligible to receive a Subsidy from a Subsidizing Agency after a Comprehensive Permit has been issued, and agrees to comply with the requirements of the Subsidizing Agency, including the execution of a Regulatory Agreement, relative to a reasonable return for building and operating the Project.

D

The Commonwealth of Massachusetts

William Francis Galvin
Secretary of the Commonwealth
One Ashburton Place, Room 1717, Boston, Massachusetts 02108-1512

**Limited Liability Company
Certificate of Organization
(General Laws Chapter 156C, Section 12)**

Federal Identification No.: _____

- (1) The exact name of the limited liability company:

Femcroft Apartments, LLC

- (2) The street address of the office in the commonwealth at which its records will be maintained:

**35 Village Road
Middleton, MA 01949**

- (3) The general character of the business:

Real Estate Investment and Development

- (4) Latest date of dissolution, if specified: _____

- (5) The name and street address, of the resident agent in the commonwealth:

NAME	ADDRESS
Corporation Service Company	84 State Street Boston, MA 02109

- (6) The name and business address, if different from office location, of each manager, if any:

NAME	ADDRESS
Cyrus Sakhai	c/o Sovereign Partners, LLC 780 Third Avenue, Suite 2201 New York, New York 10017

- (7) The name and business address, if different from office location, of each person in addition to manager(s) authorized to execute documents filed with the Corporations Division, and at least one person shall be named if there are no managers:

NAME

Cyrus Sakhai

ADDRESS

c/o Sovereign Partners, LLC
780 Third Avenue, Suite 2201
New York, New York 10017

- (8) The name and business address, if different from office location, of each person authorized to execute, acknowledge, deliver and record any recordable instrument purporting to affect an interest in real property recorded with a registry of deeds or district office of the land court:

NAME

Cyrus Sakhai

ADDRESS

c/o Sovereign Partners, LLC
780 Third Avenue, Suite 2201
New York, New York 10017

- (9) Additional matters:

Signed by (by at least one authorized signatory):



Consent of resident agent:

Corporation Service Company

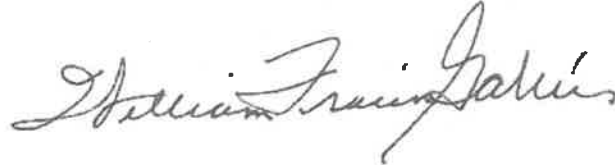
I, _____, resident agent of the above limited liability company, consent to my appointment as resident agent pursuant to G.L. c. 156C § 12."

*or attach resident agent's consent hereto.

THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

June 12, 2025 01:44 PM

A handwritten signature in dark ink, reading "William Francis Galvin". The signature is fluid and cursive, with the first name "William" being the most prominent.

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth

E. Evidence of Site Control; Deed

Although Section 56.04(6) of the 40B Regulations states that the issuance of a Determination of Project Eligibility shall be considered by the Zoning Board of Appeals as conclusive evidence that the Project and the Applicant have satisfied the Project Eligibility requirements of 760 CMR 56.04(1). A copy of the Deed into Owner is also attached.

R
③
p.c.r

2014052200248 Bk:33290 Pg:593
05/22/2014 12:46 DEED Pg 1/3

QUITCLAIM DEED

AFTER RECORDING RETURN TO:

Phillips Nizer LLP
666 Fifth Avenue
New York, New York 10103
Attn: Samuel M. Ofsevit, Esq.

552425 (87503+) Btch:313680
Southern Essex District Registry
5/22/2014 12:42 PM DEED Pg: 1/4

MASSACHUSETTS EXCISE TAX
Southern Essex District R00
Date: 5/22/2014 12:42 PM
ID: 313680 Doc# 552425
Fee: \$110,000.00 Cons: \$24,300,000.

QUIT CLAIM DEED

Property Address: 35 Village Road, Middleton, Massachusetts

THAT DIV FERNCROFT, LLC, a Massachusetts limited liability company, ("Grantor"), having an office c/o The Davis Companies, 125 High Street, 21st Floor, Boston, MA 02110, for and in consideration of the sum of TWENTY-FOUR MILLION THREE HUNDRED THOUSAND AND NO/100 DOLLARS (\$24,300,000.00) and other good and valuable consideration paid to Grantor by FERNCROFT, LLC, a Delaware limited liability company ("Grantee"), having an office at 150 East 58th Street, New York, New York 10155, the receipt and sufficiency of which are hereby acknowledged, has GRANTED, SOLD AND CONVEYED, and by these presents does hereby GRANT, SELL AND CONVEY unto Grantee, with QUITCLAIM COVENANTS, all of that certain real property located at 35 Village Road, Middleton, Massachusetts, as more particularly described in Exhibit A attached hereto and incorporated herein by reference, together with all buildings, improvements and fixtures located thereon, and all rights, privileges and appurtenances pertaining thereto (collectively, the "Property");

SUBJECT, HOWEVER, to and with the benefit of each easement, condition, agreement and restriction of record;

TO HAVE AND TO HOLD, the Property, subject to the aforesaid encumbrances, unto Grantee, Grantee's successors and assigns, forever.

For Grantor's title, see deed from BACM 2006-5 Ferncroft Office, LLC to Grantor, dated April 1, 2011 and recorded with the Essex County (Southern District) Registry of Deeds in Book 30390, Page 33, and filed with the Essex County (Southern District) Registry District of the Land Court as Document No. 519727.

Grantor is not classified as a corporation for federal income tax purposes.

EXECUTED under seal this 20th day of May, 2014.

GRANTOR:

DIV FERNCROFT, LLC

By:

By:

Name:

Title:

Jonathan G. Davis

COMMONWEALTH OF MASSACHUSETTS

Suffolk County, ss

On this 13th day of May, 2014, before me, the undersigned notary public, personally appeared Jonathan G. Davis proved to me through satisfactory evidence of identification, which was personal knowledge, to be the person whose name is signed on the preceding or attached document. and acknowledged to me that he signed it voluntarily for its stated purpose.

Diane K. Remsberg
[official signature and seal of notary]
My commission expires _____

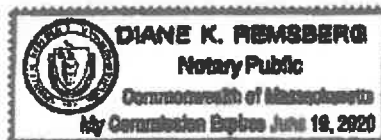


Exhibit A to Deed

Legal Description

PARCEL I (Unregistered Land)

The land at 35 Village Road, Middleton, Essex County, Massachusetts being shown as Lot 5A on a plan entitled "Plan of Land in Middleton, Mass., owned by Thomas J. Flatley" dated May 9, 1988, by The Russell A. Wheatley Co., Inc., Land Surveyors and Engineers, recorded with Essex South District Registry of Deeds, Plan Book 245, Plan 70 (the "Plan").

Said Lot 5A contains 12.201 acres according to said plan to which reference is made for a more particular description.

PARCEL II (Registered Land)

The land situated in Middleton in the County of Essex and Commonwealth of Massachusetts, bounded and described as follows:

Southwesterly by Locust Street two hundred fifty and 46/100 (250.46) feet;

Northwesterly on a curving line by lot 28 (shown as Village Road) as shown on plan hereinafter mentioned, fifty eight and 82/100 (58.82) feet;

Northeasterly by said lot 28, two hundred twenty three and 29/100 (223.29) feet; and

Easterly by land now or formerly of Charlotte E. Sills ninety eight and 54/100 (98.54) feet.

All of said boundaries are determined by the Court to be located as shown upon plan numbered 16270-F, drawn by Boston Survey Consultants Surveyors, dated August 31, 1984, as modified and approved by the Court, filed in the Land Registration Office, a copy of a portion of which is filed with Certificate of Title 54507 in said Registry and the above described land is shown as lot 12, sheet 6, on last mentioned plan.

Together with, in common with others entitled thereto the benefit of the following:

1. Amended and Restated Basement Agreement by and between Thomas J. Flatley and Nynex Properties Company, dated February 16, 1990 filed as Document No. 254638, and recorded in Book 10459, Page 228, which restates Basement Agreement by and between Thomas J. Flatley and Nynex Properties Company, dated October 20, 1988, filed as Document No. 254637, and recorded in Book 9750, Page 37.
2. Amended and Restated Water Use Agreement between Middleton Investors, Inc. and Farncroft Water Systems, Inc., dated November 15, 2004, recorded in Book 23630, Page 466, in common with others entitled thereto.

Together with a non-exclusive Easement recorded in Plan Book 6270, Page 196.

Ref 30390 33

Oct 84807

Doc# 519727

F. Determination of Project Eligibility

See attached Project Eligibility Letter issued by MassHousing, dated October 28, 2025.



Massachusetts Housing Finance Agency
One Beacon Street Boston, MA 02108

Tel: 617-854-1000
Fax: 617-854-1091

Relay 711
www.masshousing.com

October 28, 2025

Ferncroft Apartments, LLC
780 Third Avenue, Suite 2201
New York, New York 10017
Attention: Cyrus Sakhai

**Re: Ferncroft Apartments, Middleton
Project Eligibility/Site Approval
MassHousing ID No. 1291**

Dear Mr. Sakhai:

This letter is in response to your application as “Applicant” for a determination of Project Eligibility (“Site Approval”) pursuant to Massachusetts General Laws Chapter 40B (“Chapter 40B”), 760 CMR 56.00 (the “Regulations”) and the Comprehensive Permit Guidelines issued by the Executive Office of Housing and Livable Communities (“EOHLC”) (the “Guidelines” and, collectively with Chapter 40B and the Regulations, the “Comprehensive Permit Rules”), under the New England Fund (“NEF”) Program (“the Program”) of the Federal Home Loan Bank of Boston (“FHLBank Boston”).

Ferncroft Apartments, LLC submitted an application with MassHousing pursuant to Chapter 40B. You have proposed to build two hundred (200) units of rental housing, including fifty (50) affordable units, (the “Project”) on 12.57 acres of land located at 35 Village Road (the “Site”) in Middleton (the “Municipality”).

In accordance with the Comprehensive Permit Rules, this letter is intended to be a written determination of Project Eligibility by MassHousing acting as Subsidizing Agency under the Guidelines, including Part V thereof, “Housing Programs In Which Funding Is Provided By Other Than A State Agency.”

MassHousing has performed an on-site inspection of the Site, which local boards and officials were invited to attend, and has reviewed the pertinent information for the Project submitted by the Applicant, the Municipality and others in accordance with the Comprehensive Permit Rules.

Municipal Comments

Pursuant to the Regulations, the Town of Middleton was given a thirty (30) day period in which to review the Site Approval application and submit comments to MassHousing. The Select Board submitted the town’s response on September 17, 2025. Their response included a note that the Town prioritizes the development of affordable housing options to support the needs of its residents, especially older adults and young families. While the proposed project may assist in meeting these goals, several following concerns have been raised about this project:

Maura Healey, Governor
Kim Driscoll, Lt. Governor

Jeanne Pinado, Chair
Carolina Avellaneda, Vice Chair

Chrystal Komegay,
Chief Executive Officer

- The Municipality is concerned about stormwater management of the Site and requests that the Applicant provide a stormwater management plan for the Site, including erosion control measures during and after construction.
- The Municipality requests that the Applicant provide a comprehensive traffic study to review impacts on area roadways. Road capacity, sight lines, snow removal and other public safety measures should be studied.
- The Municipality requests the Applicant's collaboration and cooperation with other State and Local agencies regarding ongoing efforts to improve pedestrian safety.
- The Municipality requests additional information from the Applicant regarding fire safety, including but not limited to, locations of fire hydrants, water pressure readings, fire apparatus maneuverability, and safe building egress.
- The Municipality is concerned about the impacts of light and noise from the development onto neighboring properties, requesting proper sound attenuation for mechanical equipment, and encouraging measures to reduce single-vehicle trips including bicycle accommodations, car sharing services, and shuttle facilities.
- The Municipality is concerned about the availability of adequate water supply for the proposed Project and notes that the Applicant will need to plan for compliance with the Water Use Mitigation Program.

MassHousing carefully considered the Municipality's concerns and, to the extent appropriate within the context of the Site Approval process, has offered responses in the following "Recommendations" section of this letter.

MassHousing Determination and Recommendation

MassHousing staff has determined that the Project appears generally eligible under the requirements of the Program, subject to final review of eligibility and to Final Approval.¹ As a result of our review, we have made the findings as required pursuant to 760 CMR 56.04(1) and (4). Each such finding, with supporting reasoning, is set forth in further detail on Attachment 1 hereto. It is important to note that Comprehensive Permit Rules limit MassHousing to these specific findings in order to determine Project Eligibility. If, as here, MassHousing issues a determination of Project Eligibility, the Applicant may apply to the Zoning Board of Appeals ("ZBA") for a comprehensive permit. At that time local boards, officials and members of the public are provided the opportunity to further review the Project to ensure compliance with applicable state and local standards and regulations.

Based on MassHousing's site and design review, and considering feedback received from the Municipality, the following issues should be addressed in the application to the ZBA, and the Applicant should be prepared to explore them more fully during the public hearing process:

¹ MassHousing has relied on the Applicant to provide truthful and complete information with respect to this approval. If at any point prior to the issuance of a comprehensive permit MassHousing determines that the Applicant has failed to disclose any information pertinent to the findings set forth in 760 CMR 56.04 or information requested in the Certification and Acknowledgment of the Application, MassHousing retains the right to rescind this Site Approval letter.

- Development of this Site will require compliance with all state and federal environmental laws, regulations and standards applicable to existing conditions and to the proposed use related to building construction, conservation, stormwater management, wastewater collection and treatment, and hazardous waste safety. The Applicant should expect that the Municipality will require evidence of such compliance prior to the issuance of a building permit for the Project.
- The Applicant should be prepared to provide sufficient data to assess the proposed Project's potential traffic impacts on area intersections and respond to reasonable requests for mitigation.
- The Applicant should be prepared to provide detailed information regarding the management of wastewater on-site.
- The Applicant should continue to engage with the Municipality and Middleton Fire Department to review the plans and address public safety concerns, particularly those pertaining to access of fire apparatus and other emergency vehicles to the building.
- The Applicant should be prepared to work closely with its design team to address concerns regarding the architectural design, details, and materials proposed for the building.
- The Applicant should be prepared to provide detailed information related to light and noise impacts from vehicles and building equipment and respond to reasonable requests for mitigation. As a part of this, consideration should be given for ridesharing and bicycle amenities.
- The Applicant should be prepared to provide detailed information to address concerns related to water supply in connection with the proposed use.

MassHousing has also reviewed the application for compliance within the requirements of 760 CMR 56.04(2) relative to Application requirements and has determined that the material provided by the Applicant is sufficient to show compliance.

This Site Approval is expressly limited to the development of no more than two hundred (200) rental units under the terms of the Program, of which not less than fifty (50) of such units shall be restricted as affordable for low- or moderate-income persons or families as required under the terms of the Guidelines. It is not a commitment or guarantee of financing and does not constitute a site plan or building design approval. Should you consider, prior to obtaining a comprehensive permit, the use of any other housing subsidy program, the construction of additional units or a reduction in the size of the Site, you may be required to submit a new Site Approval application for review by MassHousing. Should you consider a change in tenure type or a change in building type or height, you may be required to submit a new site approval application for review by MassHousing.

For guidance on the comprehensive permit review process, you are advised to consult the Guidelines. Further, we urge you to review carefully with legal counsel the M.G.L. c.40B Comprehensive Permit Regulations at 760 CMR 56.00.

This approval will be effective for a period of two (2) years from the date of this letter. Should the Applicant not apply for a comprehensive permit within this period this letter shall be considered to be expired and no longer in effect unless MassHousing extends the effective period of this letter in writing.

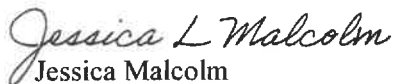
In addition, the Applicant is required to notify MassHousing at the following times throughout this two-year period: (1) when the Applicant applies to the local ZBA for a Comprehensive Permit, (2) when the ZBA issues a decision and (3) if applicable, when any appeals are filed.

Should a comprehensive permit be issued, please note that prior to (i) commencement of construction of the Project or (ii) issuance of a building permit, the Applicant is required to submit to MassHousing a request for Final Approval of the Project (as it may have been amended) in accordance with the Comprehensive Permit Rules (see especially 760 CMR 56.04(07) and the Guidelines including, without limitation, Part III thereof concerning Affirmative Fair Housing Marketing and Resident Selection). Final Approval will not be issued unless MassHousing is able to make the same findings at the time of issuing Final Approval as required at Site Approval.

Please note that MassHousing may not issue Final Approval if the Comprehensive Permit contains any conditions that are inconsistent with the regulatory requirements of the New England Fund Program of the FHLBank Boston, for which MassHousing serves as Subsidizing Agency, as reflected in the applicable regulatory documents. In the interest of providing for an efficient review process and in order to avoid the potential lapse of certain appeal rights, the Applicant may wish to submit a "final draft" of the Comprehensive Permit to MassHousing for review. Applicants who avail themselves of this opportunity may avoid significant procedural delays that can result from the need to seek modification of the Comprehensive Permit after its initial issuance.

If you have any questions concerning this letter, please contact Michael Busby at (617) 854-1219.

Sincerely,

Handwritten signature of Jessica L. Malcolm in cursive script.

Jessica Malcolm

Senior Manager of Planning & Programs

cc: Ed Augustus, Secretary, EOHLC
The Honorable Bruce E. Tarr
The Honorable Bradley H. Jones, Jr.
The Honorable Sally P. Kerans
Brian M. Cresta, Chair, Middleton Select Board
Justin Sultzbach, Middleton Town Administrator

Attachment 1

760 CMR 56.04 Project Eligibility: Other Responsibilities of Subsidizing Agency
Section (4) Findings and Determinations

Ferncroft Apartments, Project #1291

MassHousing hereby makes the following findings, based upon its review of the application, taking into account information received during the site visit and from written comments:

(a) that the proposed Project appears generally eligible under the requirements of the housing subsidy program, subject to final approval under 760 CMR 56.04(7);

The Project is eligible under the NEF housing subsidy program and at least 25% of the units will be available to households earning at or below 80% of the Area Median Income, adjusted for household size, as published by the U.S. Department of Housing and Urban Development ("HUD"). The most recent HUD income limits indicate that 80% of the current median income for a four-person household in Middleton is \$132,300.

Proposed rent levels net utility allowances for the area of \$2,249 for a one-bedroom unit, \$2,678 for a two-bedroom unit and \$3,062 for a three-bedroom unit are within current affordable rent levels for the Boston-Cambridge-Quincy HMFA under the NEF Program.

The Applicant submitted a letter of financial interest from Citizen's Bank, a member bank of the FHLBank Boston under the NEF Program.

(b) that the site of the proposed Project is generally appropriate for residential development, taking into consideration information provided by the Municipality or other parties regarding municipal actions previously taken to meet affordable housing needs, such as inclusionary zoning, multifamily districts adopted under c.40A, and overlay districts adopted under c.40R, (such finding, with supporting reasoning, to be set forth in reasonable detail);

(c) that the conceptual project design is generally appropriate for the site on which it is located, taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns (such finding, with supporting reasoning, to be set forth in reasonable detail);

Based on a site inspection by MassHousing staff, internal discussions, and a thorough review of the application, MassHousing finds that the Site is suitable for residential use and development and that such use would be compatible with surrounding uses and would address the local need for housing.

The Town of Middleton does not have a current EOHLC-approved Housing Production Plan. According to EOHLC's Chapter 40B Subsidized Housing Inventory (SHI), updated through October 20, 2025, Middleton has 229 Subsidized Housing Inventory (SHI) units (6.91% of its housing inventory), which is 102 units short of the statutory minima of 10%.

Relationship to Adjacent Building Typology (Including building massing, site arrangement, and architectural details):

The architectural design of Buildings A and B reflects a deliberate effort to respond sensitively to both the topography of the Site and the surrounding built context. The massing strategy places the majority of building volume adjacent to the existing 7- and 13-story multifamily buildings along Village Road. By concentrating the taller elements near these existing high-rise structures, the Applicant's design consolidates larger-scale development on the eastern portion of the Site and supports a transition toward the lower-density residential neighborhoods to the north and west.

Each of the proposed buildings is articulated into multiple volumes, with stepped massing that follows the natural slope of the site. Building A comprises two five-story sections located alongside the existing parking garage. Building B, an L-shaped structure, consists of a six-story section with a two-level podium and a five-story section that steps down the hill, also over a podium. These vertical and horizontal breaks help reduce the perceived scale and reinforce a more nuanced and contextually appropriate presence. To the north and west, the proposed Project is buffered by existing tree cover and generous setbacks from adjacent properties. These landscape buffers are proposed to be preserved and enhanced to soften building edges and screen views from the neighboring single-family homes along Locust Street. The building placement also helps maintain a sense of openness and preserve view corridors from adjacent properties.

Relationship to adjacent streets/Integration into existing development patterns

The Site is located in a residential and commercial area. The town benefits from its location at the intersection of Route 1 and I-95 which provide northerly access to New Hampshire and Maine and Boston, 21 miles to the south. Uses in the immediate area include North Shore Community College, the Ferncroft Towers condominium complex, a Doubletree Hotel, Ferncroft Country Club and the Water Park of New England.

Density

The Applicant proposes to build two hundred (200) rental units on 12.57 buildable acres. The resulting density is 15.91 units per buildable acre, which is acceptable given the proposed housing type.

Conceptual Site Plan

The proposed Project is in an area having existing utility connections and will utilize the existing public water system administered through the Town of Danvers, sewer use through the South Essex Sewer District but also administered by the Town of Danvers, and electrical infrastructure located in the adjacent office building and supplied by the Middleton Electric Light Department. To the extent practical, all on Site utilities will be placed underground. Building A will have 94 residential rental units and Building B will have 106 residential rental units. The two buildings will be connected via a common paved driveway with a turnaround between the two buildings, along with four visitor parking spaces. There will be additional surface parking spaces parallel to Building A across from the existing garage for visitors. The driveway will extend to the existing parking garage and office building, and also via a new dedicated access point off Locust Street to provide for enhanced circulation and fire access. Parking for Building A will include surface parking as well as parking in the existing garage. Parking for Building B will have underbuilding parking as well as parking in the existing parking garage.

Environmental Resources

The property does not contain any area of critical concern or areas of estimated or priority habitat of rare species, wildlife or vernal pools.

Topography

The Site is generally level with much of the Site either paved or improved with building area. The topographic features of the site have been considered in relationship to the proposed development plans and do not constitute an impediment to development of the Site.

(d) that the proposed Project appears financially feasible within the housing market in which it will be situated (based on comparable rentals or sales figures);

According to the appraisal report for the Site, Middleton's residential market appears stable and strong, with an overall upward trajectory in sales volume and prices in the last decade. MassHousing's Appraisal and Marketing team (A&M) performed a Competitive Market Analysis and found that proposed market rents for each unit type fall above the range of adjusted comparable market rents.

(e) that an initial pro forma has been reviewed, including a land valuation determination consistent with the Department's Guidelines, and the Project appears financially feasible and consistent with the Department's Guidelines for Cost Examination and Limitations on Profits and Distributions (if applicable) on the basis of estimated development costs;

MassHousing has commissioned an as "As-Is" appraisal which indicates a land valuation of \$27,200,000. Based on a proposed investment of \$91,610,752 in equity and permanent financing the development pro forma appears to be financially feasible and within the limitations on profits and distributions.

(f) that the Applicant is a public agency, a non-profit organization, or a Limited Dividend Organization, and it meets the general eligibility standards of the housing program; and

MassHousing finds that the Applicant must be organized as a Limited Dividend Organization. MassHousing sees no reason this requirement could not be met given information reviewed to date. The Applicant meets the general eligibility standards of the NEF housing subsidy program and has executed an Acknowledgment of Obligations to restrict their profits in accordance with the applicable limited dividend provisions.

(g) that the Applicant controls the site, based on evidence that the Applicant or a related entity owns the site or holds an option or contract to acquire such interest in the site, or has such other interest in the site as is deemed by the Subsidizing Agency to be sufficient to control the site.

The Applicant controls the entire Site by virtue of a Deed dated May 20, 2014, between DIV Ferncroft, LLC (Seller) and a related entity, Ferncroft, LLC (Buyer), recorded in Southern Essex District Registry under Book 33290 and Page 593.

G. Waivers

As required under Section 56.05(2)(h) of the 40B Regulations and § 260-5.C.(1)(i) of the ZBA Rules, the following is a list of requested Waivers to Local Requirements and Regulations, and the Applicant requests approval of the following Waivers from certain local requirements of the Town of Middleton, including the Middleton Zoning Bylaws, and other Local Requirements and Regulations as defined under Section 56.02 of the Chapter 40B Regulations, including all local legislative, regulatory, or other actions which are more restrictive than state requirements, if any, including local zoning and wetlands bylaws, subdivision and board of health rules, and other local ordinances, codes, and regulations, in each case which are in effect on the date of the Project's application to the Board. In addition to the following list of requested Waivers listed below, the Applicant requests an exception from each and every provision or requirement of all Local Requirements and Regulations issued by a "Local Board" (defined under the Chapter 40B Regulations as meaning any local board or official, including, but not limited to any board of survey; board of health; planning board; conservation commission; historical commission; water, sewer, or other commission or district; fire, police, traffic, or other department; building inspector or similar official or board; city council, as well as all boards, regardless of their geographical jurisdiction or their source of authority [that is, including boards created by special acts of the legislature or by other legislative action] if such local board perform functions usually performed by locally created boards) with which any aspect of its Comprehensive Permit application, including but not limited to its proposed site development plans and any other information hereinafter submitted to the Board, is inconsistent.

See Waiver List addendum attached hereto.

LIST OF WAIVERS

Project Waivers

35 Village Road, Lot B, Comprehensive Permit Application

December, 2025

The Applicant requests the Middleton Zoning Board of Appeals ("Board") to approve the following specific waivers for Ferncroft Apartments, a 200 unit residential rental project (the "Project"), as shown on the site development plans entitled, "Ferncroft Apartments, 35 Village Road, Middleton, MA" dated December 19, 2025, prepared by Weston & Sampson Engineers, Inc., as revised within the public hearing; Architectural Drawings entitled "Ferncroft Apartments, 35 Village Road, Middleton, MA," dated December 19, 2025, prepared by The Architectural Team, Inc., as revised within the public hearing; submitted by the Applicant (collectively, the "Site Development Plans" or "Site Plans"), from the following Town of Middleton's Local Requirements and Regulations, as defined under Section 56.02 of the Chapter 40B Regulations (760 CMR 56.00), in effect as of the date of the filing of the Comprehensive Permit Application with the Town of Middleton Zoning Board of Appeals. To the extent that the Site Development Plans as approved by the Board's Comprehensive Permit provide additional clarity as to the scope of the waivers granted as a part of the Comprehensive Permit Decision, the Applicant requests that the Board deem waivers necessary to advance the approved Site Development Plans be deemed granted.

The Property is located in the Interstate Highway Business District (IH) as depicted on the Zone Map of Middleton, Massachusetts, revised and reprinted by CAI Technologies on May 18, 2016, and depicted in Chapter 235, Town of Middleton Zoning Bylaws (the "Zoning Bylaws") at Attachment 4.

* **Note 1:** Pursuant to Chapter 40B Rules described under 760 CMR 56.05(7), "Zoning waivers are required solely from "as-of-right" requirements of the zoning districts where the project site is located; there shall be no requirement to obtain waivers from the special permit requirements of the district." Accordingly, any waivers which reference special permit requirements are included for informational purposes only.

TOWN OF MIDDLETON GENERAL BYLAWS, RULES AND REGULATIONS, AS AMENDED THROUGH MAY 13, 2025 (THE "MIDDLETON GENERAL BYLAWS")			
REGULATION TITLE	DESCRIPTION	REQUIRED	PROPOSED
Chapter 130 Earth Removal	Earth Removal Requirements	No sod, loam, clay, sand, gravel, quarried stone or other earth material which forms a part of the real estate of the Town of Middleton shall be carried, conveyed or moved outside the boundaries of the Town of Middleton for any purpose whatsoever, except for new building construction, at which time the Board of Appeals may grant a special permit for removal of clay, sand, gravel, or quarried stone from the Town of Middleton.	Waived. To be governed by Comprehensive Permit.

Chapter 204. Stormwater Management and Illicit Discharge Bylaw, Article I – Stormwater Management, and Chapter 248. Stormwater Management Regulations	Stormwater Management and Illicit Discharge	Requirements for Stormwater Management and Prevention of Illicit Discharges	Requires a Stormwater Management Permit to be issued by the Stormwater Permitting Authority (SWPA) for any activity that will disturb or alter 20,000 square feet or more of land unless exempt under § 204-2D.	Waived. Stormwater Management and related design shall comply with the performance standards of the most recent version of Massachusetts Department of Environmental Protection (DEP) stormwater management standards and accompanying Stormwater Management Handbook, and as regulated under the coverage requirements of the 2022 US EPA Construction General Permit for Massachusetts (MAR100000), all as provided in the Comprehensive Permit.
Chapter 206. Streets and Sidewalks, Section 206-7	Street Excavations	Regulation of Street Excavation.	No person, corporation or Town department shall make any temporary or permanent excavation under the surface of any street, way, sidewalk, square or intersection or break up or dig up any part of such street, way, sidewalk, square or intersection or assist in any such act, for any purposes whatever, without the written permission of the Superintendent of the Division of Public Works	Waived. Comprehensive Permit operates to issue road opening permit to perform work in Village Road and Locust Street in accordance with DPW and State requirements. Details of such work to be approved by the Board's engineer, in consultation with the DPW.
Chapter 230, Article III, Water Main Extensions	Water Main Extensions	Extension of Water Mains	Select Board discretion to authorize waterlines to be extended on any publicly accepted street or private way open to the public within the Town with said discretion to be exercised subject to the Superintendent of Public Works determining that public convenience and public necessity require the extension.	Waived such that Comprehensive Permit operates to issue approval of water main extension and permit, if necessary, subject to compliance with water main extension technical requirements and other specifications of the Superintendent of Public Works.

Chapter 343. Water Supply Systems,	Water Supply Wells	Standards Related to Installing Water Well for Public, Irrigation, or Geothermal Supply Purposes	Well Construction Permit to be issued by Board of Health; Siting and Testing Standards.	Waived such that the Comprehensive Permit operates to issue approval of to allow Board of Appeals to issue Well Construction Permit for irrigation purposes, subject to demonstration to the Board's engineer that the requirements of Chapter 343 have been satisfied. Board's engineer may consult with the Town's Health Agent.
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ZONING BYLAWS OF THE TOWN OF MIDDLETON, MASSACHUSETTS, AS AMENDED THROUGH ANNUAL TOWN MEETING HELD ON MAY 13, 2025 (THE "MIDDLETON ZONING BYLAWS")**				
BY-LAW/REG. SECTION 1.0. Purpose and Authority	TITLE	DESCRIPTION	REQUIRED	PROPOSED
	1.5. Applicability	Compliance With Zoning	All buildings or structures hereinafter erected, and the use of all premises in the Town, shall be in conformity with the provisions of the Zoning Bylaw. No building, structure or land shall be used for any purpose or in any manner other than as expressly permitted within the district in which such building, structure or land is located. Where the application of this bylaw imposes greater restrictions than those imposed by any other regulations, permits, restrictions, easements, covenants, or agreements, the provisions of this bylaw shall control.	Waived. To be governed by the requirements of the Comprehensive Permit.

<p>SECTION 3.0. Use Regulations</p>		<p>Sections 3.1 and 3.2 Attachment 2 – Table of Use Regulations</p>	<p>Principal Uses and Accessory Uses and Structures Allowed Within the Interstate Highway Business District (IH) Zoning Districts</p>	<p>Except as provided by law or in this bylaw in each district, no building or structure shall be constructed, used or occupied, nor shall land be used or occupied, except for purposes permitted in the Table of Use Regulations. Per the Table of Use Regulations, Use B.4 (Multifamily Residential) is not allowed within Interstate Highway Business District (IH). Per the Table of Use Regulations, "other" accessory uses are permitted within the Interstate Highway Business District (IH), but without clarification as to definition of "other" accessory uses.</p>	<p>Waived to allow the uses described herein and in the Comprehensive Permit, including but not limited to, allowing use of Property for no more than a total of 200 multifamily rental dwelling units and accessory uses, including without limitation, utilities, generator, and management/leasing office, resident indoor and outdoor common area spaces, multipurpose community rooms, related customary accessory uses, parking, and access. Also allow the following rights from the Property (Lot B) over and through Lot A for the benefit of Lot B, including but not limited to reciprocal rights of access, driveways, water, sewer, electrical, natural gas utilities, grading, stormwater management improvements, parking (both surface and within the existing parking garage), the removal and movement of sod, loam, sand, gravel or other earth product deemed necessary to construct and operate the Project and related improvements, signage, access to open space and other recreational and other amenities on Lot A, other appurtenant uses customary to residential uses, all as may be depicted in the Site Plans. Moreover, the 35 Village Road Approvals (as defined in the Comprehensive Permit Decision) are deemed modified to allow such existing uses and structures (i.e., office building and parking garage) and other improvements on Lot A to lawfully continue and exist and to co-exist with the proposed Project uses and improvements at the Property, all as shown on the Site Plans and as provided in the Comprehensive Permit. Also allow the use of a temporary construction/ marketing trailer(s) commencing prior to construction commencement until Project construction completion.</p>
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SECTION 4.0. Dimensional Requirements	Sections 4.1., 4.1.1, 4.1.2. (Notes to Table of Dimensional Requirements) and 235 Attachment 1, Town of Middleton Table of Dimensional Requirements	General dimensional requirements for lots located within the Interstate Highway Business District (IH).	No building or structure shall be constructed nor shall any existing building or structure be enlarged or altered except in conformance with the Table of Dimensional Requirements, as to lot coverage, lot area, land area per dwelling unit, lot width, front, side and rear setbacks, and maximum height of structures except as may otherwise be provided elsewhere herein.	All of the dimensional requirements under Sections 4.0, including 4.1., 4.1.1, 4.1.2 and 235 Attachment 1, Town of Middleton Table of Dimensional Requirements, not otherwise shown on the Plans as compliant are waived, but are as depicted on the Site Plans.												
			Dimensional Requirements for the Interstate Highway Business District (IH). (Cont'd)													
			<table><tr><th><u>Requirement</u></th><th><u>IH</u></th><th><u>Proposed</u></th></tr><tr><td>--Minimum Lot Area (square feet)</td><td>160,000 sf</td><td>108,462 sf [waiver]</td></tr><tr><td>--Minimum Frontage (feet)</td><td>400 ft</td><td>752.56 ft (on Village Road)</td></tr><tr><td>--Minimum Lot Width (feet)¹</td><td>400 ft</td><td>129.10 ft [waiver]</td></tr></table>	<u>Requirement</u>	<u>IH</u>	<u>Proposed</u>	--Minimum Lot Area (square feet)	160,000 sf	108,462 sf [waiver]	--Minimum Frontage (feet)	400 ft	752.56 ft (on Village Road)	--Minimum Lot Width (feet) ¹	400 ft	129.10 ft [waiver]	
<u>Requirement</u>	<u>IH</u>	<u>Proposed</u>														
--Minimum Lot Area (square feet)	160,000 sf	108,462 sf [waiver]														
--Minimum Frontage (feet)	400 ft	752.56 ft (on Village Road)														
--Minimum Lot Width (feet) ¹	400 ft	129.10 ft [waiver]														

¹ Section 4.1.2.1. Lot width. Lot width shall be measured as the shortest distance between side lot lines taken through the dwelling. In the event of an irregularly shaped lot and a question as to the identification of the appropriate side lot lines for the foregoing measurement, the matter shall be decided by the Building Commissioner with the advice of the Planning Board. At no point between the street frontage line and the principal structure shall the lot be narrower than 75% of the required lot frontage.

<u>Requirement</u>	<u>IH</u>	<u>Proposed</u>
<u>Building A</u>		
--Minimum Front Setback (feet) ²	50 ft	24.5 ft [waiver]
--Minimum Side Setback (feet)	50 ft	24.1 ft [waiver]
--Minimum Rear Setback (feet)	50 ft	4.8 [waiver]
<u>Building B</u>		
--Minimum Front Setback (feet) ³	50 ft	51.7 ft
--Minimum Side Setback (feet)	50 ft	5.0 ft [waiver]
--Minimum Rear Setback (feet)	50 ft	5.0 ft [waiver]
--Lot Coverage by Buildings (%)	25%	39+/-% [waiver]
--Minimum Open Space (%)	---	N/A
--Maximum Building Height (feet)	125 ft	67 +/- ft
Maximum Building Height (stories)	---	N/A

² Section 4.1.2.6 -- Front yard; Business District. Front yards shall be green and open, be suitably landscaped, be unbuilt upon, be unpaved and not parked on. Adequate entrances and exits shall be allowed in this front yard. See also Section 4.2.4. 4.2.4. Front yards. Every structure in all districts shall be so located as not to extend within 25 feet of the street line or building line, or 50 feet from the street center line, whichever is greater, except as otherwise set forth herein, except that no building need be set back more than the average setback of the buildings on either side, a vacant lot being counted as though occupied by a building set back 25 feet from the street side line.

³ See Footnote 2 above.

Section 4.1.2.7	Units and Buildings in IH Districts	The total number of apartment dwelling units in an IH District shall not exceed 416 of such units. The maximum number of buildings (accessory buildings excepted) in an IH District shall not exceed eight of such buildings in the aggregate.	Waived to allow the Project Buildings and number of units (200) as described in the Comprehensive Permit.
Sections 4.1.2.6 and 4.1.2.9	Front Yards; Dwellings located in setbacks	Front yard; Business District. Front yards shall be green and open, be suitably landscaped, be unbuilt upon, be unpaved and not parked on. Adequate entrances and exits shall be allowed in this front yard. No dwelling, or part thereof, shall be located within the front, side and rear yard setbacks, as defined by the Table of Dimensional Requirements.	Waived. Landscaping and layout of front yard to be as depicted on Comprehensive Permit Plans and portions of Buildings A and B to be within front, side or rear setbacks as depicted on Comprehensive Permit Plans and otherwise described under waiver request for Section 4.1 above.
Section 4.2.5	Lots in Business District not meeting Section 4.0	Business District; special permit. A lot in the Business District which does not meet certain requirements of this Section 4.0 may apply for a special permit from the Board of Appeals to exempt such lot from the dimensional requirements for lot area, lot frontage and width, and side and rear yards.	See Note 1 (Pursuant to Chapter 40B, waivers are not required for provisions otherwise allowed by way of special permit; inclusion of Section 4.2.5 is provided for informational purposes).

SECTION 5.0. General Regulations	Section 5.1	Off-street parking and loading; Table of Off-Street Parking Requirements	Two spaces per dwelling unit.	<p>Waived. Allow for a total of 300 parking spaces, or an average of 1.5 parking spaces per unit, in locations as shown on Site Plans, and including allowing for parking and related access onsite, on adjacent Lot A, as shown on the Site Plans; further waived to acknowledge the 35 Village Road Approvals (as defined in the Comprehensive Permit Decision) are deemed modified by Comprehensive Permit to allow such existing parking uses, structures and other improvements on Lot A to lawfully continue and exist and to co-exist with the proposed Project parking uses and improvements at the Property, all as shown on the Site Plans and as provided in the Comprehensive Permit.</p> <p>See Note 1. Parking and related requirements to be allowed as shown on the Site Plans and as further described in the Comprehensive Permit.</p>
	Section 5.1.6	Adjustments to Parking Requirements under Section 5.0	Parking adjustments allowed by ZBA Special Permit.	<p>Waived. Allow the construction of signage as specified in this Waivers list.</p>
	Sections 5.2, including Section 5.2.3 (Administrative)	Signs	<p>Unless otherwise provided herein, no sign shall be erected unless it complies with the terms and provisions set forth in this regulation and the owner or applicant has submitted a sign application and paid the associated fee and the Building Commissioner has issued a sign permit.</p>	

Sections 5.2, 5.2.4 (General Requirements), including 5.2.5.3 (Ground Signs), Section 5.2.7 (Special Permit), and Section 5.2.11.(Permitted signs — all Business and Industrial Districts).	Ground signs.	Signs must comply with Section 5.2, sign application and sign permit requirements. Ground signs shall be set back a minimum of 10 feet from all property lines, including rights-of-way (both public and private), and a minimum of 40 feet from all residential districts and all off premises structures. Only one ground sign permitted on Premises, up to 15 feet in height from ground height, the sign area up to 36 square feet; sign areas larger than 96 square feet require special permit from board of appeals.	Waived. See Note 1. Allow the construction of three permanent externally-illuminated ground signs of no more than 32 square feet in size and not exceeding 8 feet in height, allow zero (0) feet from all property lines, including rights-of-way (both public and private), to be located as shown on the Final Site Plans, internal wayfinding signage including but not limited to at the entrance and egress of the vehicle connection, and temporary non-illuminated construction signs of no more than 64 square size from the commencement until completion of construction all as may be shown on the Site Plans, along with other signs permitted in the IH District as provided in Section 5.0.
Sections 5.2, including 5.2.3, (Administrative), 5.2.7. (Special Permits), and 5.2.11 (Permitted signs — all Business and Industrial Districts.), Section 9.4	Wall, Directional and Temporary Signs	Allowed accessory wall signs in the IH District include one wall shall not exceed one square foot for every one linear foot of the building frontage, except multi-occupant building allowed to have more signs by special permit, two wall signs on different building sides allowed by special permit, allow up to 4 directional signs unless more allowed by Building Commissioner,	Waived. See Note 1. Allow the construction of three permanent externally-illuminated ground signs of no more than 32 square feet in size and not exceeding 8 feet in height, walls signs as shown on Final Site Plans, internal wayfinding signage including but not limited to at the entrance and egress of the vehicle connection, and temporary non-illuminated construction signs of no more than 64 square size from the commencement until completion of construction, all to be located as may be shown on the Final Site Plans, along with other signs permitted in Business Districts as provided in Section 5.0.

	Sections 5.2.7, 5.2.8, 5.2.13, Off-Premises Signs	Off-Premises sign location and permit requirement; nonconformity; special permit.	5.2.13. Off-premises signs. An off-premises directional sign, designating the route to an establishment not on the street to which the sign is oriented, may be erected and maintained within the public right-of-way at any intersection if authorized by the Board of Selectmen or on private property if granted a special permit by the Board of Appeals; changes to nonconforming signs require a special permit by the Board of Appeals.	See Note 1. Applicant requests a waiver to allow for an update to the freestanding/ground sign at 35 Village Road main entrance to incorporate panel depicting Ferncroft Apartments and Project address, along with directional signage along the Lot A shared driveway, all as shown on the Final Site Plans, and as may be conditioned within the Comprehensive Permit. The 35 Village Road Approvals (as defined in the Comprehensive Permit Decision) are modified to allow the signage to lawfully continue and exist and to co-exist with the Project signage all as shown on the Final Site Plans and described in the Comprehensive Permit Decision.
SECTION 6.0 Special Regulations				
	Section 6.2	Earth Removal	The removal of sod, loam, sand, gravel, or other products from a lot is prohibited. However, where such removal is permitted as an accessory use, the Board of Appeals, subject to the Town bylaws, may authorize incidental removal by the grant of a special permit. In such cases, the Board shall impose conditions relative to the hours of operation and routes for transporting the material through the Town and impose requirements for regrading and planting the area to suitable cover when operations are completed. Said Board shall require a bond or other security for compliance with the terms of its authorization.	Waived. See Note 1. Earth removal and movement to be conducted to enable the construction of the Project, and as governed by the Comprehensive Permit.

	Section 6.3, 6.3.3 and 6.3.6	Driveways	<p>Specifications for driveways; location, grade and other requirements; common driveways by special permit.</p> <p>Section 6.3.3: Maximum distance. The distance of any driveway measured from the street line to the point where the principal building is proposed shall not exceed a distance of 500 feet, unless the Board of Appeals grants a special permit</p> <p>Section 6.3.6: Common driveways. Common driveways can serve not more than two lots, as allowed on special permit by the Board of Appeals.</p>	<p>Waived. See Note 1. Allow driveways as shown on the Site Plans, including shared and common driveways, all as shown on the Final Site Plans, and as may be conditioned within the Comprehensive Permit. The 35 Village Road Approvals (as defined in the Comprehensive Permit Decision) are modified to allow the driveway to serve the lots and to lawfully continue and exist and to co-exist with the Project driveways all as shown on the Final Site Plans and described in the Comprehensive Permit Decision.</p>
SECTION 9.0. Administration and Procedures				
	Section 9.1.4	Occupancy Permits	<p>No building erected, under a permit or otherwise, shall be occupied or used without an occupancy permit, signed by the Building Commissioner. Such permit shall not be issued until the building and its uses comply in all respects with these bylaws or with a decision of the Board of Appeals taken thereunder</p>	<p>Waived. Occupancy permit to be issued based upon compliance with the terms of the Comprehensive Permit and Mass. State Building Code.</p>

Section 9.2.1	Building Commissioner Enforcement	The Building Commissioner shall institute proceedings to enforce these bylaws and to enjoin the construction, alteration, enlargement, reconstruction or use of any building or the use of any premises in violation of these bylaws.	Waived in part. Building Commissioner retains authority to enforce the Zoning Bylaw but as modified by the Zoning Bylaw waivers granted by the Comprehensive Permit.
Section 9.4.	Special Permits	Conditions, criteria and procedures for the grant of a special permit.	See Note 1.
Section 9.5	Site Plan Review	Conditions, criteria and procedures for the issuance of site plan approval.	Waived. Comprehensive Permit subsumes all local permitting; functional review of plans is governed by Comprehensive Permit.

****Note 1:** Pursuant to the Chapter 40B Rules described under 760 CMR 56.05(7), "Zoning waivers are required solely from the "as-of-right" requirements of the zoning district where the project site is located; there shall be no requirement to obtain waivers from the special permit requirements of the district." Accordingly, any waivers which reference special permit requirements are included for informational purposes only.

TOWN OF MIDDLETON (OTHER LOCAL REQUIREMENTS)			
REGULATION	TITLE	DESCRIPTION	REQUIRED
Chapter 250 – Subdivision of Land (Rev. September 10, 2014)	Rules and Regulations Governing the Subdivision of Land in the Town of Middleton, Massachusetts	Approval Not Required (ANR) Plan Requirements	Application and endorsement form application and other requirements for ANR Plan
Public Shade Tree Act, M.G.L. Ch. 87	"Public shade trees" defined as "all trees within a public way or on the boundaries thereof."	Requirements governing the cutting or removing of public shade trees delegated to local tree warden or other local official.	Public shade trees shall not be cut, trimmed or removed, in whole or in part, by any person other than the tree warden unless a permit is issued after a public hearing.
			PROPOSED
			Waived. At Applicant's election, either Board to endorse lotting plan included with the Final Plans in accordance with, and pursuant to the authority under, Chapter 40B, or the Planning Board to endorse the ANR Plan, all as provided in the Comprehensive Permit.
			Waived. The removal or cutting of any public shade trees along Village Road and/or Locust Street to be as depicted on the Final Plan, and as may be conditioned within the Comprehensive Permit.

MIDDLETON ZONING BOARD OF APPEALS COMPREHENSIVE PERMIT RULES – G.L. C. 40B, §20-23 (Adopted September 22, 2022)				
REGULATION	TITLE	DESCRIPTION	REQUIRED	PROPOSED
Section 260-5, Subsection C.1	Comprehensive Permits; Filing Requirements			
		Subsection C.1.(h)	Detailed documentation establishing jurisdictional requirements.	Waived as Applicant has established compliance with these jurisdictional requirements through the issuance of the MassHousing Project Eligibility Letter. See 760 CMR 56.04(1); 56.05(2).
		Subsection C.1.(j), (k)	(k) A complete copy of any and all materials and applications submitted by the applicant to any prospective subsidizing agency or source, including, but not limited to, applications for project eligibility;	Waived. Exceeds requirements under 760 CMR 56.05(2). Town has received PEL Application which includes pro forma. An excerpt of the PEL Application, however, including the MassHousing form of project eligibility application is attached. Board may request to review the pro forma or other financial statements only after the time described under 760 CMR 56.05(6)

H. Project Eligibility Application Excerpt

As requested under § 260-5.C.(1) of the ZBA Rules, the following is an excerpt from the Project Eligibility Letter Application filed with MassHousing.

MassHousing

Comprehensive Permit Project Eligibility Application

Ferncroft Apartments



35 Village Road, Middleton, MA

Applicant: Ferncroft Apartments LLC
Prepared By: LDS Consulting Group, LLC
Date: July 31, 2025



LDS Consulting Group, LLC 170 Worcester Street, Suite 206, Wellesley, MA 02481

LYNNE D. SWEET, MANAGING MEMBER
617-454-1144

ldsweet@ldsconsultinggroup.com
www.ldsconsultinggroup.com

July 31, 2025

Mike Busby
Jessica Malcolm
MassHousing
Fourth Floor
One Beacon Street
Boston, MA 02108

Re: 35 Village Road, Middleton, MA

Dear Mike and Jessica:

It is my pleasure to provide an application to MassHousing on behalf of Ferncroft Apartments, LLC for Site Eligibility under M.G.L. Chapter 40B for 200 units of mixed-income rental housing. This is the development we discussed on June 10, 2025.

I will mail a hard copy application to the town and a cover letter to EOHLC and send an electronic version to the town planner.

We look forward to answering any questions you may have on this matter and scheduling a site walk.

Thank you for your time and consideration.

Sincerely,
LDS Consulting Group, LLC

By: _____
Lynne D. Sweet, Managing Member

cc: Jennifer Maddox, Deputy Secretary Executive Office of Housing and Livable Communities
(cover letter)

Brian M. Cresta, Chair, Middleton Select Board (complete application)

**Attachments to the Ferncroft Apartments Application
M.G.L. Chapter 40B Project Eligibility Application**

Cover Letter

- 1. Project Description**
- 2. Project Eligibility Application**
 - a. W9 Form**
 - b. Proof of Wire**
 - c. Proof of MHP Technical Assistance Check**
- 3. Maps and Photographs**
 - a. Directions to the Site and Location Map**
 - b. Tax Map**
 - c. Flood Insurance Rate Map**
 - d. Context Photographs**
 - e. Aerial of Site**
- 4. Plan Set**
 - a. ALTA Existing Conditions Plan**
 - b. Preliminary Site Layout Plan**
 - c. Preliminary Shared Parking Analysis**
- 5. Preliminary Architectural Plans**
 - a. Building, Unit and Facade Plans**
 - b. Architects Narrative**
- 6. Tabular Zoning Analysis**
- 7. Evidence of Site Control**
 - a. Deed to Ferncroft LLC (Applicant is wholly owned by the same principal)**
 - b. Certificate of Organization for Ferncroft Apartments, LLC**
- 8. NEF Lender Letter of Interest from Citizens Bank**
- 9. Market Comparison Study**
- 10. Development Team Qualifications**



**Comprehensive Permit
SiteApproval Application
Rental**

www.masshousing.com | compppermit.masshousing.com

Attached is the Massachusetts Housing Finance Agency ("MassHousing") application form for Project Eligibility/Site Approval ("Site Approval") under the state's comprehensive permit statute (M.G.L. c. 40B, Sections 20-23 enacted as Chapter 774 of the Acts of 1969) known as "Chapter 40B". Developers seeking a comprehensive permit to construct affordable housing under Chapter 40B and intending to use a MassHousing financing program or financing through the New England Fund ("NEF") program must receive Site Approval from MassHousing. This approval (also referred to as "project eligibility approval") is a required component of any comprehensive permit application to be submitted to the local Zoning Board of Appeals of the municipality in which the development is to be located.

As part of its review of your application, MassHousing will conduct an inspection of the site and will solicit comments from the relevant municipality. MassHousing will consider any relevant concerns that the municipality might have about the proposed project or the developer. The applicant is encouraged, therefore, to make contact with the municipality prior to submitting the Site Approval application in order to ensure that the applicant understands any concerns that the municipality may be likely to raise regarding the proposed development.

In order for a project to receive Site Approval, MassHousing must determine that (i) the applicant has sufficient legal control of the site, (ii) the applicant is a public agency, non-profit organization or limited dividend organization, and (iii) the applicant and the project are generally eligible under the requirements of the MassHousing program selected by the applicant, subject to final eligibility review and approval. Furthermore, MassHousing must determine that the site of the proposed project is generally appropriate for residential development (taking into consideration municipal actions previously taken to meet affordable housing needs) and that the conceptual project design is generally appropriate for the site. In order for MassHousing to be able to make these findings (required by 760 CMR 56.04 (4)), it is important that you answer all questions in the application and include all required attachments.

Please note that MassHousing requires that all applicants meet with a member of our Planning and Programs Department staff before submitting their application. Applications for any projects that have not been the subject of a required pre-application meeting will not be accepted or processed.

Upon completion of its analysis, MassHousing will either issue a Site Approval Letter that approves, conditionally approves or denies the application. If the application is approved, the applicant should apply to the Zoning Board of Appeals within two years from the date of the Site Approval Letter (unless MassHousing extends such term in writing).

Please note that Site Approval from MassHousing does not constitute a loan commitment by MassHousing or any other financing program. All potential MassHousing financing is subject to further review and underwriting by MassHousing's Rental Lending Department. Please be sure you have familiarized yourself with all of the applicable requirements set forth in the Chapter 40B regulations and guidelines, which can be found at:

<https://www.mass.gov/doc/760-cmr-56-comprehensive-permit-low-or-moderate-income-housing/download>
www.mass.gov/hed/docs/dhcd/legal/comprehensivepermitguidelines.pdf.

Instructions for completing the Site Approval Application are included in the application form which is attached. The completed application form and all additional documentation should be sent, after your pre-application meeting has been held, to:

**Manager of Planning Programs
One Beacon Street, Boston, MA 02108**

We look forward to working with you on your proposed development. Please contact Jessica Malcolm at 617-854-1201 or jmalcolm@masshousing.com to discuss scheduling your pre-application meeting or if there is any assistance that we can provide in the meantime to make your application process a smooth and efficient one.

Our Commitment to You

MassHousing recognizes that applicants seek some measure of predictability regarding the timeframe for our processing of their applications. Our staff will endeavor to adhere to the following schedule for reviewing applications for site approval

Within one week of receipt of your application (provided that you have attended a required pre-application meeting) a member of our staff will notify you of any of the items listed on the checklist at the end of the application form that were missing from your application package. Please note that our acknowledgement of receipt of an item does not indicate that any substantive review has yet taken place.

If your application package is missing any of the items indicated on the checklist by an asterisk, we will not be able to continue processing your application until such items are received.

If we have received the information which is crucial to the commencement of our review process, we will proceed to (i) give the municipality a period of thirty (30) days in which to submit comments relating to your proposal, (ii) schedule and conduct a site visit, and (iii) solicit bids for and commission and review an "as is" appraisal of your site. If during our review of your application package we determine that additional information or clarification is needed, we will notify you as soon as possible. Depending on when we receive such additional information, this may affect the amount of time required for MassHousing to complete the site approval process.

Assuming that your application package was complete and that you respond in a timely manner to requests for additional information or clarification, we would expect to issue or deny your site approval within 90 days of our receipt of your application package

**Application for Chapter 40B Project Eligibility / Site Approval
for MassHousing Financed and New England Fund ("NEF") Rental Projects**

Section 1: GENERAL INFORMATION

Name of Proposed Project: Ferncroft Apartments
Municipality: Middleton **County:** Essex
Site Address: 35 Village Road
Cross Street:
Zip Code: 01949
Tax Parcel I.D. Number(s): Map 21 Parcel 5

Name of Proposed Development Entity: Ferncroft Apartments, LLC
(typically a single purpose entity)

Entity Type: Limited Dividend Organization

** If the proposed Development Entity is a non-profit, please contact MassHousing regarding additional documentation that must be submitted.*

Has This Entity Been Formed? Yes **State Formed:** Massachusetts

Name of Applicant: Ferncroft Apartments, LLC
(typically the Proposed Development Entity or its controlling entity or individual)

Applicant's Web Address:

Does the applicant have a related party relationship with any other member of the development team? No

If yes, please explain:

Primary Contact Information

Contact Name: Lynne Sweet
Company Name: LDS Consulting Group, LLC
Address: 170 Worcester Street, Suite 206
Municipality: Wellesley **State:** Massachusetts **Zip Code:** 02481
Phone: 7819433963 **Cell Phone:** **Email:** ldsweet@ldsconsultinggroup.com
Relationship to Applicant:

Secondary Contact Information

Contact Name: William Graham
Company Name: Ferncroft Apartments, LLC
Address: 780 Thirst Avenue, Suite 2201
Municipality: New York **State:** New York **Zip Code:** 10017
Phone: 212-319-5800 **Cell Phone:** **Email:** wgraham@sovparkers.com
Relationship to Applicant:

Anticipated Subsidy Financing: NEF Bank
Name of Lender (if not MassHousing Financed):
Contact Name:
Contact Phone: **Contact E-Mail:**

Age Restriction: None

Brief Project Description:

The development site is a 12.572 acre site improved by an office building and a garage located on two parcels of land. The site will be divided into two areas on which a condominium form of ownership will be created. Area 1 will have approximately 6.51 acres and consist of the existing office building and existing parking garage which will continue to be owned by Ferncroft, LLC and Area 2 will have approximately 6.06 acres and will consist of two new residential buildings and be owned by the Applicant. The Applicant proposes to build two residential buildings offering a total of 200 rental units, including 150 units priced at market rents and 50 units income-restricted in perpetuity to households earning at or below 80% of area median income. Building A will have 94 one-, two- and three-bedroom units, and Building B will have 106 one-, two-, and three-bedroom units. Both buildings will be elevator buildings with apartment flats. All units will be visitable, Massachusetts Group One units. Five percent of the will be Massachusetts Group Two accessible units and two percent will be Hearing Impaired units. The development will offer 139 one-bedroom units (69.5%), 41 two-bedroom units (20.5%) and 20 three-bedroom units (10%). Units will be furnished with Class A apartment finishes, open concept floor plans, breakfast bars and in-unit washers and dryers. Each building will offer an outdoor roof deck. The main marketing offices will be in Building B. Residents will have access to common outdoor space, and a suite of amenities in the office building located on Unit 1, including a gym and clubhouse. Parking for the proposed residential units will be in the existing six-story garage located on Unit 1. The Applicant will have rights to allow for parking in the garage through the condominium form of ownership. The parking provided within the existing garage will be designed to accommodate both the full demand of the new units during peak usage and full demand from the office building during peak usage. The Subject Property will primarily be accessed via an existing driveway off Village Road with auxiliary access from Locust Street. The entry drive from will lead residents and visitors to the existing parking garage and subsequently to the under-building parking under Building B. A paved roadway will provide access to both buildings, including a fire truck turnaround area between the buildings with adequate fire and other emergency vehicle access via both driveways.

**Application for Chapter 40B Project Eligibility / Site Approval
for MassHousing Financed and New England Fund ("NEF") Rental Projects**

Section 2: EXISTING CONDITIONS / SITE INFORMATION

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that the site is generally appropriate for residential development.

Buildable Area Calculations (Acres)

Total Site Area:	12.57
Wetland Area (per MA DEP):	0.00
Flood Hazard Area (per FEMA):	0.00
Endangered Species Habitat (per MESA):	0.00
Conservation / Article 97 Land:	0.00
Protected Agricultural Land (i.e. EO 193):	0.00
Other Non-Buildable:	0.00
Total Non-Buildable Area:	0.00
Total Buildable Area:	12.57

Current use of the site and prior use if known:

The site currently has two parcels of land. One is 12.20 acres and contains an 8-story, 234,556 square-foot office building and an adjacent six level parking garage having a 69,100 square-foot footprint with a paved surface parking lot and vacant land. The second parcel is 37 acres is vacant land and is currently registered land.

Is the site located entirely within one municipality? Yes
if not, in what other municipality is the site located?
How much land is in each municipality?

Additional Site Addresses:

Address 1	Address 2	Municipality	State	Zip Code	Tax Parcel ID
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Current Zoning classification and principal permitted uses:

IH and R-1b: hotels, agriculture, offices, parks

Previous Development Efforts:

Please list any previous applications pertaining to construction on or development of the site, including (i) type of application (comprehensive permit, subdivision, special permit, etc.); (ii) application filing date; (iii) date of denial, approval or withdrawal. Also indicate the current Applicant's role, if any, in the previous applications.

Note that, pursuant to 760 CMR 56.03 (1), a decision of a Zoning Board of Appeals to deny a Comprehensive Permit, or (if the Statutory Minima defined at 760 CMR 56.03 (3) (b or c) have been satisfied) grant a Comprehensive Permit with conditions, shall be upheld if a related application has previously been received, as set forth in 760 CMR 56.03 (7).

None other than the existing permits for the office building and garage including variances recorded in Essex County (Southern District) Registry of Deeds in Book 10027, Page 115; Book 10027, Page 118; and Book 15902, Page 124 and Document No. 239983.

To the best of your knowledge, has this site ever been rejected for project eligibility/site approval by another subsidizing agency or authority? No

If Rejected, Please Explain:

Existing Utilities and Infrastructure	Yes/No	Description
Wastewater: Private Wastewater Treatment	No	
Wastewater: Public Sewer	Yes	Town of Danvers via the South Essex Sewer District
Storm Sewer	Yes	via the South Essex Sewer District
Water: Public Water	Yes	via Town of Danvers for supply and Middleton for distribution to site
Water: Private Well	No	
Natural Gas	No	
Electricity	Yes	on site, available in Locust Street and Village Road, supplied by
Roadway Access to Site	Yes	Middleton Light Department
Sidewalk Access to Site	No	
Other	No	

Describe Surrounding Land Uses:

Where we have marked NA, it means it is in walking distance. The Subject Property is just west of the interchange of U.S. Route 1 and Interstate 95, two of the major highways in Massachusetts. East of the Subject Property are two large multifamily condominium buildings and the Ferncroft Country Club. There is an amenity rich office building to south that will share parking with the Subject. There are residential neighborhoods to the south and west of the Subject Property.

Surrounding Land Use/Amenities	Distance from Site (miles)	Available by Public Transportation?
Shopping Facilities	2.20	No
Schools	1.50	No
Government Offices	3.80	No
Multi-Family Housing	0.01	N/A
Public Safety Facilities	2.70	No
Office/Industrial Uses	0.01	N/A
Conservation Land	0.50	N/A
Recreational Facilities	0.30	N/A
Houses of Worship	2.80	No
Other	0.00	N/A

Public transportation near the site, including type of transportation and distance from site

The site is not near public transportation with the closest bus route 4.5 miles away and commuter rail stations are a 15-20 minute drive from the site.

Site Characteristics and Development Constraints

Are there any easements, rights of way or other restrictions of record affecting the development of the site ?	Yes
Is there any evidence of hazardous, flammable or explosive material on the site?	No
Is the site, or any portion thereof, located within a designated flood hazard area?	No
Does the site include areas designated by Natural Heritage as endangered species habitat?	No
Are there documented state-designated wetlands on the site?	No
Are there documented vernal pools on the site?	No
Is the site within a local or state Historic District or listed on the National Register or Historic Places?	No
Has the site or any building(s) on the site been designated as a local, state or national landmark?	No
Are there existing buildings and structures on site?	Yes
Does the site include documented archeological resources?	No
Does the site include any known significant areas of ledge or steep slopes?	Yes

Application for Chapter 40B Project Eligibility / Site Approval
for MassHousing Financed and New England Fund ("NEF") Rental Projects

Section 3: PROJECT INFORMATION

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that the proposed project appears generally eligible under the requirements of the housing subsidy program and that the conceptual project design is generally appropriate for the site.

Construction Type: New Construction

Total Dwelling Units:	200	Total Number of Affordable Units:	50
Number of Market Units:	150	Number of AMI 50% Affordable Units:	0
		Number of AMI 80% Affordable Units:	50

Unit Information:

Unit Type	Bedrooms	Baths	# Units	Unit Sq. Ft.	Gross Monthly Rent	Utilities
Market	1 Bedroom	1 Bath	104	766	\$2,750	\$0
Market	2 Bedroom	2 Baths	31	1,154	\$3,600	\$0
Market	3 Bedroom	2 Baths	15	1,390	\$4,000	\$0
Affordable Unit - Below 80%	1 Bedroom	1 Bath	35	766	\$2,481	\$232
Affordable Unit - Below 80%	2 Bedroom	2 Baths	10	1,154	\$2,977	\$299
Affordable Unit - Below 80%	3 Bedroom	2 Baths	5	1,390	\$3,440	\$378

Utility Allowance Assumptions (utilities to be paid by tenants):

Domestic water, sewer, electric heat, electric hot water, electricity for lights and cooking will be paid for by the tenants

Percentage of Units with 3 or More Bedrooms: 10.00

** Note that the January 17, 2014 Interagency Agreement Regarding Housing Opportunities for Families with Children requires that at least 10% of the units in the Project must have three (3) or more bedrooms. Evidence of compliance with this requirement must be provided at Final Approval.*

Handicapped Accessible Units - Total:	10	Market Rate:	7	Affordable:	3
Gross Density (units per acre):	15.91	Net Density (units per buildable acre):	15.91		

Building Information:

Building Type	Building Style	Construction Type	Stories	Height	GFA	Nbr Buildings
Residential	Multi-family	Construction	5	58	105,480	1
Residential	Multi-family	Construction	6	70	115,055	1

Will all features and amenities available to market unit residents also be available to affordable unit residents? Yes

If not, explain the differences:

Parking:

Total Parking Spaces Provided: 300 **Ratio of Parking Spaces to Housing Units:** 1.5

Lot Coverage:

Buildings:	16%	Parking and Paved Areas:	10%
Usable Open Space:	35%	Unusable Open Spaces:	39%
Lot Coverage:	26%		

Does project fit definition of “Large Project” (as defined in 760 CMR 56.03 (6))? No

**Application for Chapter 40B Project Eligibility / Site Approval
for MassHousing Financed and New England Fund ("NEF") Rental Projects**

Section 4: Site Control

Grantor/Seller: DIV Frencroft, LLC
Grantee/Buyer: Ferncroft, LLC
Grantee/Buyer Type: Managing General Partner of Development Entity
If Other, Explain:

Are the Parties Related? Yes DIC Ferncroft LLC has the same principals as the Applicant. A condominium form of ownership structure will be created. The comprehensive permit land recognize the formation of condominium units for the residential building by the Applicant. The Applicant has been allocated a land value of \$8,000,000. The condominium will set forth shared arrangements for parking in the garage, roadways, utilities and office building amenities.

For Deeds or Ground Leases:

Date(s) of Deed(s) or Ground Lease(s): 5/20/2014
Purchase Price: \$24,300,000

For Purchase and Sales Agreements or Option Agreements:

Date of Agreement:
Expiration:
Date of Extension (if extension granted):
New Expiration Date (if extension granted):
Purchase Price: \$0

Will any easements or rights of way over other properties be required in order to develop the site as proposed? Yes

For Easements:

Date of Agreement:
Purchase Price: \$0

For Easement Purchase and Sales Agreements or Option Agreements:

Expiration Date:
Date of Extension (if extension granted):
New Expiration Date (if extension granted):
Purchase Price: \$0

**Application for Chapter 40B Project Eligibility / SiteApproval
for MassHousing Financed and New England Fund ("NEF") Rental Projects**

Section 5: FINANCIAL INFORMATION

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that an initial pro forma has been reviewed and that the Proposed Project appears financially feasible and consistent with the Chapter 40B Guidelines, and that the Proposed Project is fundable under the applicable program.

Initial Capital Budget

Sources

Description	Source	Budgeted
Private Equity	Owner's Cash Equity	\$31,485,751
Private Equity	Tax Credit Equity	\$0
Private Equity	Developer Fee Contributed or Loaned	\$6,125,000
Private Equity	Developer Overhead Contributed or Loaned	\$0
Other Private Equity	Equity in Land	\$8,000,000
Public/Soft Debt		\$0
Subordinate Debt		\$0
Permanent Debt	Loan	\$46,000,000
Permanent Debt		\$0
Construction Debt	<i>for informational purposes only, not included in sources</i>	\$46,000,000
Additional Source		\$0
Additional Source		\$0
Total Sources		\$91,610,751

Pre-Permit Land Value

Item	Budgeted
As-Is Market Value*:	\$8,000,000
Reasonable Carrying Costs:	\$0
Total Pre-Permit Land Value:	\$8,000,000

** As-Is market value to be determined by a MassHousing commissioned appraisal*

Uses (Costs)

Item	Budgeted
Acquisition Cost (Actual)	
Actual Acquisition Cost: Land	\$8,000,000
Actual Acquisition Cost: Buildings	\$0
Reasonable Carrying Costs	\$0
Subtotal: Acquisition Costs	\$8,000,000
Construction Costs-Building Structural Costs (Hard Costs):	
Building Structure Costs	\$60,633,540
Hard Cost Contingency	\$3,031,677
Subtotal: Building Structural Costs (Hard Costs)	\$63,665,217
Construction Costs-Site Work (Hard Costs):	
Earth Work	\$2,061,875
Utilities On-Site	\$1,157,625
Utilities Off-Site	\$0
Roads and Walks	\$507,525
Site Improvement	\$0
Lawns and Plantings	\$115,113
Geotechnical Conditions	\$0
Environmental Remediation	\$0
Demolition	\$0
Unusual Site Conditions/Other Site Work	\$0
Subtotal: Site Work (Hard Costs)	\$3,842,138
Construction Costs-General Conditions, Builders Overhead and Profit (Hard Costs):	
General Conditions	\$110,577
Builder's Overhead	\$0
Builder's Profit	\$0
Subtotal: General Conditions, Builder's Overhead & Profit	\$110,577
General Development Costs (Soft Costs):	
Appraisal and Marketing Study <i>(not 40B "As Is" Appraisal)</i>	\$10,000
Marketing and Initial Rent Up <i>(Include model units if any)</i>	\$75,000
Real Estate Taxes <i>(during construction)</i>	\$50,000
Utility Usage <i>(during construction)</i>	\$30,000
Insurance <i>(during construction)</i>	\$30,000
Security <i>(during construction)</i>	\$15,000
Inspecting Engineer <i>(during construction)</i>	\$15,000
Construction Loan Interest	\$4,416,000
Fees to Constructon Lender: TBD	\$46,000
Fees to Permanent Lender:	\$0
Fees to Other Lenders:	\$0
Architecture / Engineering	\$1,500,000

General Development Costs (Soft Costs) continued:

Item	Budgeted
Survey, Permits, etc.	\$1,047,244
Clerk of the Works	\$0
Construction Manager	\$300,000
Bond Premiums	\$0
Environmental Engineer	\$500,000
Legal	\$100,000
Title (<i>including title insurance</i>) and Recording	\$30,000
Accounting and Cost Certification (<i>including 40B</i>)	\$20,000
Relocation	\$0
40B Site Approval Processing Fee	\$8,118
40B Technical Assistance/Mediation Fee	\$12,500
40B Land Appraisal Cost (<i>as-is value</i>)	\$6,000
40B Final Approval Processing Fee	\$40,500
40B Subsidizing Agency Cost Certification Examination Fee	\$100,000
40B Monitoring Agent Fee	\$0
MIP	\$0
Credit Enhancement	\$0
Letter of Credit Fee	\$0
Tax Credit Allocation Fee	\$0
Other Financing Fees	\$0
Development Consultant	\$40,000
Other Consultant: Lottery consultant/Advertising	\$110,000
Other Consultant: ZBA peer review and traffic study	\$40,000
Syndication Costs	\$0
Soft Costs Contingency	\$260,741
Other Development Costs: FF+E Common Areas Interior	\$150,000
Subtotal: General Development Costs (Soft Costs)	\$8,952,103
Developer Fee and Overhead	
Developer Fee	\$6,125,000
Developer Overhead	\$0
Subtotal: Developer Fee and Overhead	\$6,125,000
Capitalized Reserves	
Development Reserves	\$0
Initial Rent Up Reserves	\$855,717
Operating Reserves	\$60,000
Net Worth Account	\$0
Other Capitalized Reserves	\$0
Subtotal: Capitalized Reserves	\$915,717

Summary of Subtotals

Item	Budgeted
Acquisition Costs (Actual)	\$8,000,000
Building Structural Costs (Hard Costs)	\$63,665,217
Site Work (Hard Costs)	\$3,842,138
General Conditions, Builder's Overhead & Profit (Hard Costs)	\$110,577
Developer Fee and Overhead	\$6,125,000
General Development Costs (Soft Costs)	\$8,952,103
Capitalized Reserves	\$915,717
Total Development Costs (TDC)	\$91,610,752

Summary

Total Sources	\$91,610,751
Total Uses (TDC)	\$91,610,752

Projected Developer Fee and Overhead*	\$6,125,000
Maximum Allowable Developer Fee and Overhead**	\$6,125,000
Projected Developer Fee and Overhead Equals	100.0 % of Maximum Allowable Developer Fee and Overhead
	0

* Note in particular the provisions of Section IV.B.5.a of the Guidelines, which detail the tasks (i) for which a developer may or may not receive compensation beyond the Maximum Allowable Developer Fee and Overhead and (ii) the costs of which must, if the tasks were performed by third parties, be included within the Maximum Allowable Developer Fee and Overhead.

** Please consult the most recent DHCD Qualified Allocation Plan (QAP) to determine how to calculate the maximum allowable developer fee and overhead. If you have any questions regarding this calculation, please contact MassHousing.

Initial Rental Operating Pro Forma (for year one of operations)

Item	Notes	Amount
Permanent Debt Assumptions		\$46,000,000
Loan Amount	Citizens Bank	\$46,000,000
Annual Rate		7.09%
Term (months)		360
Amortization (months)		360
Lender Required Debt Service Coverage Ratio		1.25
Gross Rental Income		\$6,940,860
Other Income (utilities, parking)	additional vehicle parking and pet fee	\$71,100
Less Vacancy (market units): 5% (vacancy rate)		\$350,598
Less Vacancy (affordable units): 5% (vacancy rate)		\$0
Gross Effective Income		\$6,661,362
Less Operating Expenses		\$8,557
Net Operating Income		\$4,949,928
Less Permanent Loan Debt Service		\$3,712,466
Cash Flow		\$1,237,482
Debt Service Coverage		1.25

Describe Other Income:

parking rent for 2nd car at \$75/ space per month and pet rent for any pet at \$40 per month

Item	Notes	Amount
Assumed Maximum Operating Expenses	<i>Calculated based on Net Operating Income, Debt Service and required Debt Service Coverage listed above.</i>	\$1,711,434
Assumed Maximum Operating Expenses/Unit*	Number of Units 200	\$8,557

* MassHousing may request further detail regarding projected operating expenses if such expenses appear higher or lower than market comparables.

Application for Chapter 40B Project Eligibility / Site Approval
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Section 6: APPLICANT QUALIFICATIONS, ENTITY INFORMATION, AND CERTIFICATION

In order to issue Site Approval MassHousing must find (as required by 760 CRM 56.04 (4)) that the applicant is either a non-profit public agency or would be eligible to apply as a Limited Dividend Organization and meets the general eligibility standards of the program.

Development Team:

Company Name	Contact Name	Contact Role Desc	Applicant	Dev Entity	Primary
Ferncroft Apartments, LLC	William Graham	Developer	Yes	Yes	Yes
LDS Consulting Group, LLC	Lynne Sweet	Development Consultant	No	No	Yes
Ferncroft Apartments, LLC	William Gentile	Developer	No	No	No
The Architectural Team, Inc.	Edward R. Bradford	Consultant - Architect and Engineering	No	No	Yes
Smolak & Vaughan	John T. Smolak, Esq.	Attorney	No	No	No
Weston & Sampson	Anthony M. Capachietti	Consultant - Architect and Engineering	No	No	Yes
The Architectural Team, Inc.	Jiyoun Zieringer	Consultant - Architect and Engineering	No	No	No

Entities Responsible for Development Tasks:

Development Task	Developer / Applicant	Consultant Name
Architecture and Engineering	No	Edward R. Bradford / The Architectural Team, Inc.
Architecture and Engineering	No	Jiyoun Zieringer / The Architectural Team, Inc.
Architecture and Engineering	No	Anthony M. Capachietti / Weston & Sampson
Construction Management	No	William Gentile / Ferncroft Apartments, LLC
Finance Package	No	Lynne Sweet / LDS Consulting Group, LLC
Local Permitting	No	John T. Smolak, Esq. / Smolak & Vaughan

Affiliated Entities:

Company Name	Individual	Affiliation	Relation
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Previous Applications:

Project Name:	Filing Date:
Municipality:	Decision Date:
Subsidizing Agency:	Decision:
Type:	Other Reference:

+

Certification and Acknowledgement

I hereby certify on behalf of the Applicant, under pains and penalties of perjury, that the information provided above for each of the Applicant Entities is, to the best of my knowledge, true and complete; and that each of the following questions has been answered correctly to the best of my knowledge and belief:

***(Please attach a written explanation for all of the following questions that are answered with a "Yes".
Explanations should be attached to this Section 6.)***

Question	Answer
Is there pending litigation with respect to any of the Applicant Entities ?	No
Are there any outstanding liens or judgments against any properties owned by any of the Applicant Entities ?	No
Have any of the Applicant Entities failed to comply with provisions of Massachusetts law related to taxes, reporting of employees and contractors, or withholding of child support?	No
Have any of the Applicant Entities ever been the subject of a felony indictment or conviction ?	No
During the last 10 years, have any of the Applicant Entities ever been party to a lawsuit involving fraud, gross negligence, misrepresentation, dishonesty, breach of fiduciary responsibility or bankruptcy?	No
Have any of the Applicant Entities failed to carry out obligations in connection with a Comprehensive Permit issued pursuant to M.G.L. c. 40B and any regulations or guidelines promulgated thereunder (whether or not MassHousing is or was the Subsidizing Agency/Project Administrator) including, but not limited to, completion of a cost examination and return of any excess profits or distributions?	No
Have any of the Applicant Entities ever been charged with a violation of state or federal fair housing requirements?	No
Are any of the Applicant Entities not current on all existing obligations to the Commonwealth of Massachusetts , and any agency, authority or instrument thereof?	No

I further certify that the information set forth in this application (including attachments) is true, accurate and complete as of the date hereof to the best of my/our knowledge, information and belief. I further understand that MassHousing is relying on this information in processing the request for Site Approval in connection with the above -referenced project; and

I hereby acknowledge our commitment and obligation to comply with requirements for cost examination and limitations on profits and distributions, all as found at 760 CMR 56.04(8) and will be more particularly set forth in a Regulatory Agreement by and between the Applicant and MassHousing.

I hereby acknowledge that will be required to provide financial surety by means of bond, cash escrow and a surety escrow agreement or letter of credit with the agreement that it may be called upon or used in the event that the Developer fails either to (i) complete and submit the examined Cost Certification as required by 760 CMR 56.04(8) and the Regulatory Agreement, or (ii) pay over to the Subsidizing Agency or the Municipality any funds in excess of the limitations on profits and distributions from capital sources as required by 760 CMR 56.04(8) and as set forth in the Regulatory Agreement.

Ferncroft Apartments, LLC

Signature: _____

Name: Cyrus Sakhai
Title: Authorized Signatory

Date: 7/7/2025

**Application for Chapter 40B Project Eligibility / Site Approval
for MassHousing Financed and New England Fund ("NEF") Rental Projects**

Section 7: NOTIFICATION AND FEES

Notices:

Event	Date
Date(s) of meetings, if any, with municipal officials prior to submission of application to MassHousing:	7/11/2025
Date of Pre-Application Meeting with MassHousing:	6/10/2025
Date copy of complete application sent to chief elected office of municipality:	
Date notice of application sent to DHCD:	

Fees:

All fees that are payable to MassHousing should be sent via ACH/Wire Transfer. Please contact MassHousing for the ACH/Wire Transfer instructions.

Fees payable to the Massachusetts Housing Partnership should be sent directly to MHP with the [MHP Cover Letter](#).

Fee	Amount	Description
MassHousing Application Processing Fee:	\$8,280	payable to MassHousing
Chapter 40B Technical Assistance/Mediation Fee:	\$2,500	(Limited Dividend Sponsor \$2,500, Non-Profit or Public Agency Sponsor \$1,000)
Unit Fee:	\$10,000	(\$50 per Unit)
Total TA/Mediation and Unit Fee:	\$12,500	(Payable to Massachusetts Housing Partnership)

Land Appraisal Cost: You will be required to pay for an "as-is" market value appraisal of the Site to be commission by MassHousing. MasHousing will contact you once a quote has been received for the cost of the appraisal.

Section 8: SUSTAINABLE DEVELOPMENT CRITERIA

Provide a brief narrative on how the development will incorporate the Commonwealth's Sustainable Development Principles

1. The 40B Project seeks to build new rental units on a portion of the site that is currently partially an under utilized parking lot. The project will utilize the existing water, sewer and electrical infrastructure located on the development site. A portion of the development site contains an office building and has the potential to offer a live/work option for current employees at the office building. As proposed, the residents will have access to the full suite of indoor and outdoor amenities that currently exist at the office building activating the site beyond working hours. The project site is just across the street from Ferncroft Country Club and is adjacent to the Water Park of New England, which provide opportunities for recreation in nature.
2. This project will be a 40B development that will include 25% affordable housing units.
3. The developer is using M.G.L. Chapter 40B which is a streamlined permitting process.
4. There are no wetlands on the site. The closest amenities are outdoor recreation areas that are within walking distance of the site including the Ferncroft Country Club and the Ferncroft Pond Area.
5. The development will adhere to the State's 10 stormwater management standards thereby protecting natural resources.
6. 25% of the project's units will be affordable for households earning at or below 80% of Area Median Income in perpetuity. The project will substantially increase the amount of rental housing in a community that is presently lacking rental housing options. Of the approximate 251 renter households in Middleton, more than 33% are severely rent burdened spending more than half of their income on rent. The project will provide rental units priced below the market rate. The project will also include accessible units.
7. The project is within walking distance of outdoor recreation areas including the Ferncroft Country Club and the Ferncroft Pond Area and indoor amenities in the form of an indoor water park located to the southeast of the office building. The site is also within walking distance of employment opportunities in the adjacent office building.
8. The project will create a live/work option for those currently working in the adjacent office building and may become an attractive amenity to future businesses looking to lease office space. Development will create construction jobs as well as long term jobs to manage and maintain the buildings and grounds.
9. The buildings will utilize a comprehensive sustainability strategy focused on energy efficiency, occupant health, and environmental performance. The buildings' exterior walls and roofs will be insulated to comply with the most recent International Code Council Energy Conservation Code. Windows and doors will have protective coatings to limit solar heat gain in summer and will be designed to limit air infiltration also in accordance with the Energy Conservation Code. All interior and exterior lighting to be LED; all appliances will be Energy Star rated.
10. The proposed project will be located on a site that has previously been identified and proposed by the Town for multifamily development in its 2024 draft MBTA Multifamily Overlay District. The proposed project will also provide much needed affordable rental housing within the Town of Middleton, thereby advancing the goals of Middleton's most recent 2019-2024 Housing Production Plan. The plan notes that Middleton's population is aging and suggests that the Town diversify housing options for older households to age in place as well as younger householders entering the market.

NARRATIVE DESCRIPTION AND DEVELOPMENT SUMMARY

FERNCROFT APARTMENTS, 35 VILLAGE ROAD, MIDDLETON, MASSACHUSETTS

Site Control:

The Applicant is Ferncroft Apartments LLC, a Massachusetts limited liability company (the "Applicant"). The M.G.L Chapter 40B Development will be located on a portion of a site known and numbered as 35 Village Road, Middleton, MA which is currently owned by Ferncroft, LLC by a deed recorded with the Essex South District Registry of Deeds in Book 33290, Page 593. The Applicant is wholly owned by the same principals as Ferncroft, LLC.

The Site is comprised of two parcels, identified as Parcel I and Parcel II and is collectively depicted on the Town of Middleton Assessors Maps as Parcel ID No. 0021-0000-0005. Parcel I is located on a lot comprised of approximately 12.01 acres (531,455 square feet) and is shown as Lot 5A on a plan entitled "Plan of Land in Middleton, Mass., owned by Thomas J. Flatley" dated May 9, 1988, by The Russell A. Wheatley Co., Inc., Land Surveyors and Engineer, recorded with Essex South District Registry of Deeds, Plan Book 245, Plan 70. Parcel II is registered land located on a separate, vacant lot comprised of approximately 0.37 acres (16,142 square feet) and is shown as Lot 12 on Plan numbered 16270-F, by Boston Survey Consultants Surveyors, dated August 31, 1984, filed in the Land Registration Office, and noted on Certificate of Title 54507 (Parcel 1 and Parcel 2 are collectively referred to herein as the "Site").

Existing Conditions:

The existing Site consists of 12.572 acres. Parcel I currently contains an existing 8-story, 234,556 square-foot office building and an adjacent, existing six-level parking garage having a 69,100 square-foot footprint with a paved surface parking lot along the eastern side of Parcel I. Parcel II is vacant land.

Proposed Conditions.

The Site is being depicted as two separate land areas to demarcate the approximate area of the existing commercial use area to include the existing office building, existing parking garage, and related improvements (Area 1), and a second new residential use area representing the approximate area of the two new multifamily residential buildings and appurtenant areas as the area of the M.G.L Chapter 40B Development (Area 2 or the "40B Project Site"). The ownership of Area 2 will be the Applicant, Ferncroft Apartments, LLC, as a limited dividend organization, and will be divided from Site through one of three available means: ANR subdivision, condominium, and/or ground lease, to be finally determined through the Zoning Board of Appeals hearing process. In addition, the ownership of Area 1 will continue to be the current owner, Ferncroft, LLC, and separate ownership, financing and management of Area 1 and Area 2 will be maintained. Area 1 includes approximately 6.51 acres and consists of the existing office building and existing garage and other improvements which will continue to be

owned by Ferncroft, LLC. Area 2, the 40B Project Site to be approved under M.G.L Chapter 40B, which is the subject of this application, includes approximately 6.06 acres with two new residential buildings and related improvements, (the "40B Development") will be owned by the Applicant. The existing parking garage and the office building will continue to be owned and operated by the owner, Ferncroft LLC, but a portion of the existing parking within the parking garage will be shared with the 40B Development. Similarly, the gym and café located within the existing office building will be made available by Ferncroft LLC for the Chapter 40B residential use, as will an existing courtyard at the office building. There will also be shared access, utilities, stormwater facilities, etc. and associated maintenance obligations between the 40B Development and the existing commercial office use.

The 40B Development will include the construction of two new buildings on the 40B Project Site land, a portion of which is currently improved by an underutilized paved parking lot, as well as treed land located both north and east of the existing parking garage. More specifically, the proposed 40B Development will include the construction of two new elevator buildings which generally follow the contours of the site each of which is divided into two sections by a fire wall due to changes in building height across the sloping site and are more fully described in the Architectural narrative:

- a) **Building A** consists of two 5-story sections (A.1 and A.2), located adjacent to the east of the existing parking garage, where a portion of the paved surface parking currently exists.
- b) **Building B** is an L-shaped building composed of a 6-story section with a two-level podium parking garage (B.1) and a 5-story section (B.2). This building is situated to the north of the existing parking garage.

Building A will have 94 residential rental units and Building B will have 106 residential rental units. The two buildings will be connected via a common paved driveway with a turnaround between the two buildings, along with four visitor parking spaces. There will be additional surface parking spaces parallel to Building A across from the existing garage for visitors. The driveway will extend to the existing parking garage and office building, and also via a new dedicated access point off Locust Street to provide for enhanced circulation and fire access. Parking for Building A will include surface parking as well as parking in the existing garage. Parking for Building B will have underbuilding parking as well as parking in the existing parking garage. There will be pedestrian connections between the existing parking garage and Buildings A and B.

Amenities located within the first floor of the existing office building, as well as other on-site improvements will be made available to the 40B Development and will include the existing parking garage, roadways, outdoor space including an existing courtyard at the office building, and existing indoor areas at the office building including a gym and clubhouse room. A

proportionate share of the operations and maintenance of these shared areas will be paid by the Applicant and has been accounted for in the operating budget.

The 40B Project Site is located between Locust Street and Village Road. It is just west of the interchange of U.S. Route 1 and Interstate 95, two of the major highways in Massachusetts. Just southeast of the 40B Project Site is Ferncroft Tower, a 13-story, 177-unit condominium building on 4.87 acres (or a residential density of 36.37 units per acre) located at 40 Village Road, and adjacent to the Ferncroft Country Club. Further north and adjacent to Ferncroft Tower at 36 Village Road is Ironwood on the Green at Ferncroft, a 408-unit condominium including two 7-story buildings on 7.82 acres (or a residential density of 26.10 units per acre).

Southeast of the existing office building is a lot bisected by the Town of Middleton and Town of Danvers where there is located an indoor water park called Water Park of New England (formerly Coco Keys), as well as a hotel named DoubleTree By Hilton NorthShore, both at 51 Village Road, Middleton/50 Ferncroft Road in Danvers. [Note that Village Road in Middleton becomes Ferncroft Road in Danvers when one crosses the municipal boundary]. There are residential neighborhoods to the south and west of the 40B Project Site. The proposed development will be a short drive from a Post Office, Stop & Shop, CVS Pharmacy, North Shore Community College Danvers Campus, and Essex North Shore Agricultural & Technical High School.

Zoning:

The 40B Project Site which constitutes a portion of Parcel I as depicted on the site civil plans, is currently located within the Interstate Highway Business District (IH) which allows agriculture and farm stands, hotels and motels, research facilities, child-care facilities, businesses, medical offices, banks, municipal uses, and parks, playgrounds, and conservation lands. Parcel II, which is located at the intersection of Village Road and Locust Street. All of Parcel II, as depicted on the site civil plans, is located within the Residential District (R-1b), and is currently, and is intended to remain, vacant. The 40B Project Site was included (along with other parcels) within a proposed zoning overlay district bylaw amendment designed to comply with the MBTA Communities law but the district was not approved at both the May 14, 2024 Annual Town Meeting (Article 35), and the December 12, 2024 Special Town Meeting (Article 2).

Development Overview:

The Applicant proposes to build two residential buildings offering a total of 200 rental units, including 150 units priced at market rents and 50 units income-restricted in perpetuity to households earning at or below 80% of area median income. Building A will have 94 one-, two- and three-bedroom units, and Building B will have 106 one-, two-, and three-bedroom units.

Both buildings will be elevator buildings with apartment flats. All units will be visitable Massachusetts Group One units. Five percent of the will be Massachusetts Group Two accessible units and two percent will be Hearing Impaired units. The development will offer 139 one-bedroom units (69.5%), 41 two-bedroom units (20.5%) and 20 three-bedroom units (10%). All the units will be eligible to be counted on the Town's SHI, and to the extent approved by MassHousing, up to 70% of the units will carry a local preference.

The unit mix and sizes are as follows, along with the proposed affordable rents which are based on 2025 HUD income and rent:

Table 1 Proposed Unit Sizes and Rents – to be updated

Income	Bedrooms	Baths	# Units	Sq. Feet	Gross Rent	UA	Net Rent	Sq. Ft. Rent
80%	One	1	35	766	\$2,481	\$232	\$2,249	\$2.91
80%	Two	2	10	1,154	\$2,977	\$299	\$2,678	\$2.32
80%	Three	2	5	1,390	\$3,440	\$378	\$3,062	\$2.15
Market	One	1	104	766	\$2,750		\$2,750	\$3.56
Market	Two	2	31	1,154	\$3,600		\$3,600	\$3.12
Market	Three	2	15	1,390	\$4,000		\$4,000	\$2.81

Tenants will be responsible for electric heat and hot water, electricity for cooking and lights, and domestic water and sewer. The Landlord will provide trash removal services.

Units will be furnished with Class A apartment finishes, open concept floor plans, breakfast bars and in-unit washers and dryers. Each building will offer an outdoor roof deck. The main marketing offices will be in Building B. Residents will have access to existing outdoor space, and certain amenities in the existing office building next door including a gym and clubhouse.

Light fixtures will be provided to illuminate the parking areas and pedestrian walkways, consistent with other lighting on the site.

The 40B Project Site is in a car-dependent location. The closest amenities are outdoor recreation areas that are within walking distance of the site including the Ferncroft Country Club and the Ferncroft Pond Area, and indoor amenities in the form of an indoor water park located to the southeast of the existing office building. There are schools, restaurants, shopping areas, and a post office within a short drive of the 40B Project Site. The 40B Project Site is just west of interchange between U.S. Route 1 and Interstate 95 making regional travel to New Hampshire or Maine and vehicular access to Boston incredibly convenient. The 40B Project Site is within a 20-minute drive of either the Hamilton-Wenham or the North Beverly commuter rail stations.

The Applicant will communicate with the School Department Transportation Office to determine the best location for a drop-off/pick-up location for children residing at the 40B Project attending public schools in Middleton.

Parking

A portion of the parking for the proposed residential units will be in the existing six-story garage. The existing garage will continue to be owned by Ferncroft, LLC and the Applicant will have rights to allow for parking in the garage. The parking provided within the existing garage will be designed to accommodate both the full demand of the new units during peak usage and full demand from the office building during peak usage. Additionally, 10 surface parking spaces for guests and delivery will be created, and 52 interior spaces will be created within Building B, all of which will be located on the 40B Project Site.

More specifically, there are currently 1,029 off-street parking spaces on the site, 767 of which are in the existing parking garage and the remaining 262 spaces are surface parking spaces or under building parking at the office building. While the existing office building is currently approximately 75% occupied, our traffic engineers have determined that the parking garage is significantly underutilized, even if the office space was 100% occupied. Based on an analysis completed on May 28, 2025 by Vanasse & Associates Inc., there is an excess of on-site parking for existing uses that is sufficient to serve the proposed residential use. Because of the differing and distinct peak usage for the office building, which is during the day, and the peak usage for the residential use, which is at night, the parking garage can accommodate both the existing use and the future residential use to efficiently allow for the sharing of parking.

Today, a total of 823 spaces are required for the existing commercial office uses pursuant to a zoning variance decision, but based upon the parking analysis described above, much less parking within the existing parking garage is necessary for the operation of the existing commercial office building such that a shared parking arrangement with the residential use will provide ample parking for both uses.

Proposed Building A will be built where the paved surface parking area currently exists parallel to the garage. Therefore, when the new residential development is complete, it will result in a loss of 112 spaces for the overall site. There will be 767 spaces in the existing garage, 150 surface and interior spaces to the south and east of the existing office building, an additional 10 new guest surface spaces along the new paved roadway connecting the new residential buildings and 52 new spaces proposed within Building B resulting in a total of 979 spaces for the site. The Area 2 residential use is proposing 1.5 spaces per residential unit or 300 spaces. With a total of 979 spaces on site, less the 823 required for the office use, that leaves 156 spaces under zoning for the residential use. The Applicant, however, will request a waiver to convert 144 existing

parking spaces currently allocated for the existing office building to a shared parking arrangement between the residential 40B Development and the existing commercial office use.

From a practical standpoint, Vanasse & Associates estimates that peak parking demand for the commercial use will occur at 10:00 AM with a total average parking demand of 595 parking spaces required for the commercial building; approximately sixty-percent (60%) of the total existing facility parking spaces. This means there is a total of 384 excess parking spaces across Area 1, within the existing parking garage available for the proposed residential use of the 40B Development on Area 2, or 84 parking spaces more than the 300 required to reach a 1.5 parking ratio for the new residential use. This shared parking arrangement complements the mixture of uses at the site, as most of the residential parking spaces within the existing garage will become available at a time when peak demand for commercial space during working hours occurs. As a result, existing excess parking currently allocated for the existing office space can be used on the 40B Project Site for the 40B Development.

The 40B Project Site will primarily be accessed via a new driveway off Village Road with auxiliary access from Locust Street. The entry drive will lead residents and visitors to the existing parking garage and subsequently to the under-building parking under Building B. A paved roadway will provide access to both buildings, including a fire truck turnaround area between the buildings with adequate fire and other emergency vehicle access via both driveways.

Design Narrative:

The architectural design of Buildings A and B reflects a deliberate effort to respond sensitively to both the topography of the site and the surrounding built context. The massing strategy places the majority of building volume adjacent to the existing 7- and 13-story multifamily buildings along Village Road. By concentrating the taller elements near these existing high-rise structures, the design consolidates larger-scale development on the eastern portion of the site and supports a thoughtful transition toward the lower-density residential neighborhoods to the north and west.

Each of the proposed buildings is articulated into multiple volumes, with stepped massing that follows the natural slope of the site. Building A comprises two five-story sections located alongside the existing parking garage. Building B, an L-shaped structure, consists of a six-story section with a two-level podium and a five-story section that steps down the hill, also over a podium. These vertical and horizontal breaks help reduce the perceived scale and reinforce a more nuanced and contextually appropriate presence.

To the north and west, the development is buffered by existing tree cover and generous setbacks from adjacent properties. These landscape buffers are intended to be preserved and

enhanced to soften building edges and screen views from the neighboring single-family homes along Locust Street. The building placement also helps maintain a sense of openness and preserve view corridors from adjacent properties.

Architecturally, the façades are articulated with a rhythmic pattern of vertical bays and modulated forms, supported by a palette of complementary materials. The primary exterior materials include:

- Earth-toned brick veneer at the base, providing texture, durability, and a grounded visual presence;
- Fiber cement cladding as the primary upper-story material, in muted tones that blend with the natural setting;
- Fiber cement accents, used selectively to highlight vertical breaks, building corners, and entry features;
- Recessed and punched window openings, consistently spaced to provide depth and reinforce the residential scale of the buildings.

Flat rooflines, varied parapet heights, and integrated roof decks contribute to the overall composition while minimizing visual impact from surrounding neighborhoods. Together, these architectural and siting strategies ensure that the proposed development reads as a cohesive and well-integrated extension of the existing built environment, while maintaining a respectful relationship to adjacent lower-scale residential areas.

Sustainability

The Ferncroft Apartments development is guided by a comprehensive sustainability strategy focused on energy efficiency, occupant health, and environmental performance. The design targets performance levels that exceed baseline energy code compliance, drawing from industry best practices and standards common to high-quality multifamily residential development in Massachusetts.

Key features include:

- **High-Performance Envelope:** Continuous exterior insulation, advanced air sealing, and thermally broken detailing will reduce heat loss and improve overall comfort. Windows and doors will be specified for low U-values and high SHGC as appropriate for solar exposure.
- **Heat Pump Heating & Cooling:** All dwelling units will be served by electric high-efficiency heat pump systems.
- **Energy Recovery Ventilation (ERV):** Balanced ventilation with ERVs will ensure high indoor air quality while reducing heating and cooling loads.

- **Daylighting & Lighting Controls:** Building layout and fenestration strategies prioritize access to natural light. Interior and exterior lighting will include LED fixtures with occupancy sensors and daylight-responsive controls.
- **Energy-Efficient Appliances:** All dwelling unit appliances will be ENERGY STAR certified or equivalent, supporting lower energy use and operational cost savings for residents.
- **Bike Storage:** Secure indoor bicycle storage and pedestrian connections will encourage low-carbon mobility options.
- **Low-Impact Materials & Healthy Interiors:** Building materials will be selected for durability and low embodied carbon where feasible. Interior finishes will prioritize low-VOC paints, adhesives, and flooring to support occupant health.

Fire Protection & Public Safety

The building will be fully sprinklered in accordance with NFPA 13, providing a high level of fire protection and life safety consistent with multifamily construction best practices.

Environmental Due Diligence

There are no wetland resource areas, as defined under the State Wetlands Protection Act, and as described within the Town of Middleton Conservation Commission 25-foot No Disturb Policy, on the site.

Stormwater Management

The project has been designed to meet the Massachusetts 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 supplies and groundwater supplies, providing for appropriate flood control and storm damage prevention, preventing pollution, protecting fisheries, and protecting wildlife habitat. The project will also be subject to and operating under a Stormwater Pollution Prevention Plan (SWPPP) developed in accordance with the requirements of the US EPA 2022 Construction General Permit (CGP) for Massachusetts (Rev. April 8, 2025).

Infrastructure

The development is in an area having existing utility connections to the 40B Project Site, and will utilize the existing public water system administered through the Town of Danvers, sewer use through the South Essex Sewer District but also administered by the Town of Danvers, and electrical infrastructure located in the adjacent office building and supplied by the Middleton Electric Light Department. To the extent practical, all on site utilities will be placed underground.

Consistency with Town of Middleton Planning Efforts

The Town of Middleton identified the site of the 40B Project Site as suitable for multifamily housing in its 2024 proposed MBTA Multifamily Overlay District. Additionally, reference is made to Middleton's most recent 2019-2024 Housing Production Plan prepared by the Metropolitan Area Planning Council. The plan notes that Middleton's population is aging and suggests that the Town diversify housing options for older households to age in place as well as younger householders entering the market. Another goal of the Plan is to encourage affordable housing development. The Applicant believes that the 40B Project Site, when built, will meet the needs of residents of Middleton and fulfill the goals outlined in the Plan. The Project will be located on a site that has previously been identified and proposed by the Town for multifamily development and is located adjacent to other more dense multifamily development.

Meetings with the Town of Middleton TBD

On July 11, 2025, representatives of the Project Team met with Town Administrator Justin Sultzbach, Town Planning Director Anna Bury Carmer, and Building Commissioner Scott Fitzpatrick. Discussions about the Project between the Town's and the Applicant's representatives are ongoing.



June 16, 2025

William Gentile
Managing Director
Sovereign Partners
780 Third Avenue, Suite 2201
New York, NY 10017
Phone: 212.319.6366

Re: Letter of Interest – Ferncroft Apartments, 35 Village Road, Middleton, MA

Dear Bill:

We are appreciative of our existing relationship and look forward to growing together in the future. Citizens Private Bank has colleagues in Massachusetts and is interested in considering your request for construction financing for your proposed multifamily buildings in Middleton, MA.

We are issuing this letter to confirm Citizens Bank's interest and willingness to entertain a financing request in connection with the construction of approximately 200 units of mixed income rental housing at 35 Village Road in Middleton, MA that is proposed under the State's comprehensive permit law, Chapter 40B. This letter does not constitute an approval or a commitment to lend by the Bank. Any financing commitment would be subject to approvals by the municipality, underwriting and approval by the bank.

As a member bank of the Federal Home Loan Bank of Boston, we are familiar with the requirements for 40B projects and have financed other 40B projects in the past.

Please feel free to contact me directly at 212-895-4059 if you have any questions or need any assistance.

A handwritten signature in cursive script that reads "Garrett Sokoloff".

Garrett Sokoloff
Executive Market Director
Head of New York Commercial Real Estate Private Banking
Citizens Private Bank
1301 Avenue of the Americas, 2nd Floor, New York, NY 10019
Office / text - 212-895-4059, NMLS# 863209
garrett.sokoloff@citizensprivatebank.com

I. Applicant and Project Team

As required under § 260-5.C.(1)(I) of the ZBA Rules, the following is a list of development team members. Also attached are profiles and experience of each of the members of the Project Team.

Applicant	Ferncroft Apartments, LLC (Applicant) c/o Sovereign Partners, LLC 780 Third Avenue, Suite 2201 New York, NY 10017 https://sovparkers.com/ William Gentile, Managing Director wgentile@sovparkers.com (212) 319-5800 William Graham, Associate wgraham@sovparkers.com (646)-419-8040
Owner:	Ferncroft, LLC c/o Sovereign Partners, LLC 780 Third Avenue, Suite 2201 New York, NY 10017 William Gentile, Managing Director wgentile@sovparkers.com (212) 319-5800 William Graham, Associate wgraham@sovparkers.com (646)-419-8040
Architect:	The Architectural Team, Inc. 50 Commandant's Way at Admiral's Hill Chelsea, MA 02150 www.architecturalteam.com Edward R. Bradford AIA NCARB LEED AP, Principal ebradford@architecturalteam.com 617.889.4402 x133 Jiyoun Zieringer AIA, LEED Green Associate jzieringer@architecturalteam.com 617.889.4402 x198
Civil Engineers:	Weston & Sampson 55 Walkers Brook Drive, Suite 100, Reading MA 01867 (HQ) www.westonandsampson.com Anthony M. Capachietti, P.E., Team Leader Capachietti.Anthony@wseinc.com (978) 587-9012

Jesse Johnson, P.E. , Senior Team Leader
Johnson.Jesse@wseinc.com
(978) 935-3795

Survey:

Control Point Associates, Inc.
352 Turnpike Road
Southborough, MA 01772
<https://www.cpasurvey.com/>

Gerry L. Holdright, P.L.S., NE Regional Manager
gholdright@cpasurvey.com
508-948-3000 x2154

Traffic Engineers:

Vanasse & Associates, Inc.
35 New England Business Center Drive – Suite 140
Andover, MA 01810-1071
<https://rdva.com/>

Jeffrey S. Dirk P.E., PTOE, FITE, Managing Partner
jdirk@rdva.com
(978) 269-6830

Legal:

Smolak & Vaughan LLP
East Mill, 21 Water Street, Suite 406
North Andover, MA 01845
www.SmolakVaughan.com

John Smolak, Partner
jsmolak@smolakvaughan.com
(978) 327-5215
Stephan Kiefer, Of Counsel
skiefer@smolakvaughan.com
(978) 327-5220

Affordable Housing
Consultant/Advisor:

LDS Consulting Group, LLC
170 Worcester Street, Suite 206
Wellesley, MA 02481
www.ldsconsultinggroup.com

Lynne D. Sweet, Principal
ldsweet@ldsconsultinggroup.com
(781) 943-3963



Sovereign Partners is a 3rd generation, privately-held, full-service real estate investment firm based in New York. The Sakhai Family immigrated to the United States in the early 1980's and have been investing in real estate throughout the country ever since.

Founded in 2002, Sovereign's principals have over 75 years of commercial real estate experience in the United States. The Sovereign team has comprehensive expertise in pursuing opportunities in undervalued properties and prides itself on maintaining a network of brokers, sellers, lenders and managers nationwide who keep the firm attuned to local markets and new opportunities.

Sovereign Partners is a vertically integrated real estate investment firm that specializes in the acquisition of high-quality value-add assets and opportunistic debt throughout the United States. Sovereign's real estate team draws on a deep knowledge of real estate fundamentals and capital markets to acquire properties and loans throughout the country, with a focus on Class-A commercial office.

William Gentile -- Managing Director at Sovereign Partners

Bill plays an integral role in sourcing and evaluating potential acquisitions as well as performing due diligence and arranging financing.

Since joining Sovereign Partners in 2007, Bill has been involved in over 10 million square feet of acquisitions and dispositions. Bill has played an active role in creating operating efficiencies at the property level, increasing revenue through aggressive leasing and marketing programs while also overseeing accretive capital improvements.

Bill received a BBA in International Business from The George Washington University and an MBA from Columbia Business School with a concentration in Real Estate and Finance. During the summer of 2012, while earning his MBA, Bill worked in the Real Estate and Investment Banking Group at Goldman Sachs.

Sovereign Partners, LLC
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New York, NY 10017

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SOVEREIGN
PARTNERS

Edward R. Bradford

AIA NCARB LEED AP | Principal

Ed has more than three decades of architectural planning, design, and project management experience spanning a wide range of projects in diverse sectors, including multifamily, mixed-use, hospitality, assisted living, commercial, and healthcare. Ed is recognized for his ability to listen to specific client needs and provide innovative design solutions based on his understanding of the unique and critical issues of the development; his dedication is rewarded with lifelong clients. He has contributed to more than 70 projects during his career at TAT, including the award-winning Arlington 360, Avalon Danvers, and The Anne M. Lynch Homes at Old Colony. His expertise fosters creative, thoughtful, and pragmatic design strategies that enhance all live, work, and play environments.

JOINED THE ARCHITECTURAL TEAM 1991

EDUCATION

State University of New York, Buffalo
Master of Architecture
Wentworth Institute of Technology
Bachelor of Science in Architectural Engineering

PROFESSIONAL AFFILIATIONS

American Institute of Architects
Boston Society of Architects
National Council of Architectural Registration Boards
U.S. Green Building Council

PUBLIC AND PROFESSIONAL SERVICE

Melrose Historical Commission, Melrose, MA
Boston Society of Architects, Housing Committee

AWARDS

Ed is honored to have his work recognized by notable professional and trade associations, including the Boston Society of Architects, Massachusetts Historical Commission, and the National Affordable Housing Management Association

PUBLICATIONS

Units Magazine
"Work Life in Limbo"
Commercial Construction & Renovation
"Blended Living"
National Apartment Association
"Balcony Boom: Today's Go-To Living Space"
McKnight's Long-Term Care News
"A Revolutionary Concept"
Boston Real Estate Times
"Transit-Oriented \$46 Million Residences at Brighton Marine in Allston-Brighton Now Open"
Boston Business Journal
"Transformative Mixed-Use Development Planned on 10 Acres in South Boston"
Multifamily Executive
"9 Award-Winning Military Housing Developments"

REGISTRATIONS

Massachusetts, New Jersey, New York,
North Carolina

★ ARLINGTON 360, ARLINGTON, MA

A new market-rate multifamily community located on the 18-acre former Symmes hospital campus offering 200 units in a mix of midrise buildings and for-sale and townhomes, with ample resident amenities, garage, and surface parking.

★ AVALON DANVERS, DANVERS, MA

The master plan and design of the redevelopment of a former state hospital into an upscale 433 unit rental community involving historic preservation and new construction. Resident amenities include a health club, common area lounge, outdoor swimming pool, and basketball court.

★ BRISTOL COMMONS + LENOX GREEN, TAUNTON, MA

The redevelopment of an existing public housing complex involving the demolition of the 150 barracks-style units located on the 15-acre site, the new construction of 88 new townhouse-style units, in addition to 72 new mixed-income rental units on a separate 6.4-acre parcel.

AVALON PISCATAWAY, PISCATAWAY, NJ

The master plan and design of a new LEED Certified 360 unit multifamily community comprised of multiple mid-rise, walk-up, and direct entry townhome buildings. Resident amenities include a clubroom, fitness center, and an outdoor swimming pool.

★ RESIDENCES AT BRIGHTON MARINE, BOSTON, MA

A \$46M transit-oriented multifamily development on a 1.4-acre site, offering housing and on-site services to local veterans and their families. It is the first of its kind to offer mixed-income housing in Boston since World War II, providing homes to those with extremely low-, low-, and middle-incomes. The community represents one of the largest private developments ever created for veterans with 102 units and 7,500 square feet of community space.

★ THE ANNE M. LYNCH HOMES AT OLD COLONY PHASE I + II, SOUTH BOSTON, MA

The design and master plan of a new 285 unit affordable housing development comprised of apartments and townhomes, offering residents a new LEED Gold Certified learning center. Phase I consists of 116 LEED Platinum Certified units and Phase II provides 169 units.

★ **BATTERY WHARF, BOSTON, MA**

The design of a new \$150M mixed-use waterfront development comprised of four buildings which include 104 luxury condominiums, a five-star 150-room hotel, 30,000 square feet of retail space, a waterfront promenade, and a 376 space underground parking garage.

AVALON SUDBURY, SUDBURY, MA

Redevelopment of a former research campus into a multifamily community, consisting of 250 mixed-income units across a series of 31 contextually scaled two- and three-story buildings, including townhomes and a unique eight- and 10-unit building type. The master plan also includes a clubhouse with a leasing office, fitness center, common area lounge, and an outdoor pavilion overlooking a rear terrace with a pool.

JEFFERSON AT ADMIRAL'S HILL, BOSTON, MA

The design of a new waterfront rental community offering 160 residential units, underground and surface parking, fitness and business centers, and an outdoor pool.

AVALON SAUGUS, SAUGUS, MA

The \$100M new construction of a 23,000 square foot mixed-use development at the former Hilltop Steakhouse site includes 280 multifamily units, a clubhouse, and retail space. Ample outdoor amenities include a landscaped courtyard, pool, fire pit, grills, and dog park.

THE EATON, EATONTOWN, NJ

The redevelopment of a 1.5M square foot mall site into a live, work, and play community with 700 units, a podium parking garage, as well as retail, commercial, and restaurant space.

★ **VALLEY BROOK VILLAGE, LYONS, NJ**

Designed for LEED for Homes Silver Certification, the 16-acre site provides 62 units of permanent supportive veteran housing along with on-site resident services, outpatient treatment programs, and job training.

AVALON HARBOR ISLE, ISLAND PARK, NY

A \$90M master planned multifamily development with 172 luxury waterfront units. The design comprises 13 two-and-a-half-story buildings with one-bedroom flats and two- and three-bedroom townhome-style apartments. Amenities include a state-of-the-art fitness center, golf simulator, landscaped courtyard with heated pool, and a kayak launch.

Jiyoun Zieringer

AIA, LEED Green Associate | Project Architect

Jiyoun's creative process is founded on the generation and evaluation of multiple design solutions through the lens of problem-solving, storytelling, and value-creation. A collaborative and hands-on team member, Jiyoun produces clear and effective schematic design documents that align with client objectives. Jiyoun's ability to communicate effectively, creatively resolve complex problems, attend to detail, and work in a time-conscious and time-effective manner makes her a valued member of the team.

JOINED THE ARCHITECTURAL TEAM 2020

EDUCATION

Ryerson University
Bachelor of Architectural Science
Boston Architectural College
Master of Architecture

PROFESSIONAL AFFILIATIONS

American Institute of Architects
Boston Society of Architects
U.S. Green Building Council

AVALON PRINCETON, PRINCETON, NJ

A new multifamily development comprised of 221 units across seven townhomes, two three-story walk-up buildings, an elevator building, and a clubhouse. Amenities include multiple and varied private and communal work spaces, a pet spa, and bicycle parking.

AVALON MARLBOROUGH PHASE III, MARLBOROUGH, MA

The third phase of a master planned multifamily development that will add 50 units. Adjacent to the first two phases, these additional units will share resident amenities, which include landscaped courtyards with grills, game area, fire pits, and lounge space.

NORWICH GATE CLUBHOUSE, EAST NORWICH, NY

The expansion of an existing clubhouse for a 348 unit multifamily community. Resident amenities include a landscaped outdoor pool and exterior courtyard with grills, fire pits, and lounge space along with an indoor fitness center, private workspaces, and a main clubroom with a communal kitchen.

★ AVALON NORTH ANDOVER, NORTH ANDOVER, MA

The construction of 221 units in a mix of studio, one-, two-, and three-bedrooms over two phases. Amenities include work pods throughout the corridors, workstations in the lobby, and an outdoor patio with vistas to an adjacent pond. The second phase completes the master plan of the multifamily community which features a clubhouse with a lounge, coworking spaces, a fitness center with two yoga studios and a pool with outdoor lounge space.

VILLEBRIDGE ASHLAND, ASHLAND, MA

New construction of a mixed-use multifamily community with 100 mixed-income units. The design includes ground floor commercial space to enhance the pedestrian experience.

ANTHONY CAPACHIETTI, PE

BACKGROUND

2024-Present
Senior Project Manager
Weston & Sampson

2015-2024
Senior Engineer
Hayes Engineering, Inc.

2014-2015
Public Infrastructure
Project Manager
Meridian Associates, Inc.

2013-2014
Water Distribution Superintendent
Lowell Regional Water Utility

2009-2013
Water Distribution Superintendent
Haverhill Water Department

2005-2009
Project Engineer
Christiansen and Sergi, Inc.

2002-2005
Project Engineer
Marchionda & Associates

1996-2002
Engineer
Hayes Engineering, Inc.

EDUCATION

In Progress
Master of Science
Civil Engineering/Water Resources
Tufts University

2000
Bachelor of Science
Civil Engineering
Northeastern University

PROFESSIONAL REGISTRATION

Professional Engineer (Civil):
Massachusetts No. 57008

Anthony, a registered Professional Engineer in the Commonwealth of Massachusetts, has over 25 years of experience in project management, civil/site engineering, design, permitting, and client development with a focus on real estate development, stormwater collection and mitigation, and potable water distribution systems. Anthony has broad range of experience in private development projects from concept to construction that includes small-to-large scale residential, commercial, industrial, and institutional projects throughout Massachusetts. He has permitting expertise in zoning, subdivision control, and environmental regulations including MEPA, Chapter 91, and Wetlands Protection Act and has provided expert witness testimony in several appeals cases.



SPECIFIC PROJECT EXPERIENCE

Portsmouth Naval Shipyard, Kittery, Maine. Senior project manager for engineering services related to Stormwater Master Plan at the Portsmouth Naval Shipyard. Evaluate current stormwater best management practices and identify opportunities to expand and increase stormwater treatment to accommodate future development at the facility.

Moakley Connectors Project, Boston, Massachusetts. Senior project manager for engineering services related to flood resiliency design development along Carson Beach. Evaluated design alternatives while dealing with multiple stakeholders to extend flood barriers to the south and north of the proposed Moakley Park improvements.

Coastal Resiliency Cohasset Cove, Cohasset, Massachusetts. Senior project manager for engineering services related to flood resiliency design development at Cohasset Harbor. Evaluated design alternatives to protect infrastructure from projected sea level rise.

Saint Mary's Center for Women and Children Redevelopment, Planning Office for Urban Affairs, Inc., Dorchester, Massachusetts. Providing civil engineering support for the proposed redevelopment of a portion of the St. Mary's facility. The project proposes the demolition of two existing structures and construction of a new building on the campus. The new building will contain 60 residential units, program space for the residents, and a parking garage. Site improvements are needed for access, utilities, grading and drainage. Weston & Sampson is working with the development team to design, permit, and construct the new facility.

Water Meter Replacement and AMR Installation, Haverhill, Massachusetts. Distribution superintendent providing municipal oversight for city-wide residential water meter replacement project and automated meter reading infrastructure (with former employer).

Commercial Water Meter Replacement, Lowell, Massachusetts. Distribution superintendent providing municipal oversight for city-wide large water meter replacement project (with former employer).

Comprehensive Permit for the Residences at Farm Avenue, Peabody, Massachusetts. Provide project management, civil engineering design, and permitting services for 116-units of multi-family residential housing under Chapter 40B (with former employer).

Comprehensive Permit for the Residences at Endicott, Peabody, Massachusetts. Provide project management, civil engineering design, and permitting services for 64-units of multi-family residential housing under Chapter 40B (with former employer).

Comprehensive Permit for the Tanrite Residences, Peabody, Massachusetts. Provide project management, civil engineering design, and permitting services for 120-units of multi-family residential housing under Chapter 40B (with former employer).

Comprehensive Permit for the Residences at Mills58, Peabody, Massachusetts. Provide project management, civil engineering design, and permitting services for 32-units of multi-family residential housing under Chapter 40B (with former employer).

Boston Sword and Tuna, MassPort Maritime Terminal, Boston, Massachusetts. Provide civil engineering design and permitting services for a seafood processing facility including MEPA, Chapter 91, state and local permits with multiple stakeholders. (with former employer)

FJ O'Hara, MassPort Maritime Terminal, Boston, Massachusetts. Provide civil engineering design and permitting services for a seafood distribution facility with multiple stakeholders. (with former employer)

Aquanor, MassPort Maritime Terminal, Boston, Massachusetts. Provide civil engineering design and permitting services for a seafood distribution facility with multiple stakeholders. (with former employer)

NSD2 Real Estate, Distribution Facility, Merrimac, Massachusetts. Provide civil engineering design and permitting services for a 100,000-square-foot distribution facility. (with former employer)

The Bell Inn and Tavern, Peabody, Massachusetts. Provide civil engineering design and permitting services for a boutique hotel and restaurant. (with former employer)

Overlook Industries, Easthampton, Massachusetts. Provide civil engineering design and permitting services for a medical device manufacturer. (with former employer)

Comprehensive Permit for Hilltop Farms, Grafton, Massachusetts. Provide civil engineering design and permitting services for 256-units of multi-family residential housing under Chapter 40B (with former employer).

Definitive Subdivision for Spring Hill Farms, Wenham, Massachusetts. Provide civil engineering design and permitting services for 16-lot subdivision including Superseding Order of Conditions with MassDEP (with former employer).

Cluster Subdivision for Bray Street, Gloucester, Massachusetts. Provide civil engineering design and permitting services for 12-unit cluster subdivision including Superseding Order of Conditions with MassDEP and appeal services (with former employer).

ABOUT THE FIRM

Vanasse & Associates, Inc. (VAI) is a 20-person, New England-based, Traffic Engineering and Transportation Planning firm specializing in traffic impact analysis, transportation planning, traffic engineering, roadway design, traffic signal design, construction services, and expert witness court testimony. VAI is a privately held partnership based in Andover, Massachusetts, and was founded in 1990 by Robert D. Vanasse, P.E., a leader in the transportation engineering field. The firm is managed by Jeffrey S. Dirk, P.E., PTOE, Managing Partner; Dusty R. Beeley, Partner, CFO and Human Resources Director; Scott W. Thornton, P.E., Partner and Transportation Department Manager; and Jake P. Carmody, P.E., Principal and Highway Department Manager. The management team has significant technical experience and knowledge of local, state, and federal requirements to guide and advise our clients to successfully achieve their goals while creating a work environment that encourages staff growth and professional development.

VAI provides a full complement of transportation planning and traffic engineering design services for our clients. These services include traffic impact assessments; access planning; land use planning; corridor, parking studies; pedestrian and bicycle studies; transportation modeling; transportation and parking monitoring; transit capacity analysis; roadway safety evaluations; traffic signal system design and analysis; and roadway and intersection design. In addition, VAI provides municipal services that include transportation master plans; peer review of private and municipal-sponsored projects; roadway and intersection design; grant application assistance; and inspection services for transportation projects and subdivision roadway construction.

VAI's client profile includes real estate developers and brokers, state and local government agencies and municipal boards, hospitals and public and private schools and universities, sporting and event facility owners and operators, real estate attorneys and advisors, and commercial and industrial property owners. Our reputation for providing practical solutions to complex transportation challenges has established VAI as one of the preeminent Traffic Engineering and Transportation Planning firms in the New England region.

VAI's professional staff has the experience and technical expertise to advance a project from initial due-diligence and planning through entitlement, permitting, and community engagement; and finally, design development, value engineering review, construction drawing advancement, and construction management for required site access and off-site transportation infrastructure improvements. VAI's projects vary in size and complexity, and we are experienced in completing projects and professional review services that require coordination with multiple parties and agencies to meet client-defined schedules. All services completed by VAI are performed under the direction of a Professional Engineer licensed in the applicable jurisdiction with demonstrated experience in the fields of Traffic Engineering, Transportation Planning, and Highway Design.

VAI has a proven record of successfully managing complex and challenging projects that require extensive coordination between the client and reviewing agencies. VAI acts as a liaison to agencies overseeing transportation and traffic issues and helps navigate an increasingly complex network of local, state, and federal regulations. VAI's successful record in working cooperatively with government agencies at all levels has helped our clients efficiently manage project schedules and design development efforts. This success is a result of VAI's ability to effectively communicate project details and requirements in a clear, concise manner to both technical and non-technical audiences for the benefit of our clients.



**Jeffrey S. Dirk, P.E., PTOE, FITE, Managing Partner
Senior Traffic Engineer and Transportation Planner**

Education

University of Massachusetts, Amherst, B.S.C.E., 1991

Professional Registrations

Registered Professional Engineer:

CT #21868, MA #38871, ME #9163, NH #9822, RI #7112, VA #39890

Professional Certifications

Professional Traffic Operations Engineer (PTOE) #993

National Council of Examiners for Engineering and Surveying (NCEES) Record Holder

International Registry of Professional Engineers, U.S. Council for International Engineering Practice (USCIEP)



QUALIFICATIONS

Mr. Dirk is the Managing Partner and the Senior Engineer at Vanasse & Associates, Inc., with over thirty years of experience in the fields of Traffic Engineering, Transportation Planning, and Expert Witness Testimony. He is a Fellow of the Institute of Transportation Engineers (FITE) and is a Registered Professional Engineer (P.E.) in the States of Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Virginia, and has been Certified as a Professional Traffic Operations Engineer (PTOE) by the Transportation Professional Certification Board, an independent affiliate of the Institute of Transportation Engineers (ITE). His responsibilities include the review, design, and analysis of roadway, intersection, and interchange systems; the design of pedestrian and bicycle facilities; and preparing and reviewing traffic impact studies, roadway and intersection design plans, and safety assessments for private and municipal clients.

Mr. Dirk has a wide range of experience in the fields of Traffic Engineering and Transportation Planning. Traffic impact studies have included performing trip-generation calculations for large and small-scale developments, including commercial projects, lifestyle centers, mixed-use and transit-oriented projects, and sporting and entertainment complexes in urban and suburban settings; traffic modeling and analyses; parking demand calculations; trip distribution and origin-destination studies; the development of Transportation Demand Management (TDM) strategies; traffic and parking management plans; traffic calming measures; safety countermeasures; and site access and off-site improvement strategies. He has extensive experience in the design, analysis, and modeling of roadways and both signalized and unsignalized intersections, including coordinated traffic signal systems and modern roundabouts.

Mr. Dirk has prepared detailed design specifications, contract documents, and plans for roadways, intersections, traffic signals, and pedestrian and bicycle facilities for State and municipal clients, including the Massachusetts Department of Transportation (MassDOT) and the Departments of Transportation in California (CALTRANS), Maine, New Hampshire, and Rhode Island. Mr. Dirk has also been qualified as an Expert Witness in the fields of Traffic Engineering, Transportation Planning, and Roadway/Intersection Safety in the States of Connecticut, Massachusetts, New Hampshire, and Rhode Island. He regularly represents private and municipal clients in testimony and presentations before local, State, and federal agencies, municipal officials, and courts of law. He has also been approved by the Massachusetts Gaming Commission to provide Traffic Engineering Services to gaming establishments and impacted communities in Massachusetts.

EXPERIENCE

Mr. Dirk's experience in the Traffic Engineering and Transportation Planning fields include the following:

Peer Review Services – Mr. Dirk regularly serves as the Traffic Engineer of record to assist municipal boards and departments in reviewing and evaluating traffic impact studies, parking assessments, safety evaluations, speed studies, and transportation infrastructure improvements, including over 50 communities in Massachusetts and New Hampshire.

Expert Witness Testimony – Mr. Dirk has testified as an Expert Witness in Traffic Engineering and Transportation Planning in matters before the Superior Court in Massachusetts and New Hampshire and before the Land Court, the Housing Appeals Committee, and the Public Utilities Committee in Massachusetts. These matters have involved private development projects, property rights, eminent domain, access easements, parking, and safety.



Traffic Signal Design – Supervised, designed, and managed the preparation of traffic signal layouts, timing and coordination plans, and specifications and estimates for traffic signal installations along Route 20 in Millbury, Auburn, and Worcester, Massachusetts; Route 12 in Auburn, Massachusetts; Route 28 in Brockton, Massachusetts; Commonwealth Avenue in Newton, Massachusetts; Hamilton Street and Washington Street in Leominster, Massachusetts; Route 1 in Attleboro, Massachusetts; Route 126 in Ashland, Massachusetts; and Quinsigamond Avenue, Southbridge Street, Main Street, and Pleasant Street in Worcester, Massachusetts.

Pedestrian and Bicycle Facilities – Managed the planning, design, and route selection for pedestrian and bicycle facilities, golf cart crossings, and trail networks for municipalities and private developers, including the design and installation of pedestrian High Intensity Activated CrossWalk (HAWK) beacons. Developed warrants for, evaluated, and designed locations for the installation of audible pedestrian devices as aids to the visually impaired at signalized intersections.

Traffic Impact Studies – Managed and prepared traffic impact studies for small and large developments in urban and suburban environments including institutional and community transportation master plans; sporting and event facilities; warehouses, package sortation facilities and parcel delivery stations; life-style centers and mixed-use developments; clinics, transitional housing and healthcare centers; workforce housing; and schools, libraries, museums, athletic complexes and public safety buildings. The following is a summary of representative projects:

Sporting, Event and Entertainment Facilities:

- Gillette Stadium and Patriot Place (Foxborough, MA)
- The Garden (Boston, MA)
- Canobie Lake Park (Salem, NH)
- Water Country (Portsmouth, NH)
- Xfinity Center (Mansfield, MA)
- Encore Everett Resort (Everett, MA)
- MGM Springfield Resort (Springfield, MA)
- Plainridge Park Casino (Plainville, MA)

Mixed-Use Developments:

- The Pinehills (Plymouth, MA)
- Redbrook (Plymouth, MA)
- Waterfront Square (Revere, MA)
- The Village at Hospital Hill (Northampton, MA)
- The Hub on Causeway (Boston, MA)
- South Station Air-Rights (Boston, MA)
- Union Point (Weymouth, MA)
- Mashpee Commons (Mashpee, MA)
- Hanover Crossing (Hanover, MA)
- University Station (Westwood, MA)
- The Ridge (Rochester, NH)
- Chestnut Hill Square (Newton, MA)

Retail Developments:

- The Shops at 5 (Plymouth, MA)
- Brickyard Square (Epping, NH)
- The Maine Mall (Portland, ME)
- Westbrook Crossing (Westbrook, ME)
- Dedham Plaza (Dedham, MA)
- Chick-fil-A Restaurants (MA)
- Aroma Joe's Coffee Shops (MA and NH)
- Auburn Mall (Auburn, MA)
- Riverside Landing (Plymouth, NH)

Warehousing:

- Amazon Sortation facility (Charlton, MA)
- Cold storage warehouses (Sturbridge, MA)
- General warehouses (MA and NH)
- Self-storage warehouses (MA, NH, CT and ME)
- Package delivery stations (MA)

Municipal/Institutional:

- New Stoneham High School (Stoneham, MA)
- Hingham Public Safety Building (Hingham, MA)
- Swansea Public Library (Swansea, MA)
- Concord Free Public Library (Concord, MA)

Multifamily Residential:

- The Nines (Wellesley, MA)
- Lennox Farms (Braintree, MA)
- Elan Union Market (Watertown, MA)
- 1000 Elm (Manchester, NH)
- Residences at Riverwalk (Manchester, NH)
- Modera Medford (Medford, MA)
- Island Creek (Duxbury, MA)
- The Madison at Marshfield (Marshfield, MA)
- Sanctuary at Winchester (Winchester, MA)

Office/Lab:

- The Arsenal on the Charles (Watertown, MA)
- Wellesley Gateway and Park 9 (Wellesley, MA)
- Concord Rd. Labs (Billerica, MA)
- Lexington Office Park (Lexington, MA)
- Pleasant Street Labs (Watertown, MA)
- Burlington Mall Rd. Labs (Burlington, MA)
- Everett Ave. Incubator Labs (Chelsea, MA)

Affiliations:

Institute of Transportation Engineers
Past President, New England Section
Member, Traffic Engineering Council
American Society of Civil Engineers
Boston Society of Civil Engineers

National Society of Professional Engineers
Massachusetts Society of Professional Engineers
National Fire Protection Association (NFPA®)



SMOLAK & VAUGHAN

ATTORNEYS AT LAW



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AREAS OF EXPERIENCE

*Land Use Law
Real Estate Development
Environmental
Affordable Housing
Permitting*

BAR ADMISSIONS

*Massachusetts
New Hampshire*

EDUCATION

*Boston College Law School,
J.D.
Columbia University School
of International and Public Affairs,
M.P.A. Public Policy and
Administration
University of Massachusetts
at Amherst B.A., *summa
cum laude**

MEMBERSHIPS

*Governor's Economic
Development Planning Council,
Member (2015)*

*MEPA Advisory Group (2021-
Present)*

*Homebuilders & Remodelers
Association of Mass., Chair,
Governmental Affairs Committee
(2013 to 2020), and Member of the
Board of Directors (2004 to 2020)*

*NAIOP – Massachusetts Chapter,
Chairman, Environmental
Committee (2002-2004)*

*Boston Bar Association, Member,
Environmental Law Section
Steering Committee (2000 -2005)*

John Smolak is a Partner and Co-Founder of Smolak & Vaughan LLP. His practice is concentrated in the areas of land use, environmental, and real estate development law. Prior to forming the firm in 2004, John was Co-Chairman of the Real Estate and Environmental Group with Burns & Levinson LLP in Boston (now Blank Rome). His practice includes obtaining entitlements related to federal, state and local highway access, wetlands and waterways, air, water and sewer facilities, zoning, and other permitting before local, state and federal permitting boards and agencies.

John has represented property owners and developers in over one hundred cities and towns in Massachusetts and New Hampshire in all aspects of real estate development, including the permitting of projects such as multifamily residential, transit-oriented development, industrial and ecommerce facilities, office and retail centers, institutional and educational facilities, hotels, and other mixed use developments. John has also been particularly active with multifamily housing throughout his career and has been involved in the permitting, rezoning, and/or redevelopment of over 5,000 units of housing under various programs under Chapters 40A, 40B, 40R, and MBTA Communities, and most recently, with the new Chapter 40Y Starter Home law where he assisted in the drafting of the legislation enacted in 2024. Over the past three years, John has been involved in the rezoning and/or permitting of over 9 million square feet of industrial e-commerce warehouse and distribution facilities in Massachusetts and in New Hampshire.

At the State level, through his active leadership roles on several state agency task forces. John was appointed in 2015 by then-Governor Charlie Baker to serve on the Governor's Economic Development Planning Council, as well as a Board Member of the UMass Building Authority. He currently serves on the State MEPA Advisory Group charged with advising the MEPA Undersecretary on regulatory changes to MEPA. John also served on a number of committees and task forces, including the DHCD's Homeownership Advisory Group, the State working group charged with amending the Massachusetts Endangered Species Regulations, and the MassDEP Nutrient Loading Steering Committee. Additionally, John served on the Legislative Committee of the Commonwealth Housing Task Force, which led to the Smart Growth legislation which became M.G.L. Chapter 40R and Chapter 40S.

John was recently selected as one of *Massachusetts Lawyers Weekly's* "Go To Lawyers" for Commercial Real Estate in Massachusetts in 2025. He formerly served as a past Co-Chair of the Environmental Committee for the Massachusetts Chapter of NAIOP. He was also a member of the State's Executive Office of Transportation and Construction, Transportation Enhancements Steering Committee. John is also a Massachusetts SuperLawyer in the field of Real Estate, is AV Preeminent Rated by Martindale Hubbell for 2026, and has also been named to Best Lawyers in New England for Real Estate.

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SMOLAK & VAUGHAN[®]

ATTORNEYS AT LAW

AFFORDABLE AND MULTIFAMILY HOUSING

Smolak & Vaughan LLP has extensive experience in the area of affordable and multifamily housing. Our experience includes analyzing and structuring complex deals, coordinating projects of significant scope and complexity, and providing counsel throughout the development process. We actively represent owners and lenders in all aspects of multifamily and affordable housing. Representation includes comprehensive project analysis, obtaining approvals and funding from government subsidizing agencies and other governmental authorities, obtaining approvals under conventional zoning, obtaining Comprehensive Permits under Chapter 40B and other regulatory approvals, serving as a liaison with local, state and federal government agencies, representing developers before the Housing Appeals committee and courts, and closing construction and permanent loans for borrowers and lenders. We have significant expertise representing developers before local zoning boards of appeals in connection with the Massachusetts comprehensive permit process under Chapter 40B, and regulations promulgated by the Massachusetts Executive Office of Housing and Livable Communities (EOHLC). We have also participated in commenting on, and drafting proposed modifications to, the updated Comprehensive Permit Regulations and related 40B Guidance issued through EOHLC, and have formerly served as a member of the agency's Homeownership Advisory Group which was established to review current multifamily housing policy within Massachusetts. We have also represented developers in connection with Chapter 40R Smart Growth, MBTA Communities, as well as other multifamily and mixed use projects throughout Massachusetts.

Representative Multifamily/Mixed Use Project Experience

Attorneys with the firm are currently, or have been, involved with the following residential projects on behalf of both non-profit and for profit developers.

<u>Project/Location</u>	<u>Units/Program</u>
• Rocky Hill, Amesbury (MBTA Communities)	400 Units (3A)
• Northfield Commons, Andover	80 Units (40B)
• Residences at Stone Hill, Assisted Living, Andover	94 Units (40A)
• Thorndike Place, Arlington	136 Units (40B)
• 501 Pond Street, Ashland	120 Units (40A)
• Ayer Commons, Ayer	106 Units (40B)
• Harbor Vue, Barnstable (Hyannis)	120 Units (40A)
• Willow Road, Boxford	66 Units (40A)
• Benfield Farms, Carlisle	27 Units (40B)
• Chicopee Assisted Living, Chicopee	95 Units (40A)
• Cabotville Mill, Front Street, Chicopee	600 Units (40A)
• NOVO Riverside Commons, Concord	200 Units (40B)
• Broadway Village, Dracut	278 Units (40B)

Representative Multifamily/Mixed Use Projects (Cont'd)

<u>Project/Location</u>	<u>Units/Program</u>
• Grassfields, Dracut	48 Units (40B)
• Ballymeade Landing, Falmouth	240 Units (40A)
• Fitchburg Arts Community, Fitchburg	62 Units (40R)
• Harbor Village, Gloucester	30 Units (40B)
• Gerson Building Veterans Housing, Haverhill	44 Units (40B)
• Merrivista, Haverhill	156 Units (40A)
• Merrimack Place, Haverhill	40 Units (40B)
• Residences at Essex Pastures, Ipswich	217 Units (40B)
• Marcello Affordable Housing, Leominster	42 Units (40B)
• Mashpee Village Apartments, Mashpee	145 Units (40A)
• Loop83, Methuen	156 Units (40B)
• Methuen Assisted Living, Methuen	92 Units (40B)
• Villebridge, Middleton	60 Units (40B)
• Birch Street Place, Milford	164 Units (40B)
• The Preserve at Abbyville, Norfolk	168 Units (40B)
• Abbyville Commons, Norfolk	48 Units (40B)
• The Enclave at Norfolk, Norfolk	56 Units (40B)
• East Mill/West Mill, No. Andover	85 Units (40A)
• Princeton North Andover, No. Andover	194 Units (40A)
• Zero Prescott, North Andover	300 Units (40B)
• Residences at Endicott Village, Peabody	90 Units (40B)
• Residences at O'Shea Field, Peabody	80 Units (40B)
• Oceanview North, Plymouth	100 Units (40B)
• Sandri Drive, Plymouth	63 Units (40B)
• Maplewood Village, Reading	36 Units (40B)
• Herring Brook Meadow, Scituate	30 Units (40B)
• The Pointe at Hills Farm, Shrewsbury	93 Units (40B)
• Emerald Run, Shrewsbury	300 Units (40B)
• The Elmwood, Shrewsbury	94 Units (40B)
• The Residences at Friar's Farm, Shrewsbury	196 Units (40B)
• B'nai B'rith Veterans Housing, Swampscott	40 Units (40B)
• The Westcott, Swampscott	120 Units (40B)
• Union Block, Taunton	36 Units (40A)
• St. Anne's Senior Village, Wayland	90 Units (40B)
• Abbot Mill, Westford	240 Units (40A)
• Eaglebrook Village, Wrentham	104 Units (40B)
• Eaglebrook Village Extension, Wrentham	49 Units (40B)
• Eaglebrook Commons, Wrentham	100 Units (40B)
• Residences at Wrentham Village/Wrentham Walk	335 Units (40A)

About Lynne Sweet

Founder and Principal, LDS Consulting Group, LLC



Lynne D. Sweet is the founder and principal of LDS Consulting Group, LLC, a real estate advisory firm. With 35 years of experience in the real estate industry, Ms. Sweet plays a vital role as consultant to both private and public-sector clients. She is experienced in providing planning, market research, feasibility analysis, financial structuring, grant writing, land use and permitting, team building and project management. She specializes in all housing product types including luxury, workforce, senior, veterans, affordable, mixed income and mixed-use, rental and ownership.

Past Experience

- Senior positions with BRFG Consulting Group, Inc. of Boston, Hartford and Providence, where she established the Senior Housing Strategies Group at BRFG Consulting and managed the group for three years while providing project management services, including market research and financial structuring.
- Senior positions with Mintz, Levin, Cohn, Ferris, Glovsky and Popeo, P.C. of Boston, where she represented real estate developers, owners and lenders as she worked on all phases of real estate acquisitions, financings and workouts for office, medical, multi-family housing and retail properties during her twelve-year tenure. She worked with conventional commercial lenders and public and quasi-public lending agencies on a variety of programs, including those that used historic and low-income tax credits, taxable and tax-free bonds and operating subsidies.

Education

- Master of Business Administration, Babson College's F.W. Olin Graduate School of Business, Wellesley, MA
- Licensed real estate broker in the Commonwealth of Massachusetts
- On-going real estate industry educational trainings and conferences, as well as staying up-to-date with daily reports and updates

Awards

- **CREW Boston (Formerly NEWIRE) 2016 Achievement Award: Entrepreneur of the Year**
- **Crew Boston (Formerly NEWIRE) 2006 Achievement Award for Networking: Mission Hill Health Movement and Boston Self Help Center Development Project**
- **CREW Community Involvement Award 2001: Founding NEWIRE Small Business and Entrepreneurial Exchange**

Articles/Publications

- **Case Study: Affordable Housing and Real Estate Tax Assessing**
- **A New Approach to Fiscal Impact Studies**
- **Senior Housing NCHMA White Paper**
- **National Tax Credit Advisor Article titled "Study Points to Significant Need Among Veterans for Affordable Housing, Services"**
- **Co-author: "Expanding Access to Assisted Living in Massachusetts: Five Development Models of Affordability"**

Current Affiliations

- **Certified Member of the National Council of Housing Market Analysts: Member of Standards Committee**
- **Member of the Citizens Housing and Planning Association (CHAPA), Housing Production and Preservation Committee**
- **Member of CREW Boston, Founding and Member of Entrepreneur Exchange Group, Founder and Member of Housing and Community Development Committee**
- **Member of the Massachusetts Associate of Community Development Corporations, Housing and Real Estate Peer Group**
- **Member of the Urban Land Institute (ULI)**
- **Member of the Boston Chapter of the American Planning Association**

ABOUT LDS CONSULTING GROUP, LLC

Founded in 2000 by Lynne Sweet, LDS Consulting Group, LLC is a full-service real estate advisory firm with a proven track record of success in housing development and planning for public and private interests. Our team of analysts and planners bridge the gap between planning and financing to resolve complex housing issues for both private and public-sector clients.

What sets us apart is our unique perspective on all types of housing and financing resulting from our substantial experience of working with municipalities, developers, lenders, investors and operators.

We offer a full-range of customized, client-centered solutions including

- All things housing as well as complementary commercial uses such as office, research and development, medical, retail, public/community and transit.
- A wide range of housing needs assessment and planning experience including site specific, campus, town-wide, regional.
- Specializing in working with multifamily, workforce, senior, affordable, mixed income, mixed-use, low-income, market-rate and luxury housing.
- We are equally comfortable being a team leader or a team member.

Our word does not sit on shelves...recommendations are implemented

- We recognize the complex concerns of municipalities, developers and funding sources.
- We understand the market for different types of housing at various income levels and have current data on market conditions.
- We are familiar with many types of funding programs and have a proven track record of success with state and federal funders as well as commercial lenders.
- **We produce results: zoning is adopted, projects are funded, developments get built!**

Through market research and analysis, LDS works with private sector clients to create highest and best use plans for developing properties, re-developing existing buildings and obtaining financing. Our clients are provided with recommendations for housing types, unit counts, building amenities, income projections, financing alternatives – and a timeline for achieving their plans. What sets LDS apart is our unique perspective on all types of housing, which results from our substantial experience in working with developers, investors and operators.

LDS helps municipalities and not for profit organizations across New England determine their housing and community development needs, while educating and working with local boards, committees, and employees. We strive to achieve maximum community participation through extensive public outreach. With more than 25 years of experience in housing finance, Principal Lynne Sweet also helps cities and towns identify funding options. The combination of research and finance skills allows LDS to provide recommendations that can be, and are, implemented and achieved.

Research and Planning

- **Market Studies (Supply and Demand)**
 - LIHTC Market Studies
 - New Market Tax Credit Studies
 - HUD Rent Comp Studies
 - Luxury Apartment Studies
 - Highest and Best Use Studies
 - Fiscal Impact Studies
- Fair Housing Plans
- Housing Needs Assessments
- Development Plans
- Housing Production and Action Plans
- Master Plans
- Resident and Community Surveys

Comprehensive Development Consulting

- Development Feasibility Analysis
- Permitting and Land Use Analysis
- Real Estate Development Business Plans
- Development, Operating and Income Pro-formas
- Development Team Building
- RFQ/RFP Preparation and Facilitation
- M.G.L. Chapter 40b Applications
- M.G.L. Chapter 40b Monitoring
- GIS Capabilities
- Expert Witness

Brokerage Services

LDS offers specialized brokerage services, largely within the affordable housing and senior housing industries. Our understanding of supply and demand in these areas, along with our extensive industry network, allows us to successfully match sellers to buyers.

Financing

LDS provides financial services at all stages of development, from conception to asset management. Our business plans ensure that real estate development projects are financially viable. We work with a variety of funding programs: state and federal programs, taxable and tax-exempt bonds, and low-income, historic, and new market tax credits. We complete financing applications including one stop applications and grants.

LDS Professional Designations and Licenses

- Certified Member of National Association of Housing Market Analysts
- Approved Market Research Company: Kentucky, Minnesota, New Hampshire, New York, Ohio, Tennessee, Virginia, Massachusetts/MassHousing
- Certified M.G.L. Chapter 40B Monitoring Agent

- Approved Consultant: **MHP M.G.L. Chapter 40B Technical Assistance Program**
- Qualified Technical Assistance Consultant: **DHCD Downtown Initiative Program**
- Approved consultant: **DHCD Massachusetts Gateway Cities Grants**
- House Doctor: **MassDevelopment Gateway Cities Transformative Development Program** which includes District Improvement Financing
- Certified Minority and Women Business Association (SOMWBA) in Massachusetts
- Certified Women's Business Enterprise (MA WBE) in Massachusetts
- Certified Disadvantaged Business Enterprise (DBE) in Massachusetts
- Certified Women Business Enterprise (RI WBE) in Rhode Island and Providence Plantations
- Licensed Massachusetts real estate brokerage firm

J. Stormwater Management Report (§ 260-5.C.(1)(f) of the ZBA Rules).

Executive Summary Attached. Complete copies of report filed under separate cover.

Stormwater Report

35 Village Road
Middleton, Massachusetts 01949

35 Village Road

December 19, 2025

JOB NO: ENG25-0131



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Attachment B - NRCS Web Soil Survey Maps & Reports: Hydrologic Soils Group, Depth to Bedrock, Depth to Water Table, FEMA FIRM, NOAA Atlas 14 Rainfall Data

Attachment C - Site Exploration, Test Pits, and Soil Boring Logs

Attachment D - Hydrologic Maps & HydroCAD Reports

Attachment E - Supporting Calculations

Attachment F - Long Term Pollution Prevention Plan

Attachment G - Stormwater Operation & Maintenance Plan

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Attachment I - Illicit Discharge Statement

Project Narrative:

Ferncroft Apartments, LLC, (the "Applicant") seeks to construct two (2) multi-family residential structures to create 200 multifamily rental dwelling units on a portion of the land at 35 Village Road in Middleton, MA (Assessor's Map 21, Parcel 5) and depicted on the Figure 1, below, with a scaled portion of the USGS map provided as Attachment A to this report.

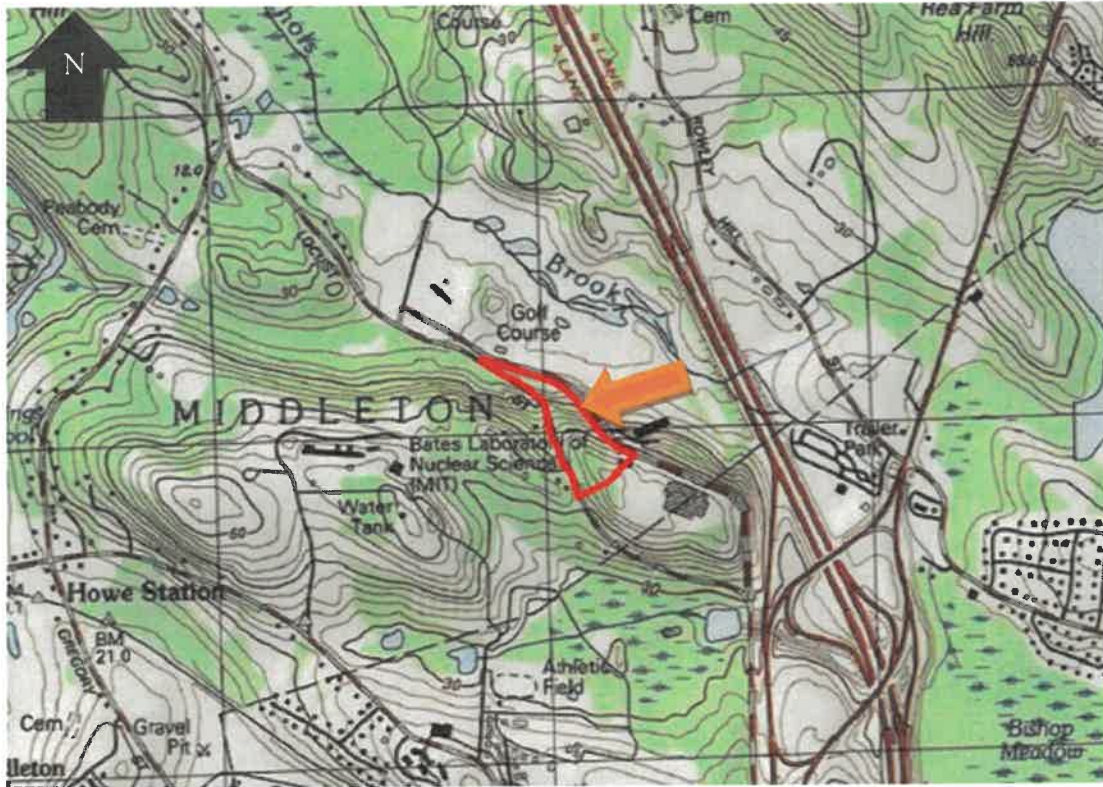


Figure 1-USGS Vicinity Map

A portion of this parcel is currently improved by Ferncroft Corporate Center consisting of commercial site amenities including parking, driveway access, open space, an existing 8-story, 234,556 square-foot office building and an adjacent, existing six level parking garage (2-stories above ground) having a 69,100 square-foot footprint with a paved surface parking lot along the eastern side of the Site. The Site is served by municipal water and wastewater (via the Town of Danvers) and has an existing on-site structured drainage system that discharges to an existing concrete swale along the southerly side of Village Road, a public right-of-way.

The Applicant seeks to construct the Ferncroft Apartments (or "the Project") consisting of 200 units, to be located on an underutilized portion of a 12.57 +/- acre

site. As part of the project the parcel is proposed to be divided into two separate lots to separate the area of the existing commercial use to include the existing office building, existing parking garage, and related improvements (Lot A), and a second lot proposed for the new residential Project which is the subject of this Application encompassing the two new multifamily residential buildings and appurtenant areas as the area of the Chapter 40B Project (Lot B).

Proposed site work will include, but is not limited to, grading, retaining walls, drainage, utilities, paving and landscaping associated with the residential buildings.

Pre-Development (Existing) Uses & Site Conditions:

The Site is currently underutilized with development clustered to the southerly portion of the property with several areas of impervious coverage associated with the existing office building, vehicular access, parking structure and surface parking areas. Vegetated areas exist in landscape onsite and trees along all property boundaries. The existing building onsite is currently occupied with various businesses.

There is no evidence of exposed bedrock, streams, rivers, or wetlands onsite, nor are there any buffer zones associated with any wetlands on the property. The Site is not within the vicinity of any Priority or Estimated Habitat protected under Mass Wildlife's Natural Heritage & Endangered Species Program.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Essex County, Massachusetts, Map Number 25009C0401G, City of Middleton Community Number 250094, Panel Number 0401G, having an effective date of July 8, 2025, the Site is not located within any FEMA floodplain or floodway. A portion of this panel is provided in Attachment B to this report.

Natural Resources Conservation Service (NRCS) soil mapping describes the site as being a mixture of Udorthents-Urban (Map Unit Symbol 651) and varying slopes of Paxton fine sandy loam (Map Unit Symbol 305B, 305C, and 305D). Web soil survey mapping information can be found in Attachment B.

Weston and Sampson conducted confirmatory soil testing on November 19th, 2025, to verify soil type and depth to estimated seasonal high-water table. The subsurface exploration test pit logs can be found in Attachment C of this report.

Pre-Development Condition Hydrology:

The parcel currently slopes from Locust Street toward Village Road where surficial runoff is collected by a concrete swale and conveyed to the drainage system within Village Road. The site's topography includes a ridge adjacent to the roadway along Locust Street southwestern of the proposed development. This stormwater analysis

generally defined watershed areas through surficial topography. In the developed, southeast portion of the site, there are several onsite catch basins that collect runoff and drain to a 12-inch storm drain which discharge into an existing detention pond onsite. This detention pond discharges onto the slope and ultimately flows run overland to the above referenced concrete swale. An existing 30-inch storm drain runs parallel to Locust Street in a northwesterly direction before turning north and bisecting the site. The existing 30-inch storm drain also connects to the structured drainage system within Village Road. Offsite flows tributary to an existing 30" culvert crossing the site were assumed to remain constant and excluded from the analysis.

A single point of analysis (POA) was defined at the downstream catch basin inlet within the existing concrete drainage swale in Village Road, identified as POA-1. This POA is also at the confluence of the above-mentioned 30-inch culvert. Figure 1 of Attachment D is the pre-development drainage area map, which displays the limits of the pre-development drainage areas, time of concentration flow paths, and existing land coverages. Figure 1 also identifies the POA for the hydrologic analysis which remains consistent from pre- to post-development. The drainage areas in pre-development conditions are described below:

- Drainage Area E1 – Central portion draining to existing 12-inch storm drain.
- Drainage Area E2 – Northwestern portion of property draining to existing detention pond.
- Drainage Area E3 – Northeast corner draining toward Drainage Area E4.
- Drainage Area E4 – Central northeast portion draining to Drainage Area E6.
- Drainage Area E5 – Northwestern corner draining toward Drainage Area E6.
- Drainage Area E6 – Northwestern portion draining toward Drainage Area E7.
- Drainage Area E7 – Northwestern corner draining to POA-1.

Post-Development (Proposed) Uses & Site Conditions:

The Applicant seeks to construct 200 residential apartment units within two (2) buildings to be constructed at the site while maintaining most of the existing commercial improvements at the site. Building A is proposed to be constructed at the existing, elevated parking lot to the east of the existing, multi-story parking garage. Building B is proposed in the general vicinity of the existing detention basin within the wooded portion of the lot to the north of the existing, multi-story parking garage. The residential and commercial uses propose to share parking to the extent practicable to minimize the creation of unnecessary impervious surfaces. Through the shared parking and reuse of the existing parking deck the proposed Project, exclusive of roof top surfaces, results in a net increase of 297-square feet

(SF) of paved, impervious surfaces when compared to the pre-development conditions.

Post-Development Condition Hydrology:

The post-development conditions analysis evaluates the land coverage changes and stormwater features associated with the proposed project. The post-development conditions are designed to maintain the site's natural drainage paths to the maximum extent practicable while mitigating any potential negative impacts from site development. The project seeks to redevelop portions of the site and minimize increases in impervious surfaces to the extent practicable.

The proposed stormwater management system consists of an sub-surface infiltration system for roof runoff along with catch basins, underground storm pipes, water quality units, and three stormwater basins for treating and conveying surficial runoff.

The POA and their associated drainage areas generally remain consistent from pre- to post-development conditions. Each stormwater best management practice (BMP) has its corresponding drainage area(s) and time of concentration path. Figure 2 of Attachment D is the post-development drainage area map, which displays the limits of the post-development drainage areas, time of concentration flow paths, and proposed land coverages. The drainage areas in post-development conditions are described below:

- Drainage Area P1 – Proposed Building B drains to underground stormwater storage area 1P.
- Drainage Area P2 – Proposed Building A drains to underground stormwater storage area 1P.
- Drainage Area P3 – Northeastern bottom portion of site follows existing drainage pattern and drains to POA-1.
- Drainage Area P4 – Central portion of site that drains to stormwater basin 2P.
- Drainage Area P5 – Southwest portion of site that drains to stormwater basin 3P.
- Drainage Area P6 – Western corner of site that drains to stormwater basin 4P.
- Drainage Area P7 – Southwest corner of site that connects to the existing 30-inch storm drain at the site.

Methodology:

Runoff calculations were performed in accordance with the the NRCS Soil Conservation Service (SCS) method as defined in Technical Release 55 (TR-55) and Technical Release 20 (TR-20) which are the basis for they HydroCAD® hydrologic model. Cover conditions and times of concentrations were used to generate runoff hydrographs for each of the sub-catchments for the each of the Type III design storms with precipitation rates identified in NOAA Atlas 14, as identified in Table 1.

Table 1 - Design Storms – NOAA Atlas 14

DESIGN STORM (RETURN FREQUENCY)	RAINFALL (INCHES/24- HOURS)
2-year	3.25
10-year	4.91
100-year	8.86

Compliance with Storm Water Management Standards:

Although the proposed subdivision is not located within areas under jurisdiction of the Massachusetts Department of Environmental Protection's (MaDEPs) Wetlands Protection Act (WPA), the proposed storm water management system has been designed to comply with the ten (10) standards of the MaDEP Storm Water Management Policy to the maximum extent practicable. Each of the standards and the extent of Project compliance are summarized below.

Standard 1: No New Untreated Discharges

No new storm water conveyances (e.g. outfalls) may discharge untreated storm water directly to or cause erosion in wetlands or waters of the Commonwealth.

The proposed project does not create any new untreated discharges. Total impervious area will be increased in comparison with existing conditions by approximately 43,560-SF. As described above 43,263-SF of this increase is attributed to impervious surfaces associated with the rooftop areas from the proposed residential buildings. The Massachusetts Stormwater Handbook recognizes runoff from rooftops as being "clean" not requiring treatment prior to infiltration, as such the net increase in impervious surfaces requiring treatment at

the project site is 297-SF. New impervious areas will now undergo treatment via street sweeping, deep sump hooded catch basins, hydrodynamic separators, and/or subsurface infiltration and extended detention basins. As such, existing stormwater discharges will meet Standard 1.

Standard 2: Peak Rate Attenuation

Storm water management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

Storm water management controls to mitigate peak rates of runoff from the Project were developed for the 2, 10, and 100-year, 24-hour, Type III design storm events. As previously stated, runoff calculations were performed in accordance with the methodology outlined in the NRCS Soil Conservation Service (SCS) methods as defined in Technical Release 55 (TR-55) and Technical Release 20 (TR-20) which are the basis for the HydroCAD® hydrologic model. Calculations are provided as Attachment D to this report. Table 2, below summarized pre- and post-development peak rates of runoff to the design point.

Table 2 – Peak Rate of Runoff

Point of Analysis	Peak Flow Rate in Cubic Feet Per Second (CFS)			
	24-hour Storm Event	Pre-Development Peak Runoff (cfs)	Post-Development Peak Runoff (cfs)	Difference in Peak Runoff (cfs)
POA1	2	8.8	8.7	-0.1
	10	20.0	18.6	-1.4
	100	37.7	32.4	-5.3

The Project, as designed, will decrease peak flow rate of runoff to the Point of Analysis in each of the analyzed design storm events when compared to the existing site conditions.

Standard 3: Recharge

Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration ... At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the storm water management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Storm Water Handbook.

The Project approximates the annual recharge to groundwater through the use of structural and non-structural best management practices (BMPs) including a proposed subsurface infiltration system that infiltrates clean roof runoff, as well as through implementation of the proposed long-term operations and maintenance plan.

In accordance with the Massachusetts Storm Water Handbook the required recharge volume (Rv) for the Project equals a depth of runoff corresponding to the soil type time the impervious areas covering that soil type at the post-development site.

As previously stated and documented in Appendix A, soils on-site vary and include Groups A, B, C and D. The target depth factor (F) identified by hydrologic soil type is identified in Table 2.3.2: Recharge Depth by Hydrologic Soil Group of the Massachusetts Storm Water Handbook (and included as Table 3, below).

Table 3 - Recharge Target Depth by Hydrologic Soil Group

NRCS HYDROLOGIC SOIL TYPE	APPROX. SOIL TEXTURE	TARGET DEPTH FACTOR (F)
A	sand	0.6-inch
B	loam	0.35-inch
C	silty loam	0.25-inch
D	clay	0.1-inch

As previously described, a portion of the site was previously developed and as such qualifies as a redevelopment project (see Standard 7 below). Standard 3 is met through structural best management practices (BMPs) including one (1) subsurface infiltration basin and three (3) extended detention basins to provide recharge on site. The BMPs are designed to capture and infiltrate the required recharge volume for the increase in impervious areas being proposed. Supporting calculations can be found in Attachment E of this report.

Compliance with Standard 3 and compliance with draw-down standards are summarized in the tables below.

Table 4 – Recharge and Drawdown Calculations Pond SSIS1

SSIS1					
Hydrologic Soil Group	A	B	C	D	Total
Total Proposed Increase Impervious Area (acres)	0.00	0.00	0.99	0.00	0.99
Target Factor (inches)	0.60	0.35	0.25	0.10	-
Required Recharge Volume (cubic feet)	0	0	901	0	901
Recharge Volume Below Lowest Outlet (cubic feet)					3764
Drawdown Time					
Saturated Hydraulic Conductivity (Rawls Rate in/hr)					0.27
Area of Bottom of Basin (square feet)					2502
Drawdown Time (hours)					66.9

Table 5 – Recharge and Drawdown Calculations Pond 2P

2P (Upper Pond Building B) - Note credit for 42,328 sf in Existing Impervious Results in no net increase.					
Hydrologic Soil Group	A	B	C	D	Total
Total Proposed Increase Impervious Area (acres)	0.00	0.00	0.00	0.00	0.00
Target Factor (inches)	0.60	0.35	0.25	0.10	-
Required Recharge Volume (cubic feet)	0	0	0	0	0
Recharge Volume Below Lowest Outlet (cubic feet)					0
Drawdown Time					
Saturated Hydraulic Conductivity (Rawls Rate in/hr)					0.27
Area of Bottom of Basin (square feet)					300
Drawdown Time (hours)					0.0

Table 6 – Recharge and Drawdown Calculations Pond 3P

3P (Lower Pond Building B) - Note credit for 4,342 sf in Existing Impervious Results in no net increase.					
Hydrologic Soil Group	A	B	C	D	Total
Total Proposed Increase Impervious Area (acres)	0.00	0.00	0.00	0.00	0.00
Target Factor (inches)	0.60	0.35	0.25	0.10	-
Required Recharge Volume (cubic feet)	0	0	0	0	0
Recharge Volume Below Lowest Outlet (cubic feet)					0
Drawdown Time					0.27
Saturated Hydraulic Conductivity (Rawls Rate in/hr)					175
Area of Bottom of Basin (square feet)					0.0
Drawdown Time (hours)					

Table 7 – Recharge and Drawdown Calculations Pond 4P

4P (Pond West of Building B) - Note credit for 7,287 sf in Existing Impervious results in 243 sf. increase					
Hydrologic Soil Group	A	B	C	D	Total
Total Proposed Increase Impervious Area (acres)	0.00	0.00	0.01	0.00	0.01
Target Factor (inches)	0.60	0.35	0.25	0.10	-
Required Recharge Volume (cubic feet)	0	0	5	0	5
Recharge Volume Below Lowest Outlet (cubic feet)					75
Drawdown Time					0.27
Saturated Hydraulic Conductivity (Rawls Rate in/hr)					400
Area of Bottom of Basin (square feet)					8.3
Drawdown Time (hours)					

Standard 4: Water Quality

Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). The standard is met with pollution prevention plans, storm water best management practices sized to capture the required water quality volume, and pretreatment measures.

Stormwater from impervious parking and driveway areas on the site will undergo treatment to provide a minimum of 80% TSS removal. Stormwater will undergo pre-treatment from deep sump catch basins, hydrodynamic separators prior to discharging into extended detention basins. Clean rooftop runoff will be recharged via a subsurface infiltration system. Although qualifying as a partial redevelopment project (see Standard 7, below) the project has been designed to all impervious surfaces on-site tributary to the POA. Supporting calculations can be found in Attachment E of this report and summarized in Table 8.

B	C	D	E	F
BMP Type	TSS Removal Rate	Starting TSS Load	Amount Removed (C x D)	Remaining Load (D - E)
Street Sweeping	0.05	1.00	0.05	0.95
Deep Sump & Hooded Catch Basins	0.25	0.75	0.19	0.54
Swirl Particle Separator	0.50	0.54	0.27	0.27
Extended Dry Detention Basin	0.50	0.27	0.14	0.13

Total TSS Removal = 87%

During project construction, appropriate BMPs will be used to minimize sedimentation and soil erosion as further described in Standard 8, below.

Standard 5: Land Uses with Higher Potential Pollutant Loads (LUHPPLs)

For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Storm Water Handbook to eliminate or reduce the discharge of storm water 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 be completely protected from exposure to rain, snow, snow melt, and storm water runoff, the proponent shall use the specific structural storm water BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Storm Water Handbook. Storm water 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.

Standard 5 is not applicable to the Project. The Project is not associated with uses that will subject the site to higher potential pollutant loads as defined in the MaDEP Wetlands and Water Quality regulations.

Land Uses with Higher Potential Pollutant Loads (LUHPPLs) are identified in 310 CMR 22.20B(2) and C(2) a through k and m and in 310 CMR 22.21(2)(a) 1 through 8 and (b) 1 through 6; areas within a site that are the location of activities that are subject to an individual National Pollutant Discharge Elimination System (NPDES) permit or the NPRDE Multi-Sector General Permit; automotive fueling facilities, exterior fleet storage areas, exterior vehicle service and equipment cleaning areas; marinas and boatyards; parking lots with high-intensity use; confined disposal facilities and disposal sites.

Standard 6: Critical Areas

Storm water discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and storm water discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural storm water best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Storm Water Handbook.

The Project is not located within nor discharges to a Critical Area.

Standard 7: Redevelopments and Other Projects Subject to the Standards Only to the Maximum Extent Practicable

A redevelopment project is required to meet the following Storm Water 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 storm water discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Storm Water Management Standards and improve existing conditions.

Portions of the site are considered redevelopment and comply to the applicable standards to the maximum extent practicable.

Standard 8: Construction Period Pollution Prevention and Erosion and Sediment Control

A plan to control construction-related impacts, including erosion sedimentation and other pollutant sources during construction and land disturbance activities

(construction period erosion, sedimentation, and pollution prevention plan), must be developed and implemented.

A detailed Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan is included in Attachment H. To ensure that the work incorporates the performance standards recommended in the DEP's Stormwater Management Policy, necessary erosion and sedimentation control measures will be utilized during construction. To ensure that the work incorporates the performance standards recommended in the DEP's Stormwater Management Policy, necessary erosion and sedimentation control measures will be utilized during construction, as depicted on the site plans.

Standard 9: Operation and Maintenance Plan

A long-term operation and maintenance plan must be developed and implemented to ensure that storm water management systems function as designed.

An operations and maintenance plan is included in Attachment G.

Standard 10: Prohibition of Illicit Discharges

All illicit discharges to the storm water management system are prohibited.

Illicit discharges to the storm water management system are discharges that are not entirely comprised of storm water. Discharges to the storm water management system from the following activities or facilities are permissible:

- Firefighting
- Water Main Flushing
- Landscape Irrigation
- Uncontaminated Groundwater
- Potable Water Sources
- Foundation Drains
- Air Conditioning Condensation
- Footing Drains
- Individual Resident Car Washing
- Flows from Riparian Habitats and Wetlands
- Dechlorinated Water from Swimming Pools
- Water Used for Street Sweeping
- Water Used to Clean Residential Buildings (without detergents)

All other illicit discharges to the storm water management system are prohibited. There are no known illicit discharges anticipated through the completion of this project.

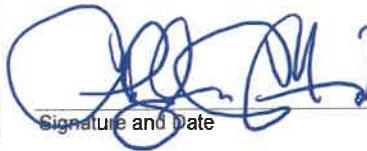
An illicit discharge compliance statement has been included in Attachment I.

Registered Professional Engineer's Certification

I have reviewed the Stormwater Report, including any relevant soil evaluations, computations, Long-term Pollution Prevention Plan, the Construction Period Erosion and Sedimentation Control Plan, the Long-term Post-Construction Operation and Maintenance Plan, the Illicit Discharge Compliance Statement and the plans showing the stormwater management system, and have determined that they have been prepared in accordance with the requirements of the Stormwater Management Standards as further elaborated by the Massachusetts Stormwater Handbook. I have also determined that the information presented in the Stormwater Checklist is accurate and that the information presented in the Stormwater Report accurately reflects conditions at the site as of the date of this permit application.

Registered Professional Engineer Block and Signature




Signature and Date

12/19/25



Checklist for Stormwater Report

A. Introduction

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



A Stormwater Report must be submitted with the Notice of Intent permit application to document compliance with the Stormwater Management Standards. The following checklist is NOT a substitute for the Stormwater Report (which should provide more substantive and detailed information) but is offered here as a tool to help the applicant organize their Stormwater Management documentation for their Report and for the reviewer to assess this information in a consistent format. As noted in the Checklist, the Stormwater Report must contain the engineering computations and supporting information set forth in Volume 3 of the [Massachusetts Stormwater Handbook](#). The Stormwater Report must be prepared and certified by a Registered Professional Engineer (RPE) licensed in the Commonwealth.

The Stormwater Report must include:

- The Stormwater Checklist completed and stamped by a Registered Professional Engineer (see page 2) that certifies that the Stormwater Report contains all required submittals.¹ This Checklist is to be used as the cover for the completed Stormwater Report.
- Applicant/Project Name
- Project Address
- Name of Firm and Registered Professional Engineer that prepared the Report
- Long-Term Pollution Prevention Plan required by Standards 4-6
- Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan required by Standard 8²
- Operation and Maintenance Plan required by Standard 9

In addition to all plans and supporting information, the Stormwater Report must include a brief narrative describing stormwater management practices, including environmentally sensitive site design and LID techniques, along with a diagram depicting runoff through the proposed BMP treatment train. Plans are required to show existing and proposed conditions, identify all wetland resource areas, NRCS soil types, critical areas, Land Uses with Higher Potential Pollutant Loads (LUHPPL), and any areas on the site where infiltration rate is greater than 2.4 inches per hour. The Plans shall identify the drainage areas for both existing and proposed conditions at a scale that enables verification of supporting calculations.

As noted in the Checklist, the Stormwater Management Report shall document compliance with each of the Stormwater Management Standards as provided in the Massachusetts Stormwater Handbook. The soils evaluation and calculations shall be done using the methodologies set forth in Volume 3 of the Massachusetts Stormwater Handbook.

To ensure that the Stormwater Report is complete, applicants are required to fill in the Stormwater Report Checklist by checking the box to indicate that the specified information has been included in the Stormwater Report. If any of the information specified in the checklist has not been submitted, the applicant must provide an explanation. The completed Stormwater Report Checklist and Certification must be submitted with the Stormwater Report.

¹ The Stormwater Report may also include the Illicit Discharge Compliance Statement required by Standard 10. If not included in the Stormwater Report, the Illicit Discharge Compliance Statement must be submitted prior to the discharge of stormwater runoff to the post-construction best management practices.

² For some complex projects, it may not be possible to include the Construction Period Erosion and Sedimentation Control Plan in the Stormwater Report. In that event, the issuing authority has the discretion to issue an Order of Conditions that approves the project and includes a condition requiring the proponent to submit the Construction Period Erosion and Sedimentation Control Plan before commencing any land disturbance activity on the site.



Checklist for Stormwater Report

B. Stormwater Checklist and Certification

The following checklist is intended to serve as a guide for applicants as to the elements that ordinarily need to be addressed in a complete Stormwater Report. The checklist is also intended to provide conservation commissions and other reviewing authorities with a summary of the components necessary for a comprehensive Stormwater Report that addresses the ten Stormwater Standards.

Note: Because stormwater requirements vary from project to project, it is possible that a complete Stormwater Report may not include information on some of the subjects specified in the Checklist. If it is determined that a specific item does not apply to the project under review, please note that the item is not applicable (N.A.) and provide the reasons for that determination.

A complete checklist must include the Certification set forth below signed by the Registered Professional Engineer who prepared the Stormwater Report.

Registered Professional Engineer's Certification

I have reviewed the Stormwater Report, including the soil evaluation, computations, Long-term Pollution Prevention Plan, the Construction Period Erosion and Sedimentation Control Plan (if included), the Long-term Post-Construction Operation and Maintenance Plan, the Illicit Discharge Compliance Statement (if included) and the plans showing the stormwater management system, and have determined that they have been prepared in accordance with the requirements of the Stormwater Management Standards as further elaborated by the Massachusetts Stormwater Handbook. I have also determined that the information presented in the Stormwater Checklist is accurate and that the information presented in the Stormwater Report accurately reflects conditions at the site as of the date of this permit application.

Registered Professional Engineer Block and Signature

Signature and Date

Checklist

Project Type: Is the application for new development, redevelopment, or a mix of new and redevelopment?

- ☐ New development
- ☐ Redevelopment
- ☒ Mix of New Development and Redevelopment



Checklist for Stormwater Report

Checklist (continued)

LID Measures: Stormwater Standards require LID measures to be considered. Document what environmentally sensitive design and LID Techniques were considered during the planning and design of the project:

- ☒ No disturbance to any Wetland Resource Areas
- ☒ Site Design Practices (e.g. clustered development, reduced frontage setbacks)
- ☐ Reduced Impervious Area (Redevelopment Only)
- ☒ Minimizing disturbance to existing trees and shrubs
- ☐ LID Site Design Credit Requested:
 - ☐ Credit 1
 - ☐ Credit 2
 - ☐ Credit 3
- ☐ Use of "country drainage" versus curb and gutter conveyance and pipe
- ☐ Bioretention Cells (includes Rain Gardens)
- ☐ Constructed Stormwater Wetlands (includes Gravel Wetlands designs)
- ☐ Treebox Filter
- ☐ Water Quality Swale
- ☐ Grass Channel
- ☐ Green Roof
- ☐ Other (describe): _____

Standard 1: No New Untreated Discharges

- ☒ No new untreated discharges
- ☒ Outlets have been designed so there is no erosion or scour to wetlands and waters of the Commonwealth
- ☒ Supporting calculations specified in Volume 3 of the Massachusetts Stormwater Handbook included.



Checklist for Stormwater Report

Checklist (continued)

Standard 2: Peak Rate Attenuation

- ☐ Standard 2 waiver requested because the project is located in land subject to coastal storm flowage and stormwater discharge is to a wetland subject to coastal flooding.
- ☐ Evaluation provided to determine whether off-site flooding increases during the 100-year 24-hour storm.
- ☒ Calculations provided to show that post-development peak discharge rates do not exceed pre-development rates for the 2-year and 10-year 24-hour storms. If evaluation shows that off-site flooding increases during the 100-year 24-hour storm, calculations are also provided to show that post-development peak discharge rates do not exceed pre-development rates for the 100-year 24-hour storm.

Standard 3: Recharge

- ☒ Soil Analysis provided.
- ☒ Required Recharge Volume calculation provided.
- ☐ Required Recharge volume reduced through use of the LID site Design Credits.
- ☒ Sizing the infiltration, BMPs is based on the following method: Check the method used.
 - ☒ Static
 - ☐ Simple Dynamic
 - ☐ Dynamic Field¹
- ☒ Runoff from all impervious areas at the site discharging to the infiltration BMP.
- ☐ Runoff from all impervious areas at the site is *not* discharging to the infiltration BMP and calculations are provided showing that the drainage area contributing runoff to the infiltration BMPs is sufficient to generate the required recharge volume.
- ☒ Recharge BMPs have been sized to infiltrate the Required Recharge Volume.
- ☐ Recharge BMPs have been sized to infiltrate the Required Recharge Volume *only* to the maximum extent practicable for the following reason:
 - ☐ Site is comprised solely of C and D soils and/or bedrock at the land surface
 - ☐ M.G.L. c. 21E sites pursuant to 310 CMR 40.0000
 - ☐ Solid Waste Landfill pursuant to 310 CMR 19.000
 - ☐ Project is otherwise subject to Stormwater Management Standards only to the maximum extent practicable.
- ☒ Calculations showing that the infiltration BMPs will drain in 72 hours are provided.
- ☐ Property includes a M.G.L. c. 21E site or a solid waste landfill and a mounding analysis is included.

¹ 80% TSS removal is required prior to discharge to infiltration BMP if Dynamic Field method is used.



Checklist for Stormwater Report

Checklist (continued)

Standard 3: Recharge (continued)

- ☐ The infiltration BMP is used to attenuate peak flows during storms greater than or equal to the 10-year 24-hour storm and separation to seasonal high groundwater is less than 4 feet and a mounding analysis is provided.
- ☐ Documentation is provided showing that infiltration BMPs do not adversely impact nearby wetland resource areas.

Standard 4: Water Quality

The Long-Term Pollution Prevention Plan typically includes the following:

- Good housekeeping practices;
 - Provisions for storing materials and waste products inside or under cover;
 - Vehicle washing controls;
 - Requirements for routine inspections and maintenance of stormwater BMPs;
 - Spill prevention and response plans;
 - Provisions for maintenance of lawns, gardens, and other landscaped areas;
 - Requirements for storage and use of fertilizers, herbicides, and pesticides;
 - Pet waste management provisions;
 - Provisions for operation and management of septic systems;
 - Provisions for solid waste management;
 - Snow disposal and plowing plans relative to Wetland Resource Areas;
 - Winter Road Salt and/or Sand Use and Storage restrictions;
 - Street sweeping schedules;
 - Provisions for prevention of illicit discharges to the stormwater management system;
 - Documentation that Stormwater BMPs are designed to provide for shutdown and containment in the event of a spill or discharges to or near critical areas or from LUHPPL;
 - Training for staff or personnel involved with implementing Long-Term Pollution Prevention Plan;
 - List of Emergency contacts for implementing Long-Term Pollution Prevention Plan.
- ☒ A Long-Term Pollution Prevention Plan is attached to Stormwater Report and is included as an attachment to the Wetlands Notice of Intent.
 - ☒ Treatment BMPs subject to the 44% TSS removal pretreatment requirement and the one inch rule for calculating the water quality volume are included, and discharge:
 - ☐ is within the Zone II or Interim Wellhead Protection Area
 - ☐ is near or to other critical areas
 - ☐ is within soils with a rapid infiltration rate (greater than 2.4 inches per hour)
 - ☐ involves runoff from land uses with higher potential pollutant loads.
 - ☐ The Required Water Quality Volume is reduced through use of the LID site Design Credits.
 - ☒ Calculations documenting that the treatment train meets the 80% TSS removal requirement and, if applicable, the 44% TSS removal pretreatment requirement, are provided.



Checklist for Stormwater Report

Checklist (continued)

Standard 4: Water Quality (continued)

- ☒ The BMP is sized (and calculations provided) based on:
 - ☒ The ½" or 1" Water Quality Volume or
 - ☐ The equivalent flow rate associated with the Water Quality Volume and documentation is provided showing that the BMP treats the required water quality volume.
- ☒ The applicant proposes to use proprietary BMPs, and documentation supporting use of proprietary BMP and proposed TSS removal rate is provided. This documentation may be in the form of the propriety BMP checklist found in Volume 2, Chapter 4 of the Massachusetts Stormwater Handbook and submitting copies of the TARP Report, STEP Report, and/or other third party studies verifying performance of the proprietary BMPs.
- ☐ A TMDL exists that indicates a need to reduce pollutants other than TSS and documentation showing that the BMPs selected are consistent with the TMDL is provided.

Standard 5: Land Uses With Higher Potential Pollutant Loads (LUHPPLs)

- ☐ The NPDES Multi-Sector General Permit covers the land use and the Stormwater Pollution Prevention Plan (SWPPP) has been included with the Stormwater Report.
- ☐ The NPDES Multi-Sector General Permit covers the land use and the SWPPP will be submitted *prior* to the discharge of stormwater to the post-construction stormwater BMPs.
- ☐ The NPDES Multi-Sector General Permit does *not* cover the land use.
- ☐ LUHPPLs are located at the site and industry specific source control and pollution prevention measures have been proposed to reduce or eliminate the exposure of LUHPPLs to rain, snow, snow melt and runoff, and been included in the long term Pollution Prevention Plan.
- ☐ All exposure has been eliminated.
- ☐ All exposure has *not* been eliminated and all BMPs selected are on MassDEP LUHPPL list.
- ☐ The LUHPPL has the potential to generate runoff with moderate to higher concentrations of oil and grease (e.g. all parking lots with >1000 vehicle trips per day) and the treatment train includes an oil grit separator, a filtering bioretention area, a sand filter or equivalent.

Standard 6: Critical Areas

- ☐ The discharge is near or to a critical area and the treatment train includes only BMPs that MassDEP has approved for stormwater discharges to or near that particular class of critical area.
- ☐ Critical areas and BMPs are identified in the Stormwater Report.



Checklist for Stormwater Report

Checklist (continued)

Standard 7: Redevelopments and Other Projects Subject to the Standards only to the maximum extent practicable

- ☒ The project is subject to the Stormwater Management Standards only to the maximum Extent Practicable as a:
- ☐ Limited Project
 - ☐ Small Residential Projects: 5-9 single family houses or 5-9 units in a multi-family development provided there is no discharge that may potentially affect a critical area.
 - ☐ Small Residential Projects: 2-4 single family houses or 2-4 units in a multi-family development with a discharge to a critical area
 - ☐ Marina and/or boatyard provided the hull painting, service and maintenance areas are protected from exposure to rain, snow, snow melt and runoff
 - ☐ Bike Path and/or Foot Path
 - ☐ Redevelopment Project
 - ☒ Redevelopment portion of mix of new and redevelopment.
- ☐ Certain standards are not fully met (Standard No. 1, 8, 9, and 10 must always be fully met) and an explanation of why these standards are not met is contained in the Stormwater Report.
- ☐ The project involves redevelopment and a description of all measures that have been taken to improve existing conditions is provided in the Stormwater Report. The redevelopment checklist found in Volume 2 Chapter 3 of the Massachusetts Stormwater Handbook may be used to document that the proposed stormwater management system (a) complies with Standards 2, 3 and the pretreatment and structural BMP requirements of Standards 4-6 to the maximum extent practicable and (b) improves existing conditions.

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control

A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan must include the following information:

- Narrative;
 - Construction Period Operation and Maintenance Plan;
 - Names of Persons or Entity Responsible for Plan Compliance;
 - Construction Period Pollution Prevention Measures;
 - Erosion and Sedimentation Control Plan Drawings;
 - Detail drawings and specifications for erosion control BMPs, including sizing calculations;
 - Vegetation Planning;
 - Site Development Plan;
 - Construction Sequencing Plan;
 - Sequencing of Erosion and Sedimentation Controls;
 - Operation and Maintenance of Erosion and Sedimentation Controls;
 - Inspection Schedule;
 - Maintenance Schedule;
 - Inspection and Maintenance Log Form.
- ☒ A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan containing the information set forth above has been included in the Stormwater Report.



Checklist for Stormwater Report

Checklist (continued)

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control (continued)

- ☐ The project is highly complex and information is included in the Stormwater Report that explains why it is not possible to submit the Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan with the application. A Construction Period Pollution Prevention and Erosion and Sedimentation Control has **not** been included in the Stormwater Report but will be submitted **before** land disturbance begins.
- ☐ The project is **not** covered by a NPDES Construction General Permit.
- ☐ The project is covered by a NPDES Construction General Permit and a copy of the SWPPP is in the Stormwater Report.
- ☒ The project is covered by a NPDES Construction General Permit but no SWPPP been submitted. The SWPPP will be submitted BEFORE land disturbance begins.

Standard 9: Operation and Maintenance Plan

- ☒ The Post Construction Operation and Maintenance Plan is included in the Stormwater Report and includes the following information:
 - ☒ Name of the stormwater management system owners;
 - ☒ Party responsible for operation and maintenance;
 - ☒ Schedule for implementation of routine and non-routine maintenance tasks;
 - ☒ Plan showing the location of all stormwater BMPs maintenance access areas;
 - ☒ Description and delineation of public safety features;
 - ☒ Estimated operation and maintenance budget; and
 - ☒ Operation and Maintenance Log Form.
- ☐ The responsible party is **not** the owner of the parcel where the BMP is located and the Stormwater Report includes the following submissions:
 - ☐ A copy of the legal instrument (deed, homeowner's association, utility trust or other legal entity) that establishes the terms of and legal responsibility for the operation and maintenance of the project site stormwater BMPs;
 - ☐ A plan and easement deed that allows site access for the legal entity to operate and maintain BMP functions.

Standard 10: Prohibition of Illicit Discharges

- ☐ The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges;
- ☒ An Illicit Discharge Compliance Statement is attached;
- ☐ NO Illicit Discharge Compliance Statement is attached but will be submitted **prior to** the discharge of any stormwater to post-construction BMPs.

K. Traffic Impact Assessment (§260-5.C.(1) (g) of ZBA Rules)

Executive Summary Attached. Complete copies of report filed under separate cover.

Transportation Impact Assessment

Proposed Multifamily Residential Development
Ferncroft Apartments
35 Village Road
Middleton, Massachusetts

Prepared for:



**SOVEREIGN
PARTNERS**

New York City, New York

December 2025

Prepared by:



**Vanasse &
Associates inc**

Transportation Engineers & Planners

35 New England Business Center Drive

Suite 140

Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be known as Ferncroft Apartments and located at 35 Village Road in Middleton, Massachusetts (hereafter referred to as the “Project”). This assessment was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Middleton, and was performed in 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.

Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),¹ the Project is expected to generate approximately 892 vehicle trips on an average weekday (two-way, 24-hour volume), with 76 vehicle trips expected during the weekday morning peak-hour and 75 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), with all movements at the study area intersections shown to continue to operate at a level-of-service (LOS) of C or better, where an LOS “D” or better is generally defined as “acceptable” traffic operations, and Project-related impacts generally defined as an increase in average motorist delay of up to 1.7 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;
3. All movements exiting the driveway that serves 35 Village Road and that will serve the Project are predicted to operate at LOS B during the peak hours with residual vehicle queuing of up to one (1) vehicle, which can be contained along the driveway without inhibiting access, or the movement of vehicles, pedestrians or bicyclists along Village Road. All movements along Village Road approaching the driveway are predicted to operate at LOS A with residual vehicle queuing of up to one (1) vehicle;

¹ *Trip Generation*, 12th Edition; Institute of Transportation Engineers; Washington, DC; August 2025.

4. No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections;
5. Based on a review of parking demand data published by the ITE² for the Project and the existing office buildings, it was determined that the proposed parking supply that will be available after the construction of the Project is sufficient to accommodate the anticipated peak parking demand of the existing and proposed uses at 35 Village Road; and
6. Lines of sight to and from the Project site driveway intersection with Village Road exceed the recommended minimum distances to function in a safe manner based on the appropriate approach speeds.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits and approvals.

Project Access

Access to the Project site will be provided by way of the existing driveway that serves the office buildings at 35 Village Road and intersects the south side of Village Road. Secondary access for emergency vehicles will be provided by way of a new driveway that will intersect the north side of Locust Street approximately 220 feet north of Nichols Lane that will be designed and constructed in a manner so as to restrict use by non-emergency vehicles. The following recommendations are offered with respect to the design and operation of the Project site access, internal circulation and parking:

- The existing driveway that serves 35 Village Road and that will also serve the Project should be retained as a two-way driveway with one entering and one exiting travel lane that are separated by a raised median approaching Village Road. The driveway will continue to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. Upon entering the Project site, the existing parking lot to the east of the parking garage that serves the existing office buildings at 35 Village Road will be reconstructed to provide a 22-foot wide, two-way drive with parallel parking that will continue to provide access to the parking garage and will extend to the north to serve the Project.
- The secondary emergency vehicle access drive should be a minimum of 20-feet in width and designed and constructed in a manner that supports travel by the largest anticipated

²*Parking Generation*, 6th Edition; Institute of Transportation Engineers; Washington, D.C.; October 2023.

responding emergency vehicle under all weather conditions and that restricts access by non-emergency vehicles.

- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet wide in order to facilitate parking maneuvers.
- Vehicles exiting the Project site to Village Road will be placed under STOP-sign control with marked STOP-lines provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).³
- Sidewalks should be provided within the Project site to connect the proposed residential buildings to the parking spaces that will serve the Project and the existing parking garage, and should extend to Locust Street where a crosswalk with Americans with Disabilities Act (ADA)-compliant wheelchair ramps and a pedestrian actuated Rectangular Rapid Flashing beacon (RRFB) should be provided for crossing Locust Street.
- Marked crosswalks and ADA-compliant wheelchair ramps will be provided at all pedestrian crossings to be constructed or modified as a part of the Project.
- Signs and landscaping located within sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sightlines.

Off-Site

Village Road at Locust Street and Augusta Way

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be installed on the Locust Street approach to Village Road.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided within the Town of Middleton or in the immediate vicinity of the Project site. The Massachusetts Bay Transportation Authority (MBTA) does provide The RIDE paratransit services to eligible persons in the Town who cannot use fixed-route transit (bus, subway, trolley) due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA). In addition, the Town of Middleton Council on Aging (COA) provides transportation services to eligible seniors for errands and medical appointments by appointment.

In an effort to encourage the use of alternative modes of transportation to single-occupancy vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be implemented as a part of the Project:

³*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- A Transportation Coordinator (TC), who may have other duties and responsibilities, should be assigned for the Project to coordinate the TDM program;
- The TC should facilitate a rideshare matching program for residents to encourage carpooling;
- A “welcome packet” should be provided to new residents that will include the contact information for the TC and detailing available public transportation services, bicycle and walking alternatives, and other commuter options;
- Short-term parking spaces should be located proximate to the residential building entrances for use by ride-hailing and delivery service providers;
- Consideration should be given to providing electric vehicle (EV) charging stations for use by residents and guests;
- A central mailroom and package delivery station should be provided within both buildings;
- Pedestrian accommodations should be incorporated within the Project site and should extend to Locust Street to encourage walking; and
- Secure bicycle parking should be provided to include weather protected bicycle parking for residents and exterior bicycle parking located proximate to the building entrances.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be known as Ferncroft Apartments and located at 35 Village Road in Middleton, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Locust Street, Village Road and Newbury Street (Route 1), and at major intersections located along these roadways through which Project-related traffic will travel.

PROJECT DESCRIPTION

As proposed, the Project will entail the construction of a 200-unit multifamily residential development to be known as Ferncroft Apartments and located at 35 Village Road in Middleton, Massachusetts. The Project is proposed to consist of two buildings: Building “A” will contain 94 residential units and share parking with the existing office building parking garage (Ferncroft Corporate Center); and Building “B” will contain 106 residential units and have a dedicated garage providing parking to the residents and will also share parking with the existing office building parking garage. The site currently contains Ferncroft Corporate Center, a parking garage, associated surface parking and areas of open and wooded space.

The property is being depicted as two (2) separate land areas to demarcate the approximate area of the existing commercial use area: Lot A includes the Ferncroft Corporate Center, existing parking garage and associated surface parking; and Lot B includes the proposed residential uses, which includes both Buildings “A” and “B”. The ownership of Lot B will be of the Applicant, Ferncroft Apartments, LLC, and will be divided from Lot A through one of three available means: lotting plan endorsement by the Zoning Board of Appeals pursuant to its authority under Chapter 40B, condominium and/or ground lease, to be finally determined through the Zoning Board of Appeals hearing process. Lot A will continue to operate under the current ownership, and separate ownership, financing and management of the two areas will be maintained. Figure 1 depicts the Project site in relation to the existing roadway network.



Figure 1



Site Location Map

Access to the Project site will be provided by way of the existing driveway that serves the office buildings at 35 Village Road and intersects the south side of Village Road. Secondary access for emergency vehicles will be provided by way of a new driveway that will intersect the north side of Locust Street approximately 220 feet north of Nichols Lane that will be designed and constructed in a manner so as to restrict use by non-emergency vehicles.

On-site parking will be provided for 986 vehicles, with 767 parking spaces located in the existing parking garage, 41 parking spaces located beneath the Ferncroft Corporate Center building, 131 surface parking spaces and 47 parking spaces underneath Building "B". The on-site parking will serve both residents and visitors of the Project and will continue to serve the parking demands of the Ferncroft Corporate Center. A detailed shared parking analysis for the Project and the Ferncroft Corporate Center is included as a part of this assessment (see *Shared Parking Analysis* section).

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Middleton and MassDOT; was performed in 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; public transportation services; observations of traffic flow; and collection of daily and peak-period traffic 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 was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in August and October 2025. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Village Road, Locust Street and Newbury Street (Route 1), and the following specific intersections through which Project-related traffic will travel:

- East Street at Locust Street and Towne Road
- Locust Street at Village Road and Augusta Way
- Village Road at 35 Village Road
- Village Road at Ferncroft Road
- Ferncroft Road at Newbury Street (Route 1) Southbound Ramps

The following describes the study area roadways and intersections.

ROADWAYS

Locust Street

- Two-lane local access roadway under Town jurisdiction;
- Traverses study area in a general northwest-southeast alignment between East Street and Ferncroft Road;
- Provides two 12-foot wide travel lanes that are separated by a double-yellow centerline with 1- to 2-foot wide marked shoulders west of Village Road and a 24-foot wide paved traveled-way that accommodates two-way travel with no pavement markings provided between Village Road and Ferncroft Road;
- A posted speed limit is not provided in the vicinity of the Project site and, as such, the statutory or “prima facie” speed limit pursuant to MGL c.90 § 17 is 30 mph;⁴

⁴The statutory or “prima facie” speed is defined in M.G.L. c. 90, § 17 as the speed which would be deemed reasonable and proper to operate a motor vehicle in the absence of a regulated or posted speed limit. The statutory speed limit in a thickly settled area where a regulatory or posted speed limit has not been approved is 30 mph.

- A sidewalk is provided on the north side of the roadway between Coppermine Road and Village Road, and along the west side of the roadway between Village Road and the Danvers town line;
- Illumination is not provided in the vicinity of the Project site; and
- Land use within the study area consists of the Project site, Ferncroft Country Club, residential and commercial properties, and areas of open and wooded space.

Village Road

- Two-lane, local access roadway under Town jurisdiction;
- Traverses study area in a general northwest-southeast alignment between Locust Street and Ferncroft Road;
- Provides two 22-foot wide travel lanes that are separated by a grassed median with no marked shoulders;
- The posted speed limit in the vicinity of the Project site is 25 mph;
- A sidewalk is provided on the north side of the roadway between Locust Street and the Danvers town line;
- Illumination is provided intermittently by way of ornamental streetlights; and
- Land use within the study area consists of the Project site, residential and commercial properties, and areas of open and wooded space.

Newbury Street (Route 1)

- Two- to four-lane (one to two lanes in each direction) urban principal arterial roadway under MassDOT jurisdiction that traverses a general northeast-southwest alignment within the study area and provides an interchange with Interstate 95 (I-95) to the east of the Project site and a full-access interchange with Maple Street (Route 62) to the south of the Project site;
- Provides one (1) to two (2) 12 to 13-foot wide travel lanes per direction that are separated by a grass median with variable width marked shoulders;
- The posted speed limit within the study area is 45 mph;
- A sidewalk is provided on the west side of the roadway between Ferncroft Road and Hawthorne Green (320 Newbury Street);
- Illumination is provided intermittently by way of street lights mounted on wood poles; and
- Land use within the study area consists of residential and commercial properties, and areas of open and wooded space.

INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in August and October 2025.

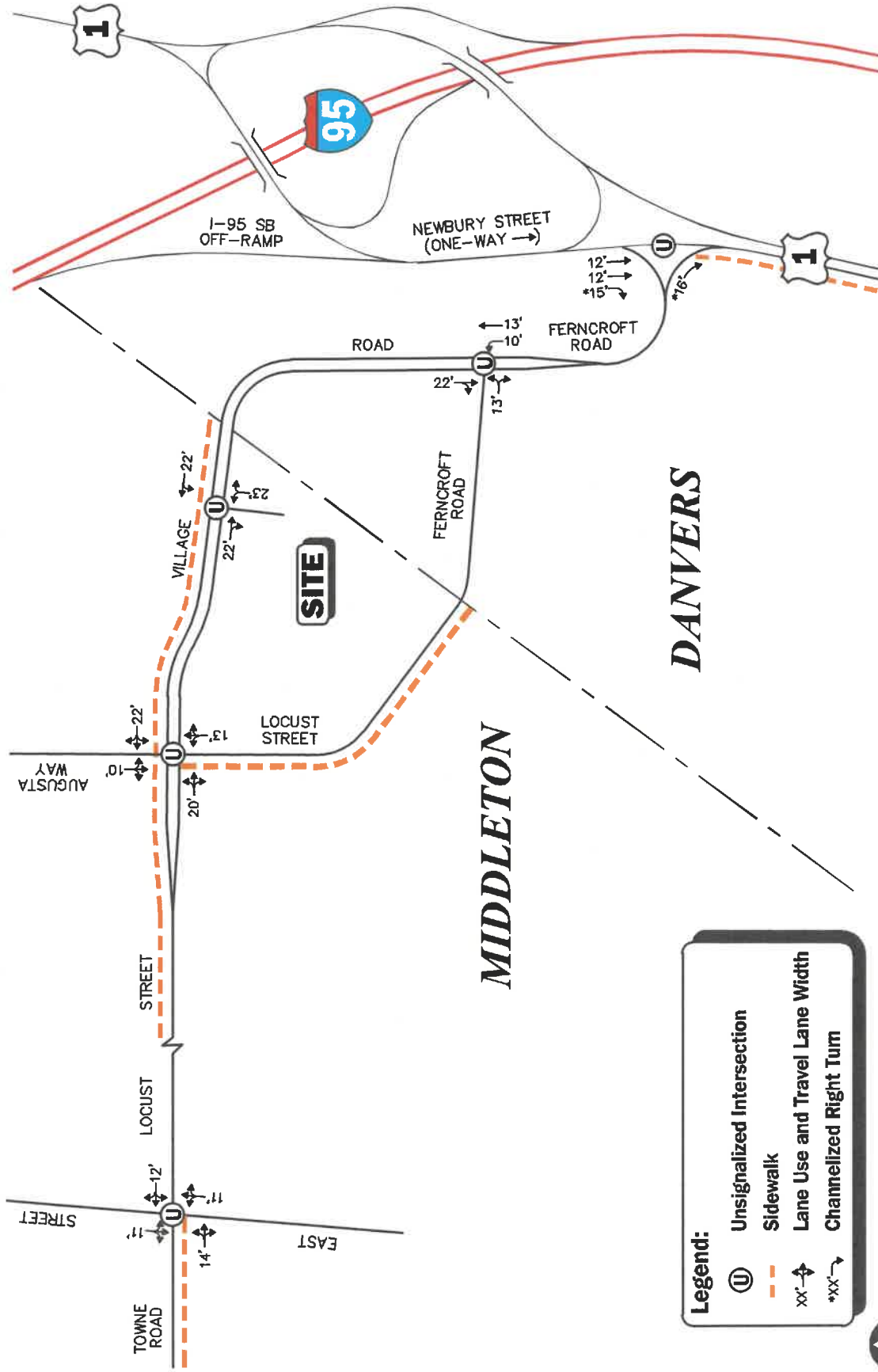


Figure 2

Existing Intersection Lane Use,
Travel Lane Width, and
Pedestrian Facilities

VA Vanasse &
Associates inc

Not To Scale

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
East St./ Locust St./ Towne Rd.	S	1 general-purpose travel lane provided on all approaches	Yes; 2 to 4 feet on East St. and 1 to 2 feet on Locust St.	Yes; sidewalk provided along the south side of Towne Rd.	Yes; shared traveled-way on East St. ^b
Locust St./ Village Rd./ Augusta Way	S	1 general-purpose travel lane on all approaches	No	Yes; sidewalks provided along the north side of Locust St. and Village Rd and along the west side of Locust St. south of the intersection	Yes; shared traveled-way on Village Rd.
Village Rd./ 35 Village Rd.	S	1 general-purpose travel lane on all approaches	No	Yes; sidewalk provided along the north side of Village Rd.	Yes; shared traveled-way on Village Rd.
Village Rd./ Ferncroft Rd.	S	1 general-purpose travel lane on all approaches	No	No	Yes; shared traveled-way on Village Rd.
Ferncroft Rd./ Rte. 1	S	1 channelized right-turn lane on Ferncroft Rd.; 2 through travel lanes and 1 channelized right-turn lane on Rte. 1	Yes; 1 to 2 feet on Ferncroft Rd. and 2 to 3 feet on Rte. 1	Yes; sidewalk provided along west side of Rte. 1 south of the intersection	No

^aS = STOP-sign control.

^bCombined shoulder and travel lane width equal to or exceed 14 feet.

EXISTING TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in June and October 2025. The ATR counts were conducted on Village Road in the vicinity of the Project site on June 17th and 18th, 2025 (Tuesday and Wednesday, respectively) and on Locust Street in the vicinity of the Project site on October 8th and 9th, 2025 (Wednesday and Thursday, respectively) in order to record weekday traffic conditions over an extended period. Peak-period TMCs were performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak-periods on Tuesday, June 17, 2025, and on Wednesday, October 8, 2025. These time periods were selected for analysis purposes as they are representative of the peak traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Groups 4-7 (minor arterials, major and minor collectors, and local roads and streets, the functional classifications of the study area roadways) were reviewed.⁵ Based on a review of this data, it was determined that traffic volumes for the months of June and October are approximately 11.1 percent and 6.4 percent *above* average-month

⁵MassDOT statewide Traffic Data Collection; 2024 Weekday Seasonal Factors, Group U4-7.

conditions, respectively. In order to provide a conservative (high) assessment of traffic volumes within the study area, no adjustment was made to the traffic volumes.

Based on updated guidance from MassDOT,⁶ adjustments to account for the impact on traffic volume and trip patterns resulting from the COVID-19 pandemic for traffic counts taken on or after March 1, 2022 are only recommended in areas where the predominant land use is office properties. As the predominant land use within the study area consists of residential and commercial uses, a pandemic-related adjustment was not required.

The 2025 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figures 3 and 4, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

Table 2
2025 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Village Road, east of 35 Village Road:</i>	2,930	--	--	--
Weekday Morning (7:45 – 8:45 AM)	--	246	8.4	56.1% WB
Weekday Evening (4:00 – 5:00 PM)	--	257	8.8	52.9% EB
<i>Locust Street, north of Nichols Lane:</i>	225	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	16	7.1	81.3% SB
Weekday Evening (4:30 – 5:30 PM)	--	34	15.1	64.7% NB

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

EB = eastbound; WB = westbound; NB = northbound; SB = southbound.

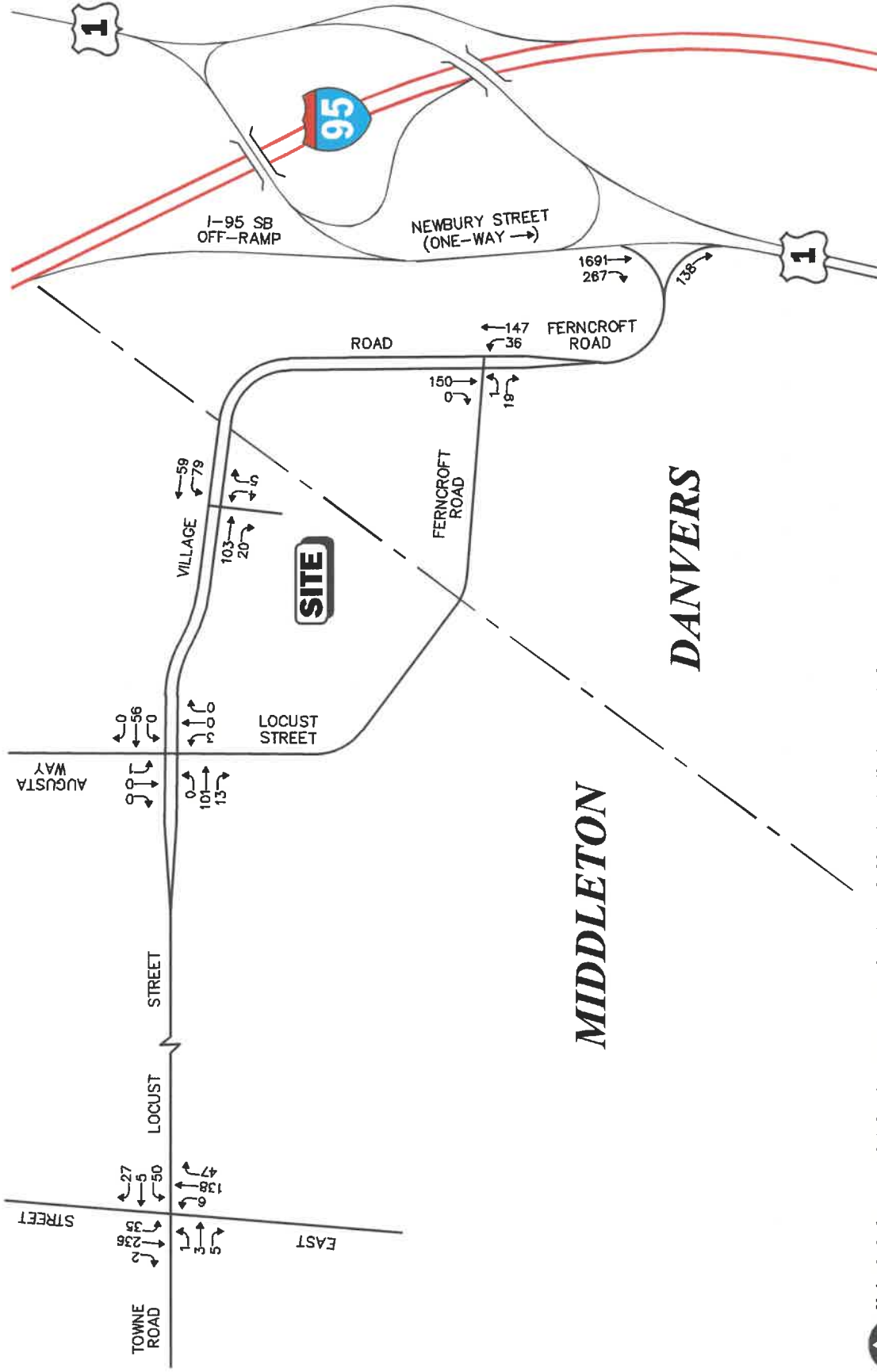
As can be seen in Table 2, Village Road in the vicinity of the Project site was found to accommodate approximately 2,930 vehicles on an average weekday (two-way, 24-hour volume), with approximately 246 vehicles per hour (vph) during the weekday morning peak-hour and 257 vph during the weekday evening peak-hour.

Locust Street in the vicinity of the Project site was found to accommodate approximately 225 vehicles on an average weekday, with approximately 16 vph during the weekday morning peak-hour and 34 vph during the weekday evening peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities in the vicinity of the Project site was undertaken in June and October 2025. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations in the vicinity of the Project site. As shown

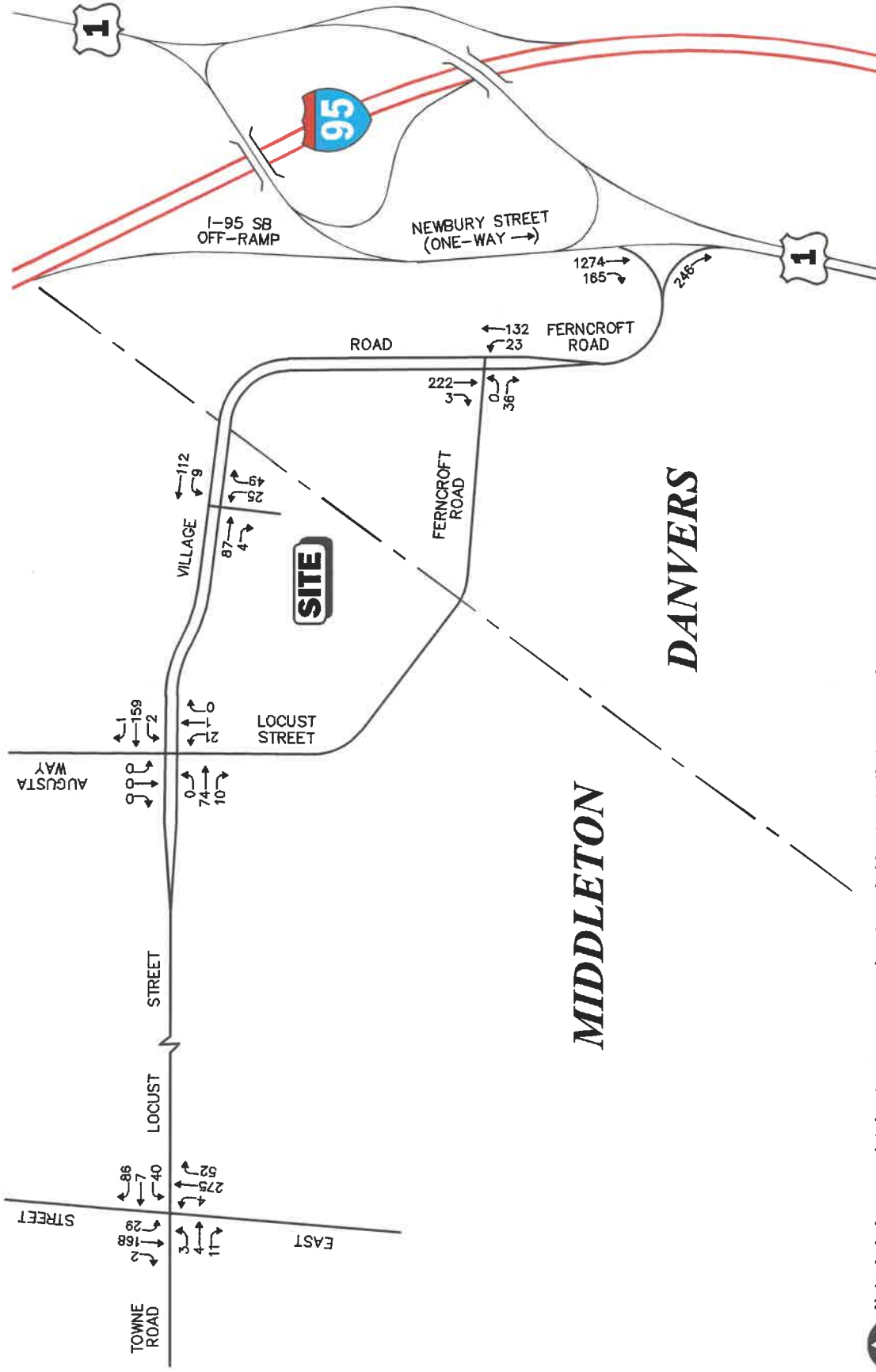
⁶25% Design Submission Guidelines; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 4

on Figure 2, sidewalks are provided along the north side of Locust Street and Village Road from Coppermine Road to the Danvers town line; along the west side of Locust Street south of Village Road to the Danvers town line; along the south side of Towne Road; and along the west side of Route 1 southbound from Ferncroft Road to Hawthorne Green (320 Newbury Street).

Formal bicycle facilities are not provided within the study area; however, East Street and Village Road generally provide sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration.⁷

PUBLIC TRANSPORTATION

Regularly scheduled public transportation services are not currently provided within the Town of Middleton or in the immediate vicinity of the Project site. The Massachusetts Bay Transportation Authority (MBTA) does provide The RIDE paratransit services to eligible persons who cannot use fixed-route transit (bus, subway, trolley) due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA). In addition, the Town of Middleton Council on Aging (COA) provides transportation services to eligible seniors for errands and medical appointments by appointment.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Village Road and Locust Street in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Village Road		Locust Street	
	Eastbound	Westbound	Northbound	Southbound
Mean Travel Speed (mph)	28	33	25	20
85 th Percentile Speed (mph)	34	38	28	24
Posted/Statutory Speed Limit (mph)	25	25	30	30

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Village Road in the vicinity of the Project site was found to be 28 mph in the eastbound direction and 33 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 34 mph in the eastbound direction and 38 mph westbound, which is 9 to 13 mph above the posted speed limit in the vicinity of the Project site (25 mph).

⁷A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

The mean vehicle travel speed along Locust Street in the vicinity of the Project site was found to be 25 mph in the northbound direction and 20 mph southbound. The measured 85th percentile vehicle travel speed was found to be 28 mph in the northbound direction and 24 mph southbound, which is 2 to 6 mph below the statutory speed limit in the vicinity of the Project site (30 mph).

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2018 through 2022, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and is presented in Table 4.

As can be seen in Table 4, the study area intersections were found to have experienced an average of 1.60 or fewer reported motor vehicle crashes per year over the five-year review period and were found to have motor vehicle crash rates *below* both the MassDOT statewide and District average crash rates for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 4). The majority of the reported crashes occurred on a weekday, under clear weather conditions, during daylight, and predominantly involved angle, read-end and sideswipe-type collisions that resulted in property damage only. No (0) motor vehicle crashes were reported to have occurred at the Locust Street/Village Road/Augusta Way or Village Road/Ferncroft Road intersections over the five-year review period based on the MassDOT crash data.

A review of the MassDOT statewide High Crash Location List indicated that there are no Highway Safety Improvement Program (HSIP) eligible high crash locations within the study area. In addition, no (0) fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets, High Crash Location mapping and motor vehicle crash back-up data are provided in the Appendix.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	East St./ Locust St./ Towne Rd.	Locust St./ Village Rd./ Augusta Way	Village Rd./ 35 Village Rd.	Village Rd./ Ferncroft Rd.	Ferncroft Rd./ Rte. 1 SB Ramps
Traffic Control Type: ^b	U	U	U	U	U
<i>Year:</i>					
2018	2	0	0	0	2
2019	1	0	0	0	0
2020	0	0	0	0	2
2021	1	0	1	0	1
<u>2022</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	5	0	1	0	8
Average	1.00	0.00	0.20	0.00	1.60
Rate ^c	0.36	0.00	0.17	0.00	0.23
MassDOT Crash Rate: ^d	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57
Significant? ^e	No	No	No	No	No
<i>Type:</i>					
Angle	2	0	0	0	0
Rear-End	0	0	0	0	2
Head-On	0	0	0	0	1
Sideswipe	1	0	1	0	2
Fixed Object	2	0	0	0	1
Pedestrian/Bicycle	0	0	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	5	0	1	0	8
<i>Conditions:</i>					
Clear	4	0	1	0	2
Cloudy	0	0	0	0	2
Rain	0	0	0	0	2
Snow/Ice	1	0	0	0	2
<u>Unknown</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	5	0	1	0	8
<i>Lighting:</i>					
Daylight	3	0	1	0	7
Dawn/Dusk	0	0	0	0	0
Dark (Road Lit)	2	0	0	0	1
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	5	0	1	0	8
<i>Day of Week:</i>					
Monday through Friday	5	0	1	0	7
Saturday	0	0	0	0	0
<u>Sunday</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	5	0	1	0	8
<i>Severity:</i>					
Property Damage Only	4	0	1	0	6
Personal Injury	1	0	0	0	2
Unknown	0	0	0	0	0
<u>Fatality</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	5	0	1	0	8

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2018 through 2022.

^bTraffic Control Type: U = unsignalized.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 4).

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2032, which reflects a seven-year planning horizon consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2032 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2032 No-Build traffic volumes reflect 2032 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Middleton Planning Department and the Town of Danvers Planning and Economic Development Division were contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on these consultations, no projects were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate (discussion follows).

At the time the traffic counts that form the basis of this assessment were completed (June and October 2025), approximately 70,367 sf (30 percent) of the Ferncroft Corporate Center (35 Village Road) was vacant. In order to develop traffic volumes associated with the full occupancy of the office buildings that comprise the Ferncroft Corporate Center, trip rates (per 1,000 sf) were established for the weekday morning and evening peak hours based on existing traffic volumes measured at the driveway that serves 35 Village Road. The trip rates were applied to the vacant office space (70,367 sf) to develop the additional peak-hour traffic volumes that would

be associated with the re-occupancy of the vacant space, which were then added to the roadway network based on a review of existing travel patterns observed at the Village Road/35 Village Road driveway intersection.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Middleton, Danvers and surrounding towns were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with an average traffic growth rate of 1.31 percent. In order to provide conservative (high) traffic volumes from which to assess the impact of the Project, a slightly higher 1.5 percent per year compounded annual background traffic growth rate was used to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

MassDOT, the Town of Middleton and the Town of Danvers were contacted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2032 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

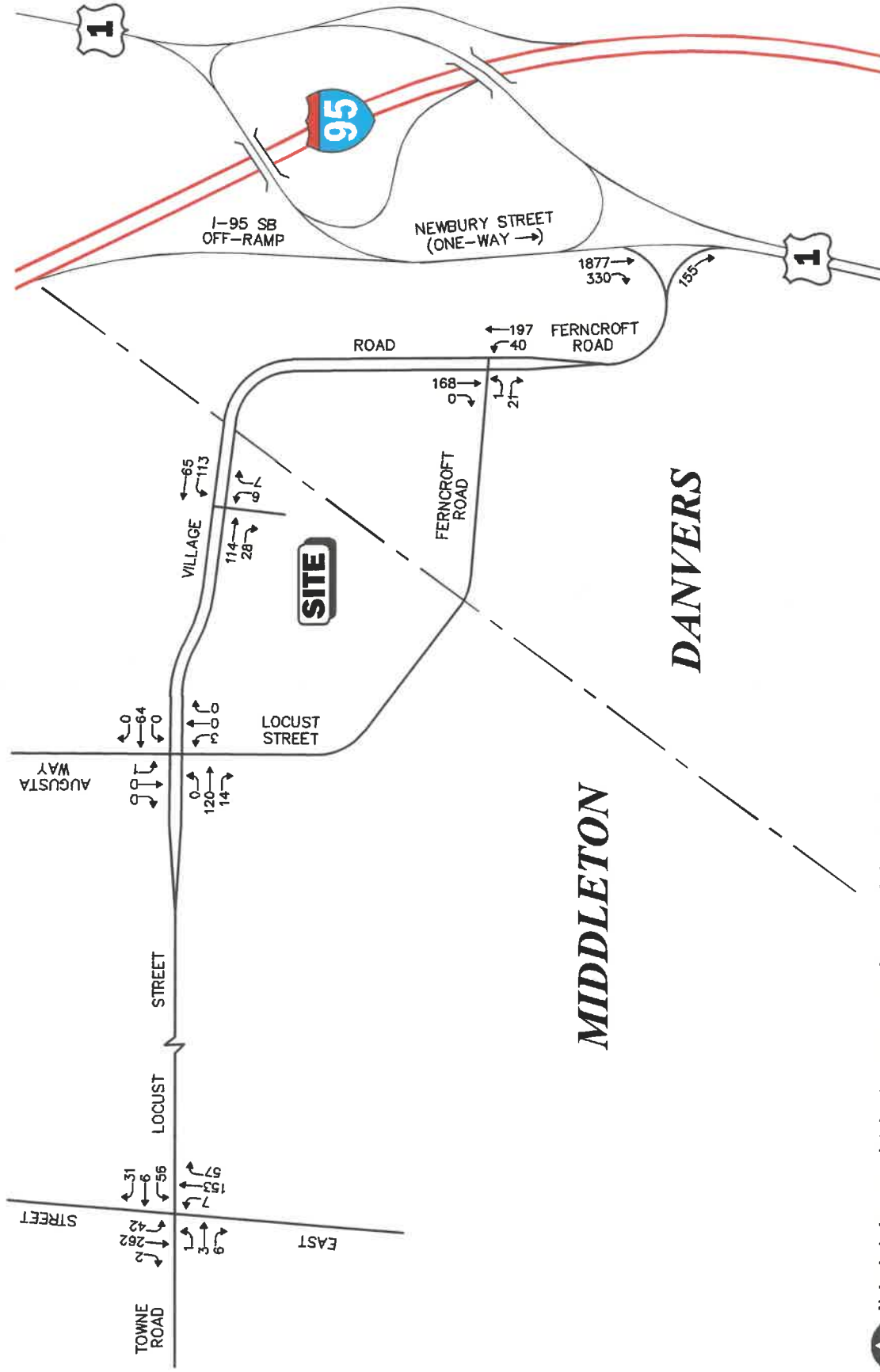
The 2032 No-Build condition peak-hour traffic-volumes were developed by applying the 1.5 percent per year compounded annual background traffic growth rate to the 2025 Existing peak-hour traffic volumes and then adding the peak-hour traffic associated with the full occupancy of the office buildings within the Ferncroft Corporate Center. The resulting 2032 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figures 5 and 6, respectively.

PROJECT-GENERATED TRAFFIC

Design year (2032 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a 200-unit multifamily residential development. In order to develop the anticipated traffic characteristics of the Project, trip-generation statistics published by the ITE⁸ for a similar land use as that proposed was used. ITE Land Use Code (LUC) 221, *Multifamily Housing (Mid-Rise)*, was used to establish the anticipated traffic characteristics of the Project, the results of which are summarized in Table 5.

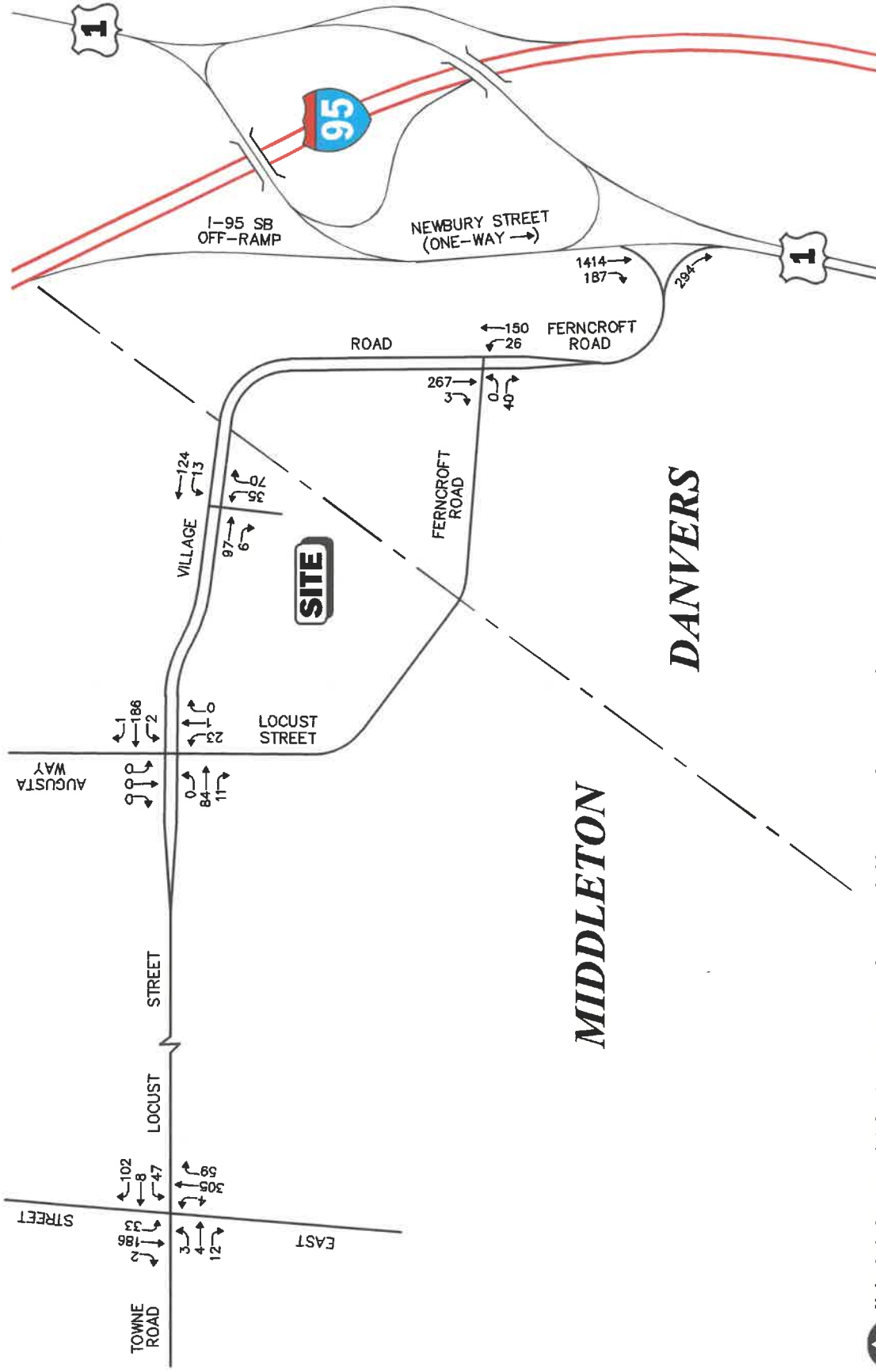
⁸Institute of Transportation Engineers; op. cit. 1.



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 5



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 6

Table 5
TRIP-GENERATION SUMMARY

Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
<i>Average Weekday:</i>	446	446	892
<i>Weekday Morning Peak-Hour:</i>	18	58	76
<i>Weekday Evening Peak-Hour:</i>	48	27	75

^aBased on ITE LUC 221, *Multifamily Housing (Mid-Rise)*; 200 units.

Project-Generated Traffic Volume Summary

As can be seen in Table 5, the Project is expected to generate approximately 892 vehicle trips on an average weekday (two-way, 24-hour volume, or 446 vehicles entering and 446 exiting), with 76 vehicle trips (18 vehicles entering and 58 exiting) expected during the weekday morning peak-hour and 75 vehicle trips (48 vehicles entering and 27 exiting) expected during the weekday evening peak-hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of current employment location data obtained from the U.S. Census for residents of the Town of Middleton and then refined based on existing traffic patterns within the study area. The general trip distribution for the Project is graphically depicted on Figure 7. Traffic volumes expected to be generated by the Project were assigned onto the study area roadway network during the weekday morning and evening peak hours as shown on Figures 8 and 9, respectively.

FUTURE TRAFFIC VOLUMES – BUILD CONDITION

The 2032 Build condition traffic volumes were developed by adding the additional traffic expected to be generated by the Project to the 2032 No-Build condition traffic volumes. The resulting 2032 Build weekday morning and evening peak-hour traffic volumes are graphically depicted on Figures 10 and 11, respectively.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 6. These changes are a result of the construction of the Project.

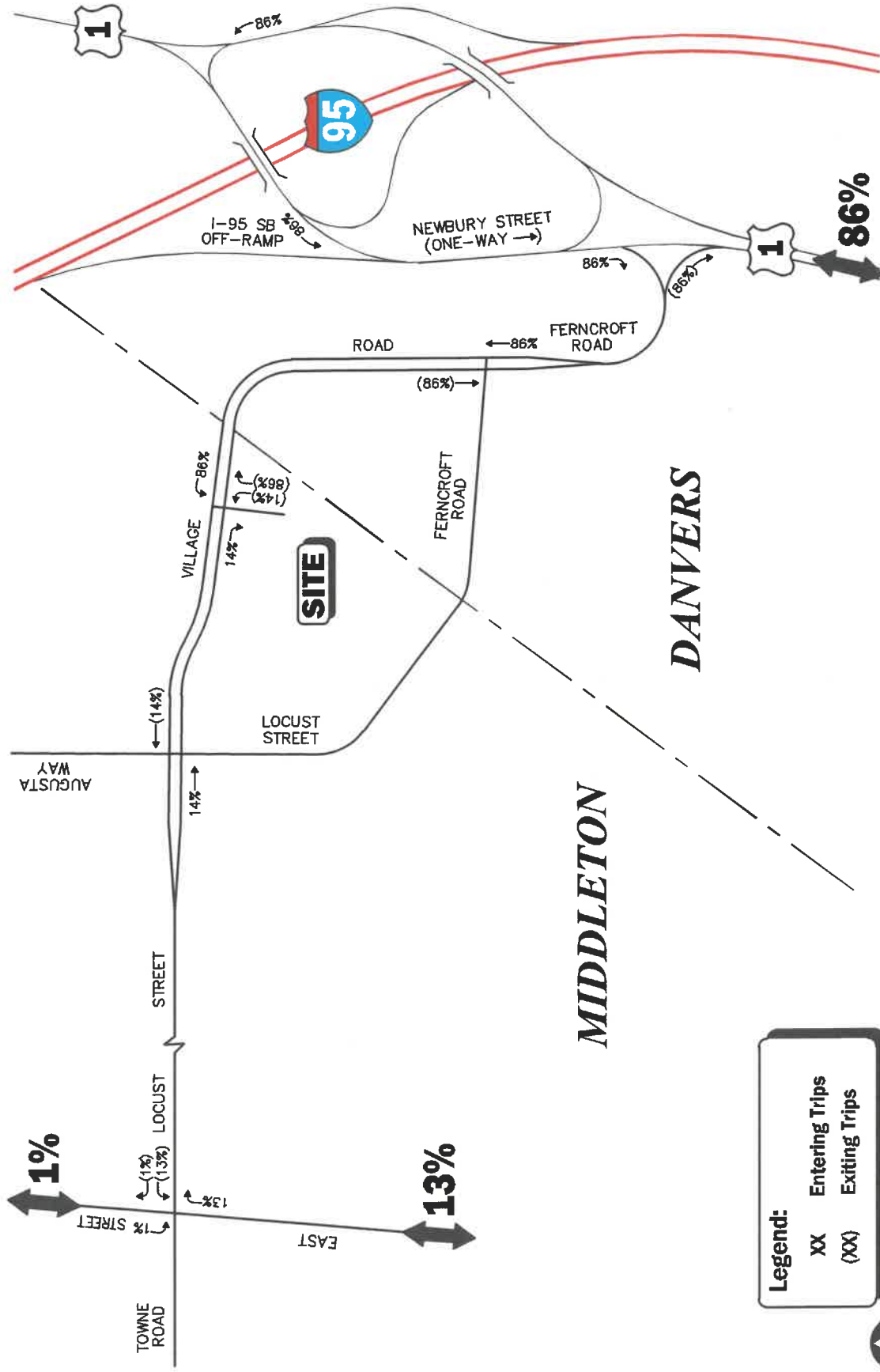
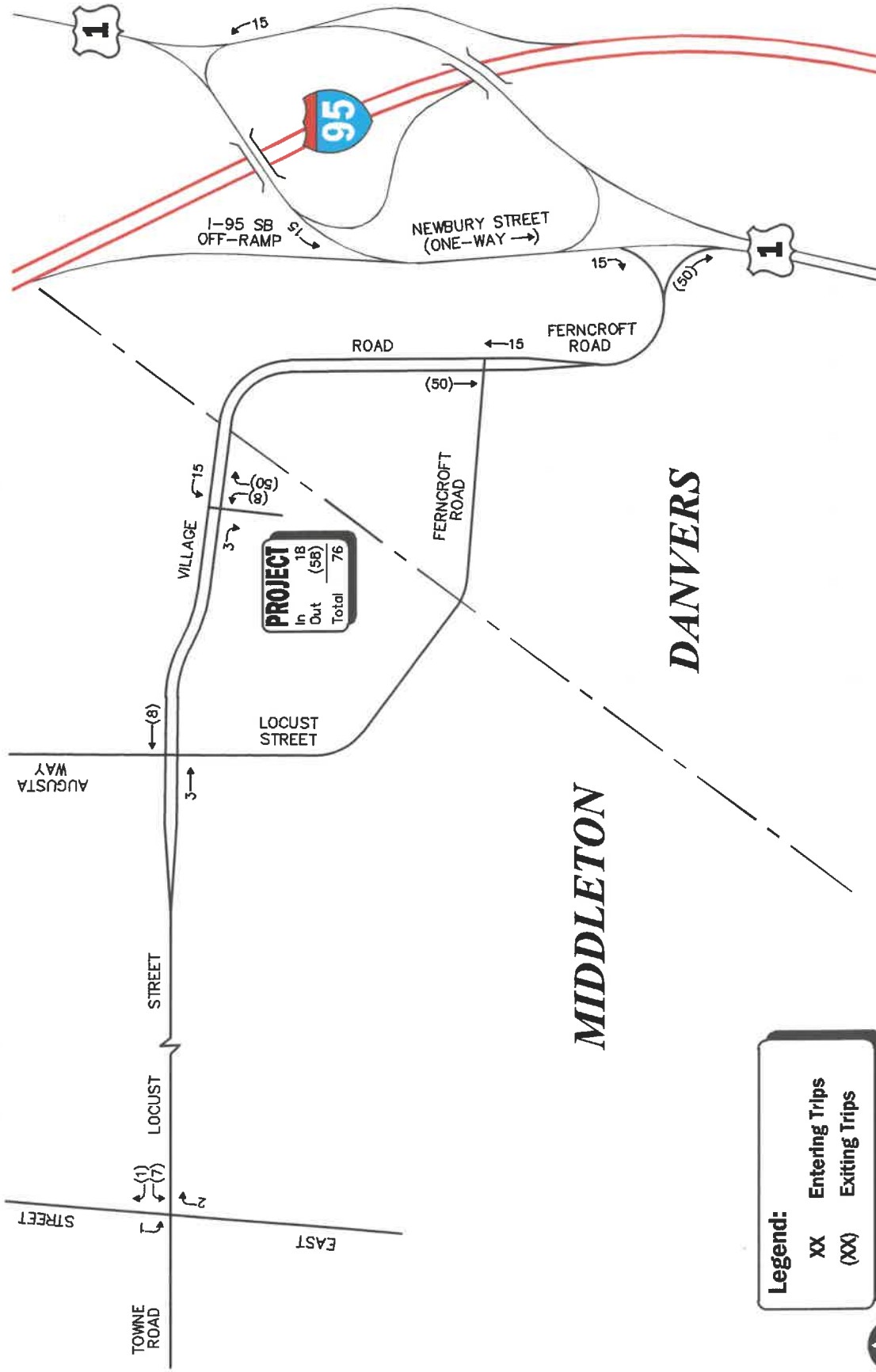


Figure 7

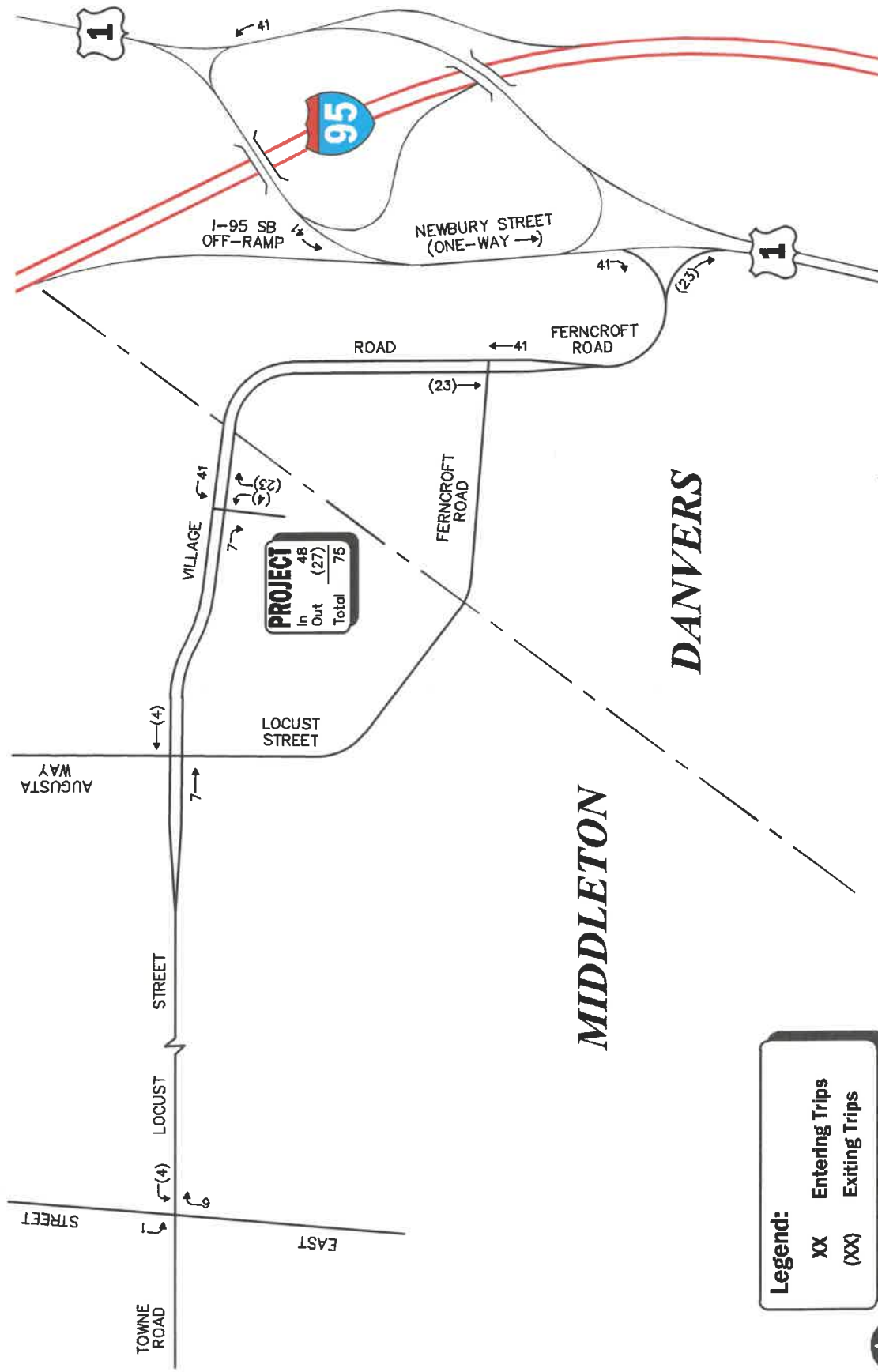
Trip Distribution Map

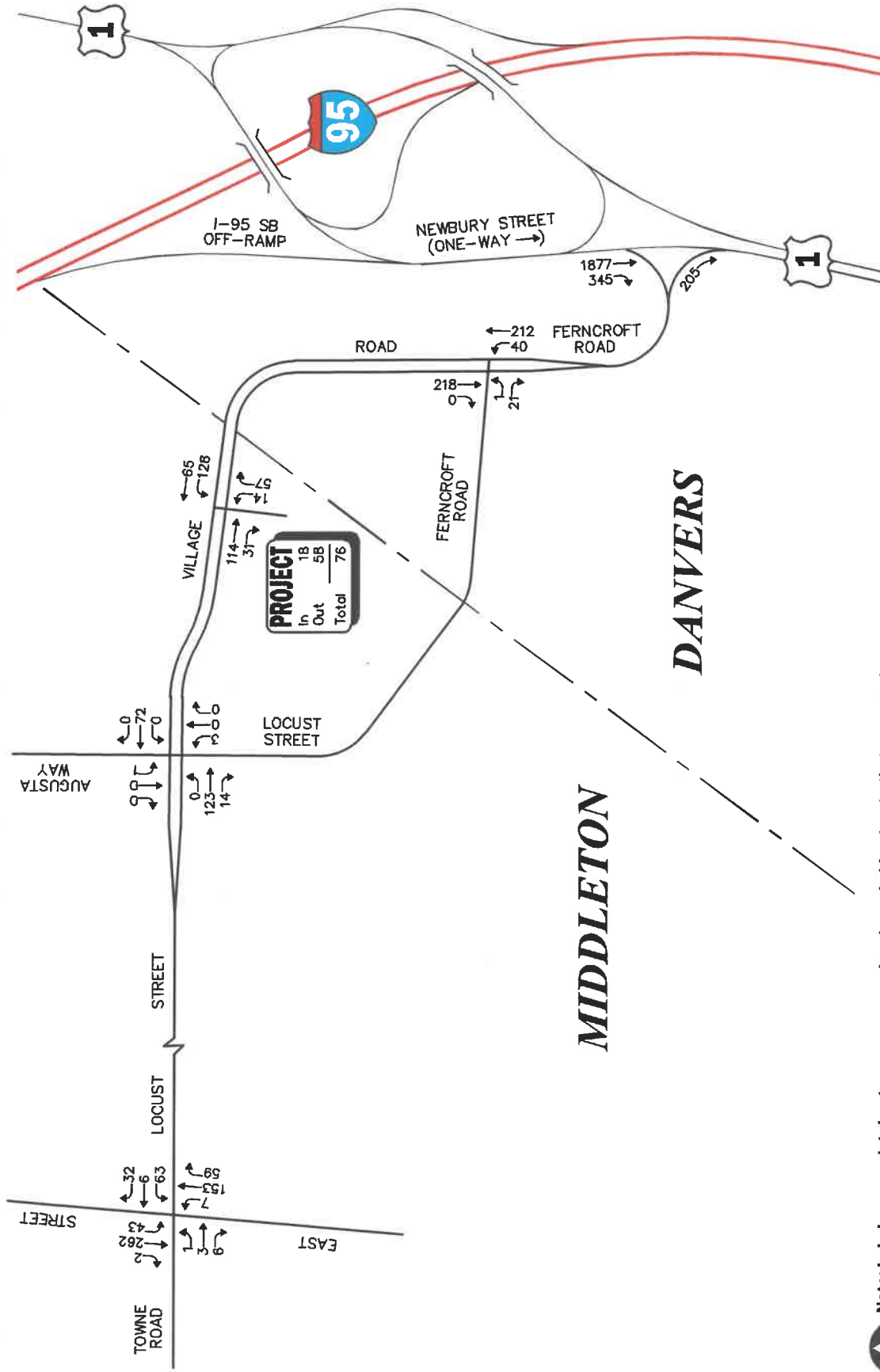


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Figure 8

Project-Generated
Weekday Morning
Peak-Hour Traffic Volumes

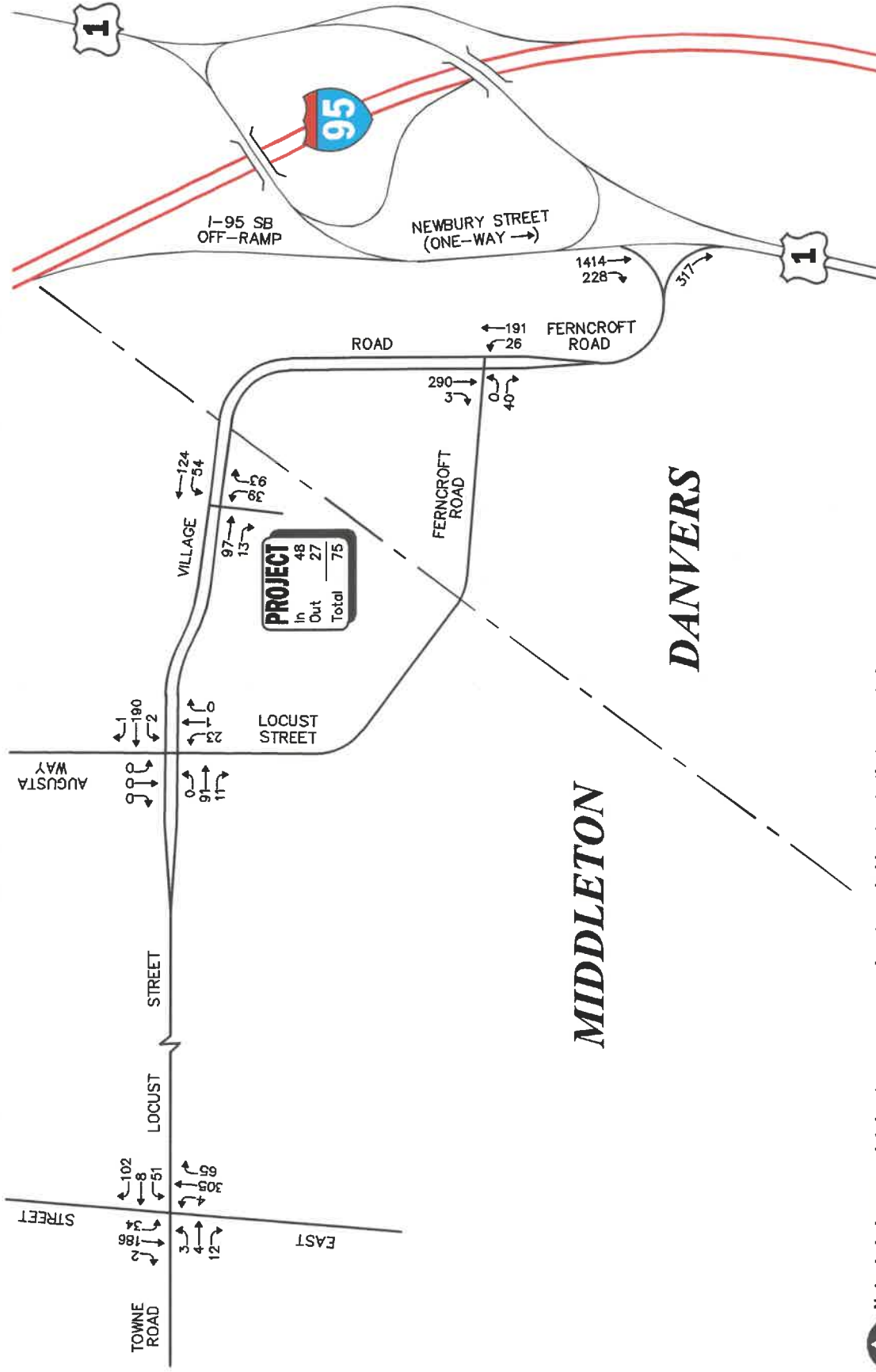




Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 10



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 11

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak-Hour	2025 Existing	2032 No-Build	2032 Build	Traffic- Volume Increase Over No-Build	Percent Increase Over No-Build
<i>East Street, north of Locust Street:</i>					
Weekday Morning	439	491	493	2	0.4
Weekday Evening	563	631	632	1	0.2
<i>East Street, south of Locust Street:</i>					
Weekday Morning	482	541	550	9	1.7
Weekday Evening	550	613	623	10	1.6
<i>Route 1 Southbound, south of Ferncroft Road:</i>					
Weekday Morning	1,829	2,032	2,082	50	2.5
Weekday Evening	1,520	1,708	1,731	23	1.3

As shown in Table 6, Project-related traffic-volume changes outside of the study area relative to 2032 No-Build conditions are anticipated to range from increases of 0.2 to 2.5 percent during the peak periods, with vehicle increases shown to range from 1 to 50 vehicles. *When dispersed over the peak-hour, such increases would not be expected to result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.*

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.⁹ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

⁹The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 7th Edition*.¹⁰ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *Highway Capacity Manual 7th Edition*. Table 7 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 7
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	> 50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2023.

¹⁰*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2023.

Merge/Diverge Analysis

The merge/diverge analysis was completed using the Highway Capacity Software (HCS), which is based on the methodology described in the *Highway Capacity Manual 7th Edition (HCM)*.¹¹ The main features of the merge and diverge method for freeway ramp capacity estimation are: the volume of traffic on the ramps and freeway; the number of lanes; the length of the acceleration/deceleration lane; free flow speeds; ramp type; ramp location (left or right); terrain type; and the presence of upstream and downstream ramps.

The HCS analytical model calculates a roadway density expressed in passenger cars per mile per lane (pc/mi/ln). The roadway density within the merge/diverge area is correlated to a level-of-service based on the concepts described in the HCM. The density ranges that define levels of service for merge and diverge conditions are shown in Table 8.

Table 8
LEVEL-OF-SERVICE CRITERIA FOR FREEWAY
MERGE AND DIVERGE SEGMENTS^a

Level-Of-Service	Density (pc/mi/ln)
A	≤10.0
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

^aSource: *Highway Capacity Manual; 7th Edition*; Transportation Research Board, Washington, D.C.; 2023.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software. The Synchro® vehicle queue analysis methodology is a simulation-based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For unsignalized intersections, Synchro® reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately 3 minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

¹¹Transportation Research Board, op. cit. 9.

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2025 Existing, 2032 No-Build and 2032 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 9 and 10, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions.

Unsignalized Intersections (Table 9)

East Street at Locust Street and Towne Road

No change in level of service is predicted to occur for any movement over No-Build conditions, with all movements predicted to continue to operate at LOS C or better during both peak hours and Project-related impacts generally defined as an increase in average motorist delay of less than 1.0 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle.

Locust Street at Village Road and Augusta Way

No change in level of service or vehicle queuing is predicted to occur for any movement over No-Build conditions, with all movements predicted to continue to operate at LOS B or better during both peak hours and Project-related impacts generally defined as an increase in average motorist delay of less than 1.0 seconds.

Village Road at 35 Village Road Driveway

All movements at this intersection are predicted to operate at LOS B or better during both peak hours, with the following changes in level-of-service shown as a result of the addition of Project-related traffic: *weekday evening peak-hour* – all movements from the driveway to 35 Village Road changed from LOS A to LOS B (0.5 second increase in average motorist delay). Vehicle queuing at the intersection was shown to increase by up to one (1) vehicle as a result of the addition of Project-related traffic.

Village Road at Ferncroft Road

All movements at this intersection are predicted to operate at LOS B or better during both peak hours, with the following changes in level-of-service shown as a result of the addition of Project-related traffic: *weekday morning peak-hour* – all movements from the Ferncroft Road eastbound approach changed from LOS A to LOS B (0.4 second increase in average motorist delay). No material increase in vehicle queuing is predicted to occur as a result of the addition of Project-related traffic.

Highway Ramp Intersection (Table 10)

Ferncroft Road at Route 1 Southbound Ramps

No change in level-of-service was predicted to occur as a result of the addition of Project-related traffic. All vehicles merging from the Ferncroft Road ramps to Route 1 are predicted to continue to operate at LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour with the addition of Project-related traffic.

Table 9

UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-Hour/Movement	2025 Existing				2032 No-Build				2032 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
East Street at Locust Street and Towne Road												
<i>Weekday Morning:</i>												
Towne Road EB LT/TH/RT	9	11.8	B	0	10	12.3	B	0	10	12.3	B	0
Locust Street WB LT/TH/RT	82	14.4	B	1	93	16.3	C	1	101	17.0	C	2
East Street NB LT/TH/RT	191	0.3	A	0	217	0.3	A	0	219	0.3	A	0
East Street SB LT/TH/RT	273	1.0	A	0	306	1.1	A	0	307	1.1	A	0
<i>Weekday Evening:</i>												
Towne Road EB LT/TH/RT	18	11.6	B	0	19	12.1	B	0	19	12.2	B	1
Locust Street WB LT/TH/RT	133	14.2	B	2	157	16.2	C	2	161	16.7	C	2
East Street NB LT/TH/RT	331	0.1	A	0	368	0.1	A	0	374	0.1	A	0
East Street SB LT/TH/RT	199	1.2	A	0	221	1.2	A	0	222	1.3	A	0
Locust Street at Village Road and Augusta Way												
<i>Weekday Morning:</i>												
Locust Street EB LT/TH/RT	114	0.0	A	0	134	0.0	A	0	137	0.0	A	0
Village Road WB LT/TH/RT	56	0.0	A	0	64	0.0	A	0	72	0.0	A	0
Locust Street NB LT/TH/RT	3	9.9	A	0	3	10.1	B	0	3	10.2	B	0
Augusta Way SB LT/TH/RT	1	9.8	A	0	1	10.1	B	0	1	10.2	B	0
<i>Weekday Evening:</i>												
Locust Street EB LT/TH/RT	84	0.0	A	0	95	0.0	A	0	102	0.0	A	0
Village Road WB LT/TH/RT	162	0.1	A	0	189	0.1	A	0	193	0.1	A	0
Locust Street NB LT/TH/RT	22	11.3	B	0	24	11.9	B	0	24	12.0	B	0
Augusta Way SB LT/TH/RT	0	0.0	A	0	0	0.0	A	0	0	0.0	A	0
Village Road at 35 Village Road												
<i>Weekday Morning:</i>												
Village Road EB TH/RT	123	0.0	A	0	142	0.0	A	0	145	0.0	A	0
Village Road WB LT/TH	138	4.4	A	0	178	4.9	A	1	193	5.2	A	1
35 Village Road NB LT/RT	9	10.0	A	0	13	10.7	B	0	71	11.2	B	1
<i>Weekday Evening:</i>												
Village Road EB TH/RT	91	0.0	A	0	103	0.0	A	0	110	0.0	A	0
Village Road WB LT/TH	121	0.6	A	0	137	0.7	A	0	178	2.4	A	0
35 Village Road NB LT/RT	74	9.6	A	1	105	10.0	A	1	132	10.5	B	1

See notes at end of Table.

Table 9 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-Hour/Movement	2025 Existing				2032 No-Build				2032 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Village Road at Ferncroft Road												
<i>Weekday Morning:</i>												
Ferncroft Road EB LT/RT	20	9.5	A	0	22	9.7	A	0	22	10.1	B	0
Ferncroft Road NB LT	36	7.7	A	0	40	7.7	A	0	40	7.9	A	0
Ferncroft Road NB TH	147	0.0	A	0	197	0.0	A	0	212	0.0	A	0
Village Road SB TH/RT	150	0.0	A	0	168	0.0	A	0	218	0.0	A	0
<i>Weekday Evening:</i>												
Ferncroft Road EB LT/RT	36	10.5	B	0	40	11.1	B	1	40	11.4	B	1
Ferncroft Road NB LT	23	8.0	A	0	26	8.2	A	0	26	8.3	A	0
Ferncroft Road NB TH	132	0.0	A	0	150	0.0	A	0	191	0.0	A	0
Village Road SB TH/RT	225	0.0	A	0	270	0.0	A	0	293	0.0	A	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 10
MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY

Intersection/Critical Movement/Peak Hour	2025 Existing			2032 No-Build			2032 Build		
	V/C ^a	Density ^b	LOS ^c	V/C	Density	LOS	V/C	Density	LOS
<i>Ferncroft Road at the Route 1 SB On-Ramp</i>									
<i>Weekday Morning:</i>	0.09	22.3	C	0.10	24.8	C	0.13	37.0	C
<i>Weekday Evening:</i>	0.18	17.6	B	0.22	19.5	B	0.24	28.6	B

^aVolume to capacity ratio.

^bAverage vehicle density in passenger cars per lane per mile.

^cLevel of service.

PARKING ANALYSIS

In order to assess the adequacy of the available parking supply to accommodate the parking demands of the Project and the existing office buildings located at 35 Village Road (Ferncroft Corporate Center), a parking demand analysis was performed using parking demand data published by the ITE for similar land uses.¹² For context, after the construction of the Project there will be 986 parking spaces to accommodate the parking demands of the existing office buildings and the proposed residential buildings.¹³ Table 11 summarizes the land use and size of the uses that will be contained within the Project site after the construction of the Project, the 85th percentile ITE peak parking demand ratio for the specific use and the corresponding peak parking demand.¹⁴

Table 11
ITE WEEKDAY PEAK PARKING DEMAND RATIOS

Land Use	85 th Percentile Peak Parking Demand Ratio ^a	Peak Parking Demand (No. of Parking Spaces Occupied)
Residential (200 Units) ^b	1.45	290
Office (234,556 sf) ^c	2.98	699

^aITE peak parking demand ratios are per 1,000 sf or per unit as appropriate.

^bITE LUC 221, *Multifamily Housing (Mid-Rise)*.

^cITE LUC 710, *General Office Building*.

¹²Institute of Transportation Engineers; op. cit. 2.

¹³767 parking spaces are provided within the existing parking garage; 41 parking spaces are provided underneath the office building; 131 parking spaces will be provided in surface lots; 47 parking spaces will be provided underneath Building "B"; or a total of 986 parking spaces.

¹⁴At the time the parking assessment was completed, approximately 70,367 sf (30%) of the Ferncroft Corporate Center (35 Village Road) was vacant. In order to develop parking volumes associated with the full (or 100%) occupancy of the office buildings that comprise the Ferncroft Corporate Center, the peak parking demand ratios below were applied as if the Ferncroft Corporate Center was 100% occupied although, based upon information provided by onsite property management of the Ferncroft Corporate Center, observed occupancy of the existing parking areas at peak demand for the office building was less than 20%.

The peak parking demand for the office building and residential development were then distributed over a 24-hour period using parking demand distribution data available from the ITE. Table 12 summarizes the 85th percentile composite hourly parking demand of the office and residential development based on the peak parking demand identified in Table 11, with the detailed parking demand calculations for each use provided in the Appendix.

Table 12
35 VILLAGE ROAD COMPOSITE HOURLY
85th PERCENTILE PARKING DEMAND

Hour	(A) Residential	(B) Office	(A+B) Total
12:00 – 4:00 AM	290	0	290
5:00 – 6:00 AM	279	0	279
6:00 – 7:00 AM	250	0	250
7:00 – 8:00 AM	224	91	315
8:00 – 9:00 AM	192	329	521
9:00 – 10:00 AM	174	609	783
10:00 – 11:00 AM	166	693	859
11:00 AM – 12:00 PM	160	699	859
12:00 – 1:00 PM	151	602	753
1:00 – 2:00 PM	145	588	733
2:00 – 3:00 PM	151	651	802
3:00 – 4:00 PM	148	651	799
4:00 – 5:00 PM	166	595	761
5:00 – 6:00 PM	180	399	579
6:00 – 7:00 PM	189	147	336
7:00 – 8:00 PM	198	0	198
8:00 – 9:00 PM	218	0	218
9:00 – 10:00 PM	238	0	238
10:00 – 11:00 PM	253	0	253
11:00 PM – 12:00 AM	264	0	264

As can be seen in Table 12, the peak parking demand for the residential development occurs between 12:00 and 4:00 AM, with a peak parking demand of 290 parking spaces, and the peak parking demand for the office building occurs between 11:00 AM and 12:00 PM, with a peak parking demand of 699 parking spaces. The composite peak parking demand for the Project site after the construction of the Project is predicted to occur between 10:00 AM and 12:00 PM, with a combined peak parking demand of 859 parking spaces. Accordingly, and given that the Project site will be served by 986 parking spaces after the construction of the Project, this analysis has determined that *sufficient parking will be provided within the Project site to accommodate the predicted peak parking demands of the existing office buildings and proposed residential use after the construction of the Project.*

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the driveway that will serve the Project site along Village Road (the driveway to 35 Village Road) in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)¹⁵ requirements. Stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 13 presents the measured SSD and ISD at the subject intersection.

¹⁵ *A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 13
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Village Road at 35 Village Road</i>			
<i>Stopping Sight Distance:</i>			
Village Road approaching from the east	305	--	422
Village Road approaching from the west	250	--	412
<i>Intersection Sight Distance:</i>			
Looking to the east from 35 Village Road	305	490 ^c	424
Looking to the west from 35 Village Road	250	335	454

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 30 mph approach speed along Locust Street; a 35 mph approach speed along Village Road in the eastbound direction and 40 mph westbound.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cThe gap time for the intersection sight distance value was adjusted to 8.25 seconds for left-turn movements to account for the longer gap time required for crossing a median-separated roadway (Village Road).

As can be seen in Table 13, the available lines of sight at the driveway that will serve the Project site along Village Road exceed the recommended distances to function in a safe manner (SSD) based on the appropriate approach speeds.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be known as Ferncroft Apartments and located at 35 Village Road in Middleton, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹⁶ the Project is expected to generate approximately 892 vehicle trips on an average weekday (two-way, 24-hour volume), with 76 vehicle trips expected during the weekday morning peak-hour and 75 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), with all movements at the study area intersections shown to continue to operate at a LOS of C or better, where an LOS “D” or better is generally defined as “acceptable” traffic operations, and Project-related impacts generally defined as an increase in average motorist delay of up to 1.7 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;
3. All movements exiting the driveway that serves 35 Village Road and that will serve the Project are predicted to operate at LOS B during the peak hours with residual vehicle queuing of up to one (1) vehicle, which can be contained along the driveway without inhibiting access, or the movement of vehicles, pedestrians or bicyclists along Village Road. All movements along Village Road approaching the driveway are predicted to operate at LOS A with residual vehicle queuing of up to one (1) vehicle;
4. No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections;

¹⁶Institute of Transportation Engineers, op. cit. 1.

5. Based on a review of parking demand data published by the ITE¹⁷ for the Project and the existing office buildings, it was determined that the proposed parking supply that will be available after the construction of the Project is sufficient to accommodate the anticipated peak parking demand of the existing and proposed uses at 35 Village Road; and
6. Lines of sight to and from the Project site driveway intersection with Village Road exceed the recommended minimum distances to function in a safe manner based on the appropriate approach speeds.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits and approvals.

Project Access

Access to the Project site will be provided by way of the existing driveway that serves the office buildings at 35 Village Road and intersects the south side of Village Road. Secondary access for emergency vehicles will be provided by way of a new driveway that will intersect the north side of Locust Street approximately 220 feet north of Nichols Lane that will be designed and constructed in a manner so as to restrict use by non-emergency vehicles. The following recommendations are offered with respect to the design and operation of the Project site access, internal circulation and parking:

- The existing driveway that serves 35 Village Road and that will also serve the Project should be retained as a two-way driveway with one entering and one exiting travel lane that are separated by a raised median approaching Village Road. The driveway will continue to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. Upon entering the Project site, the existing parking lot to the east of the parking garage that serves the existing office buildings at 35 Village Road will be reconstructed to provide a 22-foot wide, two-way drive with parallel parking that will continue to provide access to the parking garage and will extend to the north to serve the Project.
- The secondary emergency vehicle access drive should be a minimum of 20-feet in width and designed and constructed in a manner that supports travel by the largest anticipated responding emergency vehicle under all weather conditions and that restricts access by non-emergency vehicles.

¹⁷Institute of Transportation Engineers; op. cit. 2.

- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet wide in order to facilitate parking maneuvers.
- Vehicles exiting the Project site to Village Road will be placed under STOP-sign control with marked STOP-lines provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹⁸
- Sidewalks should be provided within the Project site to connect the proposed residential buildings to the parking spaces that will serve the Project and the existing parking garage, and should extend to Locust Street where a crosswalk with Americans with Disabilities Act (ADA)-compliant wheelchair ramps and a pedestrian actuated Rectangular Rapid Flashing beacon (RRFB) should be provided for crossing Locust Street.
- Marked crosswalks and ADA-compliant wheelchair ramps will be provided at all pedestrian crossings to be constructed or modified as a part of the Project.
- Signs and landscaping located within sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sightlines.

Off-Site

Village Road at Locust Street and Augusta Way

Independent of the Project, it is recommended that a STOP-sign and marked STOP-line be installed on the Locust Street approach to Village Road.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided within the Town of Middleton or in the immediate vicinity of the Project site. The MBTA does provide The RIDE paratransit services to eligible persons in the Town who cannot use fixed-route transit (bus, subway, trolley) due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA). In addition, the Town of Middleton Council on Aging (COA) provides transportation services to eligible seniors for errands and medical appointments by appointment.

In an effort to encourage the use of alternative modes of transportation to single-occupancy vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be implemented as a part of the Project:

- A Transportation Coordinator (TC), who may have other duties and responsibilities, should be assigned for the Project to coordinate the TDM program;

¹⁸Federal Highway Administration, op. cit. 3.

- The TC should facilitate a rideshare matching program for residents to encourage carpooling;
- A “welcome packet” should be provided to new residents that will include the contact information for the TC and detailing available public transportation services, bicycle and walking alternatives, and other commuter options;
- Short-term parking spaces should be located proximate to the residential building entrances for use by ride-hailing and delivery service providers;
- Consideration should be given to providing electric vehicle (EV) charging stations for use by residents and guests;
- A central mailroom and package delivery station should be provided within both buildings;
- Pedestrian accommodations should be incorporated within the Project site and should extend to Locust Street to encourage walking; and
- Secure bicycle parking should be provided to include weather protected bicycle parking for residents and exterior bicycle parking located proximate to the building entrances.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

L. Site Photographs



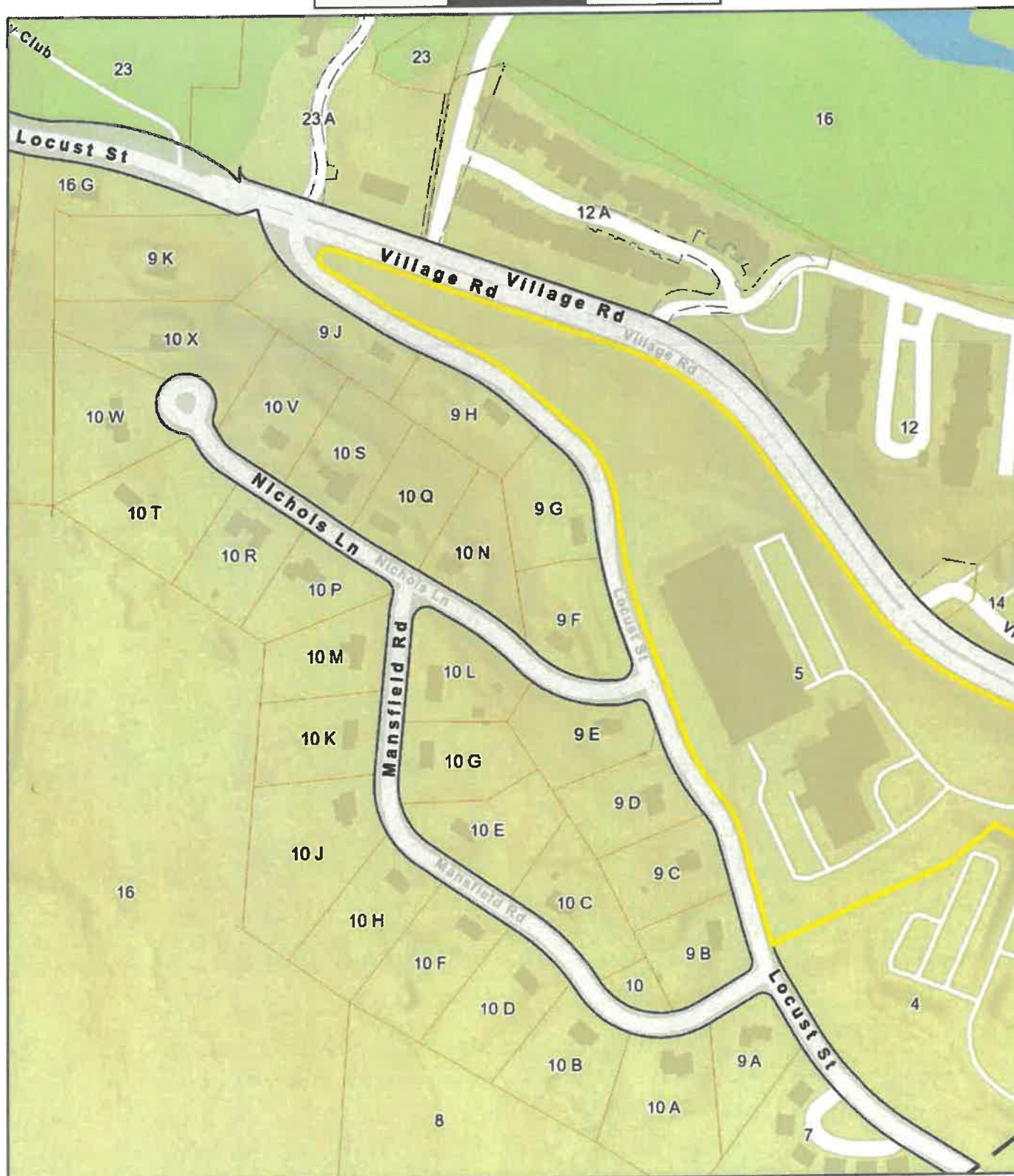
Middleton, MA

1 inch = 278 Feet

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June 4, 2025



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Existing office building and exiting parking garage.



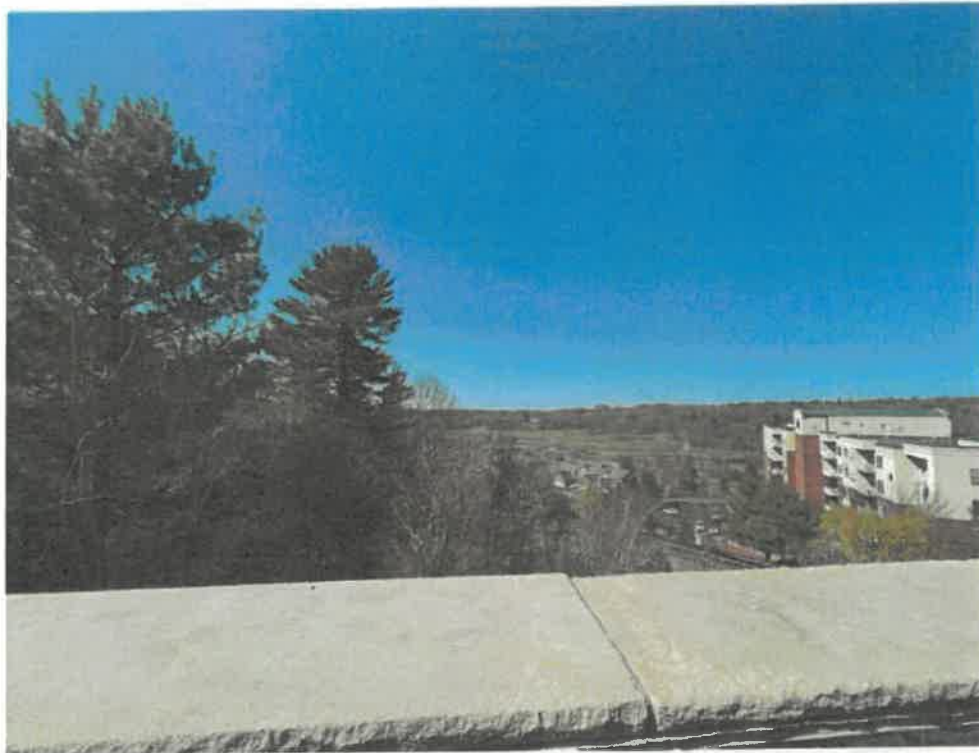
Existing parking garage on the site that will be partially utilized by tenants of the proposed 40B Development.



Proximity of the proposed site of Building A to existing garage and office building.



Paved parking deck that is the proposed site of Building A.



Golf course views from 40B site.



View from proposed site of Building A.



Existing multifamily housing near the proposed 40B development is similar in size and scale to the proposed development.



Ferncroft Tower is a 13-story, 177-unit condominium building on 4.87 acres (or a residential density of 36.37 units per acre) and Ironwood on the Green at Ferncroft is a 408-unit condominium including two 7-story buildings on 7.82 acres (or a residential density of 26.10 units per acre).

M. Preliminary Site Civil, Architectural Plans and Elevations, and Landscaping Plans

As required under Section 56.05(2)(a) and (2)(f) of the 40B Regulations and §260-5.C.(1) (a) – (f) of the ZBA Rules, attached are preliminary site development plans showing the locations and outlines of proposed buildings; the lot division; the proposed locations, general dimensions and materials for drives, parking areas, walks and paved areas, and proposed landscaping, prepared by a registered architect or engineer. As required under Section 56.05(2)(c) of the Chapter 40B Regulations, also attached are preliminary, scaled, architectural drawings. The drawings for the Building have been prepared by a registered architect and include typical floor plans, typical elevations, and sections, and identify construction type and exterior finishes as required under the Chapter 40B Regulations.

M. Preliminary Site Civil, Architectural Plans and Elevations, and Landscaping Plans

As required under Section 56.05(2)(a) and (2)(f) of the 40B Regulations and §260-5.C.(1) (a) – (f) of the ZBA Rules, attached are preliminary site development plans showing the locations and outlines of proposed buildings; the lot division; the proposed locations, general dimensions and materials for drives, parking areas, walks and paved areas, and proposed landscaping, prepared by a registered architect or engineer. As required under Section 56.05(2)(c) of the Chapter 40B Regulations, also attached are preliminary, scaled, architectural drawings. The drawings for the Building have been prepared by a registered architect and include typical floor plans, typical elevations, and sections, and identify construction type and exterior finishes as required under the Chapter 40B Regulations.