

Town of Ashland
Planning Department
101 Main Street
Ashland, MA 01722
508.881.0100
Ashlandmass.com/193/Planning

Application for Planning Board Approval/Permit

Note: Application must be complete, with a certified plot plan and all application fees to be accepted.

Property Information:

Street Address: 81 West Union Street
Zoning District: CH Overlay District: -----
Block 0067
Assessor's Map: 19 Lot: 0.0 / Deed Book: 64417 Page: 299
Current Property Owner: 81 West Union Street, LLC

Permit/Approval Sought:

Special Permit (§9.3) Special Permit Amendment/Modification Design Plan Review (§9.6)
 Site Plan Review (§9.4) Site Plan Modification Scenic Road Permit (Ch. 249 §20)
 Earth Removal Permit (Ch. 242 §3) Site Alteration Special Permit (§5.8)
 Subdivision (Include Subdivision Application Form) Wireless Communication Facilities (§6.4)
Use Type: Residential: Commercial: Industrial: Mixed Use:

Applicant Information: Owner: Tenant: Prospective Purchaser/Tenant:

Name: 81 West Union Street, LLC
Address: 70 Bartzak Drive, Holliston, MA 01746
Phone: 508-429-9553 Email: bill@rodenhiser.biz
Agent's Name: Peter R. Barbieri, Esquire
Fletcher Tilton PC
Agent's Address: 161 Worcester Road, Suite 501, Framingham, MA 01701
Agent's Phone: 508-532-3517 Agent's Email: pbarbieri@fletchertilton.com

Additional Information:

Are all real estate taxes and other assessments to the Town current?: Yes
Is the parcel on a scenic road?: No Is the parcel in a flood plain?: No
Is the parcel within 100 feet of a wetland or 200 feet of a river?: Yes
Is this an amendment to a previously issued Special Permit? (attach approved permit): Permits attached to Impact Statement.
Date structure(s) built?: 2019



Description of the Relief Sought: (attach additional pages if needed)

See attached Impact Statement.

What specific zoning bylaws and/or Special Permit types are relevant to this application?:

Mixed Use Special Permit, Amended Site Plan, Stormwater and Site Alteration

Benefits of Project:

See attached Impact Statement.

Existing use and condition of the property and surrounding neighborhood: (Please list all non-conformities.)

See attached Impact Statement.

Attach Building Permit Denial letter if applicable.

By signing below you assert this application is complete and accurate to the best of your knowledge:

Signatures:

Applicant/Agent: William Rodenhiser, Trust
owner

William Rodenhiser, Trust
MANAGER

Applicant's Name: William Rodenhiser, Trust
manager

of West Union St. LLC.

Agent's Relationship to Applicant: _____ Firm: _____

Owner: _____ Owner's Name: _____

Note: If the applicant is not the owner, please have the owner sign above or submit a letter of permission with the application.



STORMWATER MANAGEMENT

343 Attachment 1

Application for a Stormwater Management Permit

SMP# _____

Refer to the "Stormwater Management Regulations" available from the Conservation Commission for details on the information and fees required for this application. Contact the Commission at 508-881-0100 x 656 with any questions concerning the Regulations. Incomplete applications may be denied.

Please type or print your application.

1. Location and Street Address of Site 81 West Union Street
Name of Proposed Development 81 West Union Street - Phase II
2. Applicant's Name: 81 West Main Street LLC
Address: 70 Bartzak Drive, Holliston, MA 01746
Telephone 508-429-9553
3. Record Owner's Name: Same as Applicant
Address: _____
Telephone _____
4. Zoning District(s) of Parcel(s) CH
Town Atlas Map(s)/ Parcel Number(s) 19-0067-00
5. a) Total Area of Development 6.69 ac. b) Total Area of Land Disturbed 4.14 ac.
c) Total area of land disturbed with slope of 15% of greater 0 d) Percent of
impervious land 41.5 e) Total gross floor area of buildings proposed 43,140
f) Method of sewage disposal Sewer
6. Deed Book & Page number(s) or Land Court Certificate number(s): --- Book 64487; Page 299

The undersigned hereby apply to the Conservation Commission for a public hearing and an SMP under the Bylaw.

The undersigned hereby certify that the information on this application and plans submitted herewith is correct, and that the application complies with all applicable provisions of Statutes, Regulations, and Bylaws to the best of his/her knowledge. The above is subscribed to and executed by the undersigned under the penalties of perjury in accordance with Section 1-A of Chapter 268, General Laws of the Commonwealth of Massachusetts.

William Rodenhiser 6-27-18
Signature of Petitioner(s) Signature of Petitioner(s) Date
William Rodenhiser

RECORD OWNER'S KNOWLEDGE AND CONSENT

I hereby assert that I have knowledge of and give my consent to the application presented above.
William Rodenhiser

Subdivision Application Supplemental Form:

Approval Sought: N/A

Preliminary Plan Definitive Plan Plan Modification Lot Line Revision
 Approval Not Required (ANR)

Subdivision Name (if not an ANR): _____

Number of Lots Proposed: _____ Total Acreage: _____ Total Open Space: _____

Linear Feet of Proposed/Modified Road: _____

Are there any easements or deed restrictions on/in the development? (attach copies): _____

Will the development be any of the following?:

Senior Residential Community (See Ch.282 §7.2): No

Cluster Development (See Ch.282 §7.3): No

Assisted Elderly Facilities (See Ch.282 §7.4): No

Multi-family Dwelling (See Ch.282 §7.5): No

Accessory Family Dwelling (See Ch.282 §7.6): No

Additional Considerations:

Is the project in a Flood Hazard Area? (See Ch.282 §8): No

Was a plan submitted to the Conservation Commission?: Yes If yes, when?: July, 2019

Will a plan be submitted?: _____ If no, signature of Conservation Agent: _____

Is the site within 500 ft. of another municipality?: No

Does the property contain walking trails and/or trees 14" in diameter or larger?: Yes

Additional Parties:

Engineer: Grady Consulting LLC Phone: 781-585-2300 Email: darren@gradyconsulting.com

Architect: _____ Phone: _____ Email: _____

Landscape Architect: _____ Phone: _____ Email: _____

Attorney: Peter R. Barbieri Phone: 508-532-3517 Email: pbarbieri@fletchertilton.com



Subdivision Application Supplemental Form:

Approval Sought: N/A

 Preliminary Plan Definitive Plan Plan Modification Lot Line Revision
 Approval Not Required (ANR)

Subdivision Name (if not an ANR): _____

Number of Lots Proposed: _____ Total Acreage: _____ Total Open Space: _____

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Assisted Elderly Facilities (See Ch.282 §7.4): No

Multi-family Dwelling (See Ch.282 §7.5): No

Accessory Family Dwelling (See Ch.282 §7.6): No

Additional Considerations:

Is the project in a Flood Hazard Area? (See Ch.282 §8): No

Was a plan submitted to the Conservation Commission?: Yes If yes, when?: Simultaneously

Will a plan be submitted?: _____ If no, signature of Conservation Agent: _____

Is the site within 500 ft. of another municipality?: No

Does the property contain walking trails and/or trees 14" in diameter or larger?: Yes

Additional Parties:

Engineer: Grady Consulting LLC Phone: 781-585-2300 Email: darren@gradyconsulting.com

Architect: _____ Phone: _____ Email: _____

Landscape Architect: _____ Phone: _____ Email: _____

Attorney: Peter R. Barbieri Phone: 508-532-3517 Email: pbarbieri@fletcherilton.com



Residential Property Record Card

Parcel ID: 0147019.0-0067-0000.0 MAP: 019.0 BLOCK: 0067 LOT: 0000.0 Parcel Address: 81 WEST UNION ST FY: 2019

Owner: 81 WEST UNION STREET LLC
 Address: C/O WASATCH STORAGE PARTNERS LLC 13 S 700 E / SUITE 102 AMERICAN FORK UT 84003

Parcel Address: 81 WEST UNION ST 84003
 Road Type: T
 Rd Condition: P
 Traffic: M
 Water: PS
 Sewer: SW

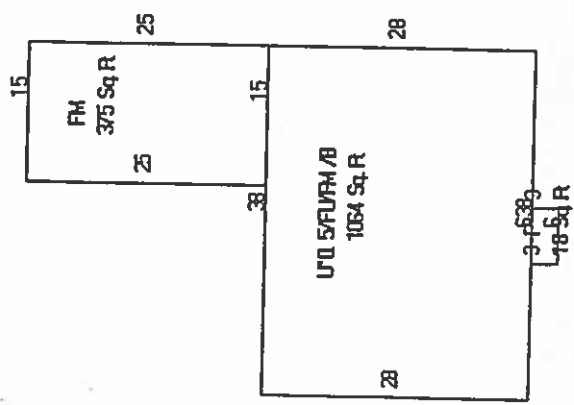
Inspection Dates: 06/12/2015
 Meas Date: 06/12/2015
 Entrance: X
 Collect Id: REB
 Inspect Reas: M

Open Sp-B/L%: 0/0

RESIDENCE INFORMATION		LAND INFORMATION	
Rooms: 4	Bedrooms: 4	NBHD CODE: 333	NBHD CLASS: 1
Up Ftn Area: 1064	Bsmnt Area: 1064	Acres: 0.690	Influ-Y/N: N
Unfin Area: 532	Bsmnt Grade:	Value: 309,900	Class:
RCNLD: 69904	Kitch Qual: T		
Fuel Type: O	Grade: P		
Bsmnt Gar SF: 100	Pct Complete: 100		
Porch Area: 18	Porch Grade Factor:		

DETACHED STRUCTURE INFORMATION		VALUATION INFORMATION	
SE	S	300	1850
Current Total:	Bldg:	69,900	Land:
Prior Total:	Bldg:	419,900	Land:
		856,300	MkLnd:
		364,600	MkLnd:

Photo



No Picture Available

PROJECT STATEMENT
FOR
81 WEST UNION STREET

DATED: December 2019

**PROJECT STATEMENT
81 WEST UNION STREET,
ASHLAND, MASSACHUSETTS
December 2019**

Owner/Applicant: 81 West Union Street, LLC
70 Bartzak Drive
Holliston, Mass 01746

Attorney: Peter R. Barbieri
Fletcher Tilton PC
161 Worcester Road, Suite 501
Framingham, MA 01701
(508) 532-3517
pbarbieri@fletchertilton.com

Plan By: Grady Consulting, LLC
71 Evergreen Street, Suite 1
Kingston, Mass. 02364
Tel. 781-585-2300

PROJECT STATEMENT

I. Project History

1.1 Site History

The subject of this Application is the property with the existing improvements thereon at 81 West Union Street (the Property). Ashland Assessor's Map 19, Block 67, Lot 0 depicts the Property. The Property consists of 8.68 acres of which approximately 5.24 acres is upland and the remaining 3.44 acres is Resource Area. The Property has frontage of two hundred forty-two (242) feet on West Union Street. The property complies with the area and frontage requirements of the Zoning By-Law.

In 2006 the Ashland Town Meeting voted unanimously to adopt and extend along the north side of West Union Street from the intersection of the MBTA Access Road to Indian Spring Road an increased intensity from Commercial A to Highway Commerce District (CH). This Property, along with five (5) other parcels fronting West Union Street, was affected by this zone change. The CH zone change contemplated was meant to encourage a redevelopment of the Property.

In January of 2016, Approvals were received for Phase I of the Project. A copy of the Site Plan Approval is attached. In March of 2018, an Amendment of the Site Plan Approval was issued allowing for additional use of the site. A copy of the 2018 Site Plan Approval is attached.

At the present time, the main storage building is under construction with completion anticipated shortly.

In July of 2019, a Site Plan Modification Application was filed along with a Notice of Intent for the development of Phase I of the Property. Hearings were held with the Conservation Commission on the Plan and an Order of Conditions was Issued on November 4, 2019 (copy attached).

1.2 Project Description

The Applicant seeks approval for the different use of the Phase II development of the Property. Specifically, the plans submitted with this Application depict three (3) buildings with a footprint of approximately twenty-eight thousand nine hundred thirteen (28,913) square feet. The increase in size is the result of the removal of the exterior storage area and its replacement with additional floor area. The other change is to the use to create residential uses in each building to create a mixed-use project. The impervious coverage of the site does not change. The buildings have been designed to comply with the Dimensional Requirements of the Zoning By-Law. Parking is also provided to satisfy the requirements of the Zoning By-Law.

Building I, a mixed-use building, is located towards the front of the site and is setback over thirty (30) feet from West Union Street. The Zoning By-Law requires that the setback for buildings within the Commercial Highway District provide a minimum of thirty (30) feet; therefore, the location of the building complies with the Front Setback Requirement. The building, as proposed, will be three (3) stories in height, which is allowed under the Zoning By-Law. The building is a minimum of ten (10) feet from the easterly property line and over three hundred (300) feet from the

rear property line; whereas, only ten (10) feet and twenty (20) feet are required for building setbacks in the CH Zone. The building has a footprint of approximately five thousand five hundred forty-three (5,543) square feet. The first floor of the building, which has three thousand nine hundred and eleven (3,911) square feet of leasable area is proposed for non-medical office and retail services with the second and third floors being residential (four (4) units per floor each with two bedrooms). (No tenants have been obtained).

Buildings II and III are also mixed-use buildings with two (2) residences in each building (no tenants have been identified), with the balance of the space used for interior parking and general service uses. There are two (2) residential units (two bedroom units) in Building II which require four (4) parking spaces. There are three (3) other units (approximately 82' x 25.5'). For the three (3) general service use units twelve (12) employees are proposed. There is no parking requirement for general services use set forth in the By-law. Based upon a parking requirement of one (1) parking space for every one and one third (1.3) employees nine (9) parking spaces are required.

Like Building II, Building III is also mixed-use buildings with two (2) residences (one bedroom units) in the building (no tenants have been identified), with the balance of the space used for interior parking and general service uses. The two (2) residential units in Building III require four (4) interior parking spaces. Twenty-Five (25) employees are proposed for the seven (7) general services use units, which requires nineteen (19) parking spaces.

Buildings II and III follow the Setback Requirements for Buildings in the Commercial Highway District as they are located over ten (10) feet from the nearest side property line and over three hundred (300) feet from the rear property line. Buildings II and III are proposed to be one (1) story in height and include the general establishment units and mezzanine space for the residential units. The footprint of Building II is approximately eight thousand five hundred twenty-eight (8,528) square feet, and Building III has a footprint of fourteen thousand eight hundred forty-two (14,842) square feet.

Accordingly, the lot, as well as, the location and size of the buildings comply in all respects with the requirements of the Zoning By-Law.

II. Parking and Traffic Assessment

2.1 Parking

Building I with one floor of commercial use of 3,911 square requires twenty-two (22) parking spaces (one (1) per one hundred eighty (180) square feet of leasable area). The eight (8) residential units require sixteen (16) parking spaces. Building I requires thirty-eight (38) parking spaces. Building II requires a total of thirteen (13) parking spaces and Building III requires a total twenty-three (23) parking spaces. The total number of parking spaces required for the Project is one seventy-four (74). There are a total of seventy-seven (77) parking spaces, which satisfies the Parking Requirement.

2.2 Transportation Impact and Access

Attached please find Traffic Impact Study.

III. Project Impact Assessment

3.1 Drainage

The Drainage System is consistent with the Massachusetts Department of Environmental Protection (MA DEP) Stormwater "Best Management Practices (BMP)." As shown on the Site Plan and detailed in the Drainage Report, deep sump catch-basins and subsurface recharge (located below the parking areas) are proposed to address Stormwater Requirements for Phase II, as were approved for Phase I. These Stormwater elements are sized to accept and dispose of the runoff water for the 100 Year Storm Event. By design the recharge allows collected water to leach into the soils and provide quality and quantity mitigation (See attached System Drainage Report).

The Conservation Commission has issued a Stormwater Special Permit for the site (copy attached).

3.2 Utilities

Both public water and sewer, along the West Union Street frontage will service the Project. Connections to the existing mains were approved as part of Phase I. Water consumption and wastewater generation is anticipated to be minimal for Phase II.

The water and wastewater demands will not have a detrimental impact on Ashland's municipal services. National Grid will supply electrical power and natural gas to the site. Verizon will provide dial tone and internet connectivity.

IV. Standards for Review

4.1 Site Plan Standards

The location of the access to the development, was approved with Phase I of the Project and provides convenient Route 135/West Union Street access.

Although the Property is on Route 135, the buildings are setback from West Union Street and the designed landscape buffer will create a pleasant and enjoyable setting free from excessive noise, and harmful and detrimental influences. As stated, adequate and serviceable utilities, the parking layout and associated stormwater systems meet the site plan requirements for approval. As shown on the plans, the Project size will be sufficiently served by the Property in a manner which will not create a detrimental impact to the abutting commercially zoned properties or the Ashland Middle School.

The Project has been designed in a manner providing safe vehicle and pedestrian access to and through the Property. Additionally, adequate utility connections, a self-contained drainage design and minimal vehicle trips will establish protections for nearby and abutting properties (all commercially zoned) against declining property values. At the completion of the Project, the site will be enhanced in a manner consistent with and allowed under the By-Law.

The Project design is in accordance with the requirements of the Zoning and Stormwater By-Laws and the Wetland Protection Act (Order of Conditions issued by the Conservation Commission, copy attached). The improvements, as depicted on the Plans, have no wetland impacts and satisfy the Conservation Commission's "25' No Disturbance" Buffer Zone Requirement. The Wetland and Buffer Zone Areas limit the developable portion of the site and necessitate grade changes and "steep slopes" in the identified location to establish suitable and compliant grades.

There will be no detrimental impact to municipal services. Water pressure and volume have been tested and both quantities satisfy fire and safety concerns for the proposed use.

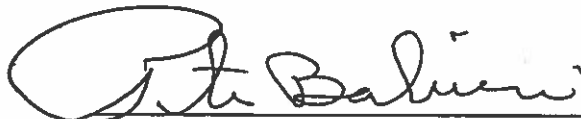
With regards to trash service, a dumpster is shown on the plans for Building I. The tenants of Buildings II and III will be required to maintain trash within their units and retain a private collector.

The Project has been designed in a manner providing safe vehicle and pedestrian access to and through the Property. Additionally, adequate utility connections, a self-contained drainage design and minimal vehicle trips will establish protections for nearby and abutting properties (all commercially zoned) against declining property values. At the completion of the Project, the site will be enhanced in a manner consistent with and allowed under the By-Law.

V. Conclusion

Site Plan and Special Permit approval will allow for the use of the site for commercial purposes in compliance with the requirements of the Town's By-Law.

Respectfully Submitted,



Peter R. Barbieri
Fletcher Tilton, PC
161 Worcester Road, Suite 501
Framingham, MA 01701
Direct Telephone No. 508-532-3517

MEMORANDUM

93 Stiles Road, Suite 201, Salem, New Hampshire 03079 USA
800 Turnpike Street, Suite 300, North Andover, Massachusetts 01845 USA
Phone (603) 212-9133 and Fax (603) 226-4108
Email tepp@teppllc.com and Web www.teppllc.com

Ref: 1469
Subject: Traffic Assessment
81 West Union Street
Ashland, Massachusetts
From: Kim Eric Hazarvartian, Ph.D., P.E., PTOE
Principal
Date: November 15, 2019

**INTRODUCTION**

TEPP LLC has prepared this traffic-assessment memorandum (TAM) regarding 81 West Union Street in the Town of Ashland, Massachusetts.

The proposed land uses consist of the following:

- general services uses, with a floor area of 18,000 square feet (sf)
- multifamily residential, with 12 dwelling units
- retail/office uses, with a floor area of 5,000 square feet (sf)

This TAM concludes that, based on calculated trip generation, the proposed land uses are not anticipated to have a significant traffic impact.

TRIP GENERATION

The Institute of Transportation Engineers (ITE) publishes trip-generation information in the authoritative *Trip Generation Manual*.¹ This information is based on empirical data for a variety of land uses including:

- specialty trade contractor, land use 180, based floor area²
- multifamily residential (low-rise), land use 220, based on number of dwelling units³
- general office building, land use 710, based on floor area⁴

¹ ITE, *Trip Generation Manual*, 10th Edition (Washington DC, September 2017).

² ITE, *Trip Generation Manual*, Volume 2, Data, Industrial (Land Uses 100-199), pages 164 to 174.

³ ITE, *Trip Generation Manual*, Volume 2, Data, Residential (Land Uses 200-299), pages 29 to 70.

⁴ ITE, *Trip Generation Manual*, Volume 2, Data, Office (Land Uses 700-799), pages 1 to 92.

- shopping center, land use 820, based on floor area⁵

Table 1 includes the following calculated vehicle-trips related to the proposed land uses:

Table 1. Calculated trip generation.

Time Period and Direction	Vehicle-Trips				Total
	Specialty-Trade Contractor ^a	Residential ^b	General Office Building ^c	Shopping Center ^d	
Weekday Daily	184	50	24	94	352
Weekday AM-Street-Peak Hour					
In	22	1	2	1	26
<u>Out</u>	<u>8</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>15</u>
Total	30	6	3	2	41
Weekday PM-Street-Peak Hour					
In	11	6	0	17	34
<u>Out</u>	<u>24</u>	<u>3</u>	<u>3</u>	<u>18</u>	<u>48</u>
Total	35	9	3	35	82
Saturday Daily	--- ^e	98	6	115	---
Saturday Generator-Peak Hour					
In	---	4	0	6	---
<u>Out</u>	---	<u>4</u>	<u>1</u>	<u>5</u>	---
Total	---	8	1	11	---

^a Based on ITE, *Trip Generation Manual*, specialty-trade contractor, land use 180, 18,000-sf floor area.

^b Based on ITE, *Trip Generation Manual*, multifamily residential (low-rise), land use 220, 12 dwelling units. Saturday generator-peak hour in versus out is estimated.

^c Based on ITE, *Trip Generation Manual*, general office building, land use 710, 2,500-sf floor area.

^d Based on ITE, *Trip Generation Manual*, shopping center, land use 820, 2,500-sf floor area.

^e --- = not available.

- weekday daily, 352 (total of in and out)
- weekday AM-street-peak hour, 41 (26 in and 15 out)
- weekday PM-street-peak hour, 82 (34 in and 48 out)

⁵ ITE, *Trip Generation Manual*, Volume 2, Data, Retail (Land Uses 800-899), pages 137 to 161.

CONCLUSION

ITE suggests that land developments generating at least 100 peak-hour vehicle-trips, in the busier direction, are candidates for consideration of traffic-impact analysis.⁶ The calculations show less than 100 peak-hour vehicle-trips, in the busier direction, being added by the proposed uses.

Therefore, the proposed land uses are not anticipated to have a significant traffic impact.

⁶ ITE, *Manual of Transportation Engineering Studies* (Prentice Hall: Englewood Cliffs, New Jersey, 2000), page 144.