

DAVID E. ROSS ASSOCIATES, INC.

Civil Engineers, Land Surveyors, Environmental Consultants

January 4, 2011

Town of Ashby
Office of the Planning Board
895 Main Street
Ashby, MA 01431

Re: Special Permit for Site Plan Review
873 Main Street, Ashby
DER Job. No. 24062

Dear Board Members:

On behalf of our client, DLR Realty Trust, David E. Ross Associates, Inc. is pleased to submit a site plan and special permit application in accordance with M.G.L Ch. 40A and Ashby Zoning By-Laws, Section 11.3 and 11.5 for proposed redevelopment of the above referenced commercial site.

Existing Conditions

The proposed parcel consists of two entire parcels (4 and 5 from Map 9) and a portion of another parcel (1.1 from Map 9). If the project is approved, an Approval Not Require (ANR) plan will be submitted to combine the parcels creating one new parcel with approximately 166,204 square feet of area. Currently, parcels 4 and 5 are primarily in the Residential/Commercial Zoning District B and developed with an existing 3,080 sq.ft. commercial building with associated parking, access, and utilities. Parcel 1.1 is in the Residential Zoning District with a valid permit to install a sewage disposal system for a new single-family dwelling. The rear portions of parcels 4 and 5 and parcel 1.1 are wooded with varying terrain. Also, there exists a bordering vegetated wetland (BVW) along the northeastern side of the properties.

Proposed Uses

The existing building and asphalt will be removed and disposed of properly. The existing utilities will be abandoned in place. The proposal is to construct two new buildings. The building closest to Main Street, the "Market Building", will be approximately 7,566 sq.ft.. It will have 1,939 sq.ft. of leasable space designated for office use; 1,755 sq.ft. of leasable space designated for a farmer's market; 782 sq.ft. of leasable space designated for a coffee shop; and 1,790 sq.ft. of leasable space designated for a 28-seat restaurant. The building furthest away from Main Street, the "Police Station", will be approximately 6,760 sq.ft. Its space will be designated exclusively for a municipal police station.

Zoning Impacts

The existing building does not comply with side and front yard set backs. Both buildings as proposed will fully comply with all zoning setbacks and criteria. Building coverage for the project will be approximately 9% yielding and open space of 91% for the parcel.

Environmental and Stormwater Impacts

The open space for the project will be maintained around the existing wetlands and surrounding 50 foot buffer zone. There will be no parking proposed within the 100 foot buffer zone. Tree clearing will be limited to allow for proper grading of the site and installation of utilities. Tree clearing for installation of the public

public water supply well and connecting utilities on parcel 1.1 will be minimized. This will allow significant buffers to be maintained in the residential area and along abutting properties. There will be a temporary disturbance of approximately 725 sq.ft. of wetlands for installation of the water service. This disturbance will be compensated for by replication of approximately 915 sq.ft. of wetland area. Erosion controls will be put in place to minimize disturbance and control stormwater runoff during construction.

All stormwater runoff from impervious surfaces will be directed away from the wetlands. There will be no new or untreated discharges directed toward the wetlands. All stormwater runoff from impervious surfaces on the site will be directed to Low Impact Development (LID) design elements including stone drip trenches, water quality swales, and rain gardens. This infrastructure will serve to attenuate, treat, and recharge runoff generated from the project. This will be a significant improvement from the existing development which has no stormwater controls. Drainage calculations are included in the package to demonstrate that post-development runoff does not exceed pre-development runoff.

Earthwork

The proposed project will not require any suitable materials to be removed from the site. Only unforeseen unsuitable materials discovered during excavations for foundations or utilities would potentially be removed from the site. The project will require materials to be brought on site in order to obtain proposed finish grading.

Traffic and Pedestrian Impact

The existing development has two curb cuts on Main Street. One of the curb cuts is approximately 60 feet wide and the other is 40 feet wide. The redevelopment proposes to maintain two curb cuts. However, they will be reduced to standard 24 foot access aisles with 20 foot curb radii. Separation between entrances has also been increased by 60 feet. This will significantly improve the traffic circulation and safety at the entrances to the site. The sidewalk will be extended between entrances creating a pedestrian connection along Main Street. It will also be extended into the site providing a safe connection to the "Market Building".

Based on the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, Land Use Code 730 – Government Office Building and Land Use Code 820 – Shopping Center, we have calculated the traffic that will be generated as a result of the proposed development. The "Government Office Building" land use code is the classification in the manual closest to a police station. This will be a conservative estimate due to the fact that this code is typical of a city hall which gets more frequent visitor traffic than a police station. The "Shopping Center" land use code is the classification in the manual closest to the market building. This code takes into account mixed commercial uses in a building including a restaurant.

When analyzing the impact of a development, the morning and evening (A.M. and P.M.) peak hours of commuting traffic are typically reviewed. Based on the ITE values for Government Office and a Shopping Center, the A.M. and P.M. peak hours will generate a total 11.6 trips and 33.1 trips respectively for the size buildings being proposed. If the 11.6 A.M. and 33.1 P.M. peak vehicle trips are applied over the one hour period, the potential impact to Main Street is approximately one vehicle every five minutes in the A.M. and one vehicle every two minutes in the P.M. at the driveway entrance. In addition, this total number of vehicle trips is distributed between two (2) separate roadway entrances approximately 135 feet apart, thus further reducing traffic impact to Main Street.

The MRPC Historic Traffic Counts published in March 2007, listed a total volume of vehicle trips along Main Street of 5,600 in 2004. Calculating the total vehicle trips for the intended uses of a weekday yields approximately 329 total trips. The proposed project would potentially increase the overall daily traffic along Main Street by approximately 6%.

Based on this information, this office feels there will be minimal impact to the current traffic along Main Street. Additionally, the following measures are proposed in order to further mitigate traffic impacts of this project:

- A bike rack and designated storage area will be provided to promote alternative transportation.
- The site design incorporates traffic calming techniques, including short driveway segments requiring stopping and 90° turns.
- Traffic flow will utilize two entrances off Main Street.

Local Impacts

This project will fit into the character of the neighborhood and town. It is proposed in a commercially zoned district and will be surrounded by similar uses. It will be a private development with no public responsibilities for site maintenance or expenses. There are no public utilities proposed for use on the site with only cable, telephone, and electric being extended into the property. A public water supply well will be developed for the project and permitted properly with MA DEP. Sewage will be disposed of properly by a Title V compliant septic system on the site. The project will also generate significant tax revenue to further benefit the Town.

Required Approval and Permits

The project will need the following permits or approvals:

- Site Plan Special Permit from the Ashby Planning Board for the proposed redevelopment
- Special Permit from Ashby Zoning Board of Appeals for Restaurant Use in a Residential/Commercial District B
- Order of Conditions from the Ashby Conservation Commission for work within protective buffer zones of a bordering vegetated wetland
- Sewage Disposal Construction Permit from the Ashby Board of Health for the installation of a on-site sewage disposal system
- Permit to Access State Highway from MassDOT Highway Division
- Transient Non-Community Water Supply Permit from the MA DEP for the well installation
- Approval Not Required Plan endorsement from the Ashby Planning Board for the creation of the final lot if all other approvals are obtained

The project has already received a decision from the Ashby Zoning Board of Appeals to allow two principle use buildings on one lot. The Notice of Decision is enclosed for reference.

The following items are included with this submission as required:

- a) Copy of the Application for Site Plan Approval
- b) Four (4) copies of the Development Impact Statement

- c) Four (4) full-size copies of the plan set (11 sheets per set)
- d) Four (4) copies of the Stormwater Management Report
- e) Copy of the Ashby Zoning Board of Appeals Notice of Decision dated 8/30/10
- f) Copy of the recorded Deeds and Record Plans of the parcels proposed for development
- g) Certified Abutters List
- h) Copy of the "Draft" Legal Notice
- i) Application Fee of \$500 (Check #1695) for Site Plan Review and Approval

If you have any questions or comments, please call me at our office.

Very truly yours,
DAVID E. ROSS ASSOCIATES, INC.



Jesse Johnson, P.E.

Enclosure

cc: Rene Rainville (DLR Realty Trust), w/ Enclosure