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March 7, 2023

BY HAND DELIVERY AND E-MAIL – cmcgoldrick@shrewsburyma.gov and stthomas@shrewsburyma.gov

Town of Shrewsbury Planning Board
Planning and Economic Development
100 Maple Avenue
Shrewsbury, MA 01545
Attn: Christopher McGoldrick, Director of Planning and Economic Development

Re: *Shrewsbury Crossing II LLC – Application for Site Plan Review Approval for Construction and Development of Office Building and Related Site Improvements at 571 Boston Turnpike, Shrewsbury, Massachusetts*

Dear Mr. McGoldrick:

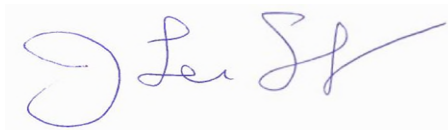
This firm represents Shrewsbury Crossing II LLC in its application to the Town of Shrewsbury Planning Board (the “Board”) for site plan review approval in connection with the construction and development of a new approximately 8,400 square foot office building, along with other related facilities and site improvements at 571 Boston Turnpike, Shrewsbury, Massachusetts. We hereby submit the following items for filing with the Board (2 copies unless otherwise noted):

1. Form L Site Plan Application with Statement in Support;
2. Checks for filing and review fees in the amounts of **\$500.00 and \$1,000.00**;
3. Plan set with civil drawings, floor plans and elevations (3 full-sized and 6 reduced 11"x17"-sized);
4. Renderings;
5. Traffic memorandum;
6. Stormwater management letter; and
7. Certified List of Abutters.

Kindly file this Application with the Board and schedule this Application to be presented and discussed at the Board’s next available meeting, which is scheduled to occur on **April 6, 2023**. Please let me know if you have any questions concerning the enclosed.

Thank you for your continued assistance with this matter.

Very truly yours,

A handwritten signature in blue ink, appearing to read "J Lee Smith", is displayed within a light gray rectangular box.

Joshua Lee Smith

JLS

Enclosures

cc: Patricia Sheehan, Inspector of Buildings (via email)
Project team

**FORM L
APPLICATION FOR SITE PLAN APPROVAL/SPECIAL
PERMIT/MODIFICATION BY THE PLANNING BOARD**

Application made for: Site Plan Approval by Planning Board (Section VII F)
 Special Permit: Type _____
Section _____
 Modification: Section VII F

File two (2) completed forms together with the original plan, five (5) full size copies and eight (8) reduced 11"x17" size copies thereof, and the filing fee with the Town Clerk.

March 7 _____, 2023

To the Shrewsbury Planning Board:

The undersigned, herewith, submits the accompanying Site Plan entitled "Overall Site Layout Plan" and dated March 6, 2023 for approval under the provisions of the Zoning Bylaw of the Town of Shrewsbury covering Site Plans.

Name of Applicant(s): Shrewsbury Crossing II LLC
Address of Applicant(s): 100 MLK Jr. Boulevard Suite 550, P.O. Box 646, Worcester, MA 01613
Phone Number & Email of Applicant(s): (508) 926-3464; jsmith@bowditch.com

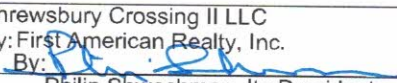
Name of Owner(s): Shrewsbury Crossing II LLC
Address of Owner(s): 100 MLK Jr. Boulevard Suite 550, P.O. Box 646, Worcester, MA 01613
Phone Number & Email of Owner(s): (508) 926-3464; jsmith@bowditch.com

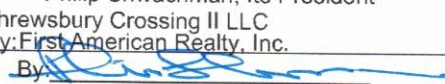
Name of Engineer: Matthew Bombaci, P.E. of Bohler Engineering
Address of Engineer: 352 Turnpike Road, Southborough, MA 01772
Phone Number & Email of Engineer: (508) 480-9900; mbombaci@bohlereng.com

The owner's title to said land is by deed dated December 11, 2017 and recorded in the Worcester District Registry of Deeds Book 58166, Page 87 and is shown on Assessor's Tax Plate 34, Plot 024001.

Location and Description of Property: 571 Boston Turnpike. For description, please see
Statement in Support.

Purpose of Site Plan/Modification/Special Permit: Please see Statement in Support.

Signature of Applicant(s): Shrewsbury Crossing II LLC
By: 
Philip Shwachman, Its President

Signature of Owner(s): Shrewsbury Crossing II LLC
By: 
Philip Shwachman, Its President

The Certificate of Ownership Form must be completed and submitted along with this application.

Statement in Support of Shrewsbury Crossing II LLC
Application to Town of Shrewsbury Planning Board for Site Plan Review Approval for
New Office Building and Related Site Improvements at
571 Boston Turnpike, Shrewsbury, Massachusetts

I. Background and Project Scope.

Shrewsbury Crossing II LLC (the “Applicant”) is the owner of the property known and numbered as 571 Boston Turnpike, Shrewsbury, Massachusetts,¹ which property contains approximately 12.19 acres (+/-530,790square feet) of land located at the corner of Grafton Street and Boston Turnpike (State Highway Route 9) (the “Property”). The Property is comprised of a shopping plaza that is currently occupied by various retailers, including At Home, Work N’ Gear and Staples.

The Property is located entirely within the Commercial Business (“CB”) zoning district and no overlay districts. The Property is bounded by Grafton Street and restaurant and automotive service uses to the east, Route 9 to the south, a shopping plaza containing Stop & Shop, a restaurant and an existing Fidelity Investments branch office location to the west and Harrington Farms Condominiums to the north.

The Applicant is seeking site plan review approval from the Town of Shrewsbury Planning Board (the “Board”) in connection with the construction and development of a new approximately 8,400 square foot office building (the “New Building”) on the southeast portion of the Property located near the intersection of Grafton Street and Route 9 (the “Project”). The Project also includes the construction and/or installation of related site improvements at the Property, including, but not limited to, parking spaces, walkways, landscaping, signage and lighting. The Project is a modification of a site plan that was previously approved by the Board.

II. Requirement for Site Plan Review.

Pursuant to Section VII.F.3.a.7 of the Shrewsbury Zoning Bylaw, the development of any non-residential use which requires 20 or more parking spaces in accordance with Section VII.D of the Zoning Bylaw requires site plan review approval by the Board. The New Building will require 22 parking spaces, and, therefore, the Project requires site plan review approval by the Board. The Applicant is also seeking certain waivers as specified herein.

In addition, the Applicant will be separately seeking signage-related approvals from the Shrewsbury Zoning Board of Appeals once the signage pylon layout, location and design are finalized.

¹ 571 Boston Turnpike has a parcel identification of 34-024001.

III. Reasons for Site Plan Review Approval.

The Project satisfies the site plan review standards for review and criteria as set forth in Section VII.F.3.c of the Zoning Bylaw for the reasons stated herein:

1. The internal circulation, queuing, and egress are such that vehicular and pedestrian safety is protected within the site.

The Project proposes to provide a safe, adequate and efficient layout and design for vehicular and pedestrian traffic. The proposed drive aisles within the parking area will provide sufficient widths and turning radii necessary to provide for safe and efficient travel for passenger vehicles. The proposed parking spaces, drive aisles and building entrances will not cause any nuisance or hazard to vehicles or pedestrians within or off the Property or line of sight hazards along streets. Safe, convenient and efficient pedestrian access to the New Building will be provided through connecting walkways and parking that will be in close proximity to the entrances of the New Building.

Traffic generated by the Project use and patterns of access and egress to and from the New Building will not cause congestion, hazard or a substantial change to the neighborhood character, and the Project use is not anticipated to not result in a substantial increase in trip generation levels to and from the Property. In general, the New Building is anticipated to contain approximately 20 offices with approximately 35 employees. It is anticipated the New Building will have up to 20 visitors per hour. A Trip Generation Analysis for a proposed Small Office Building has been submitted with the Application, and reflects an anticipated 15 trips in the AM peak hour and 19 trips in the PM peak hour. The anticipated trip generation falls well below the threshold in which the Institute of Transportation Engineers (ITE) indicates there may be a change in roadway capacity (i.e., >100 trips per hour).

2. Adequate parking and loading spaces are provided.

Section VII.D of the Zoning Bylaw provides minimum parking requirements for properties based on use. The Project use constitutes consumer-based office use, which requires 1 parking space for every 400 square feet of gross floor area. The New Building will contain 8,400 square feet, and, therefore, requires a minimum of 22 parking spaces. The proposed new office use along with the existing uses of the Property (i.e., home furnishings and retail uses) require a total of 367 parking spaces.² The Property will contain 476 parking spaces once the

² Home furnishings stores use requires 1 parking space for every 350 square feet of gross floor area (85,600 sf / 350 sf = 245 spaces), Retail store use requires 1 parking space for every 250 square feet of gross floor area (25,000 sf / 250 sf = 100 spaces).

Project is completed,³ which far exceeds the minimum parking requirement. The existing 565+/- parking spaces at the Property are highly underutilized, and the 476 parking spaces under the Project will adequately serve the tenants, guests and visitors of the shopping plaza. There will be approximately 100 spaces within 100 feet of the New Building entrance with new Americans with Disabilities Act (ADA) accessible parking spaces, which will adequately serve the New Building. No new loading spaces are proposed for the New Building.

3. Curb cuts and driveway openings are convenient and safe in relation to the adjacent street network and access via minor streets servicing single-family homes is minimized.

The Project does not involve any alterations to the existing curb cuts along Grafton Street or Route 9, which will continue to provide a safe, adequate and efficient means of access to the Property with no line of sight hazards along adjoining streets. In addition, the Project has the benefit of ingress/egress at the Lake Street curb cut by virtue of a reciprocal easement. .

4. Reasonable use is made of building location, grading and vegetation buffers to reduce visibility and noise of structures and uses, off street parking areas, outside storage or other outdoor service areas (e.g. waste storage) from abutting properties.

The location of the New Building is appropriately setback from public ways and will be within an area of the site that currently contains underutilized parking. The kind, size, height and nature of the New Building and the proposed site improvements minimal grading are consistent with buildings and improvements in the Town that have been developed for retail and office use. The New Building will provide architecturally appealing building features to respond to the immediate context and other design elements that will create visual interest.

The Project proposes to enhance the site by providing new landscaping in and around the New Building and parking areas, and maintaining and increasing existing vegetative buffers along Grafton Street and Route 9. The new landscaping will contain a variety of aesthetically appealing and native trees, shrubs and other plantings. All new trees will be Asian Long-Horned Beetle and Emerald Ash Borer compliant. The proposed landscaping and buffers in proximity to the New Building will comply with the Zoning Bylaw, and will serve as a visual buffer between the New Building and parking spaces (the total number of which will be significantly reduced from 565 parking spaces to 476 parking spaces) and adjoining properties and streets. The Project use will not result in any increase in noise levels that would be noticeable at any abutting properties. A dumpster area will be enclosed with an 8-foot tall vinyl fence and remain out of the public view.

³ There are currently 565+/- parking spaces at the Property.

5. Lighting of structures and parking area avoids illumination on adjoining properties.

The additional new wall pack and bollard lighting will be consistent with existing lighting at the site, and will be adequate for safe and secure access to and from the New Building, walkways, sidewalks and parking areas. The lighting will be appropriately arranged with directional shields so as to minimize light from shining and/or spilling onto abutting properties and streets while maintaining pedestrian and vehicular safety. The new lighting will be dark-sky compliant, will not exceed a color temperature of 3,000K and will not have a deleterious effect on neighboring properties. Site lighting is designed to meet IESNA (Illuminating Engineering Society of North America) guidelines for security minimums within parking and pedestrian areas.

6. Adequate access to each structure for fire and service equipment is provided.

Fire trucks and other emergency vehicles will continue to be able to access the Property from both Grafton Street and Route 9. The drive aisles within the parking lot will also provide adequate access and turning radii for emergency vehicles and allow them to park in close proximity to the New Building.

7. Utilities, drainage and fire-protection provisions serving the site provide functional service to each structure and paved areas in the same manner as required for lots within a subdivision.

The development does not anticipate any adverse effect on drainage patterns and is anticipated to represent an improvement relative to existing conditions. Under existing conditions, the project area is largely impervious. Stormwater runoff from the project area is currently collected by catch basins within the existing parking area, which discharge runoff into a riprap swale at the Southwesterly portion of the site. Under proposed conditions, the Project proposes to mimic existing hydrology with a reduction in existing impervious area by approximately 9,000± square feet, to be replaced by proposed landscaped areas. The reduction in impervious area will decrease the peak rate and volume of runoff from the Project site, and will result in an increase to the natural groundwater recharge due to the increased landscaped area. Additional existing paved impervious areas are proposed to be replaced by clean roof runoff. Please see the Stormwater Narrative prepared by Bohler Engineering for additional information.

New water and sewer connections, gas and electric service facilities and infrastructure will need to be provided for the New Building and the Project; provided, however, such utility lines and infrastructure currently exist within the existing site and surrounding roadways and are readily available to be connected thereto. The domestic and fire water services are anticipated to

be provided via a new connection to the existing water line located within the front drive aisle of the existing building. Sewer service is anticipated to be provided via a new connection into the existing on-site sewer infrastructure at the northwesterly portion of the site.

The Project will continue to be serviced by existing fire hydrants located along both Route 9 and Grafton Street. There are no new hydrants proposed as part of the Project. The New Building will utilize a fire suppression system with a direct service line connection (size to be determined) to the existing water line within the drive aisle along the front of the building.

8. The use will not create a nuisance of noise, odor, smoke, vibration, traffic generated, unsightliness or other conditions detrimental to the public good.

The Project will be modern in design and will not have a deleterious effect on or be detrimental or cause a nuisance to the public good, neighboring properties or abutting streets. The Project protects natural resources as well as the architectural, scenic and aesthetic qualities of the community and protects against the uses of land which are incompatible with nearby uses, undue intensity of noise and danger and congestion in travel and transportation. The Project will dramatically improve the aesthetic appeal, design, quality and overall economic vitality of the Property, which is highly visible to the public and currently overwhelmed with parking. The Project will support the economic needs of Fidelity Investments, a longtime tenant which has outgrown its space in the adjoining center at 551 Boston Turnpike. The Project is functionally and aesthetically compatible with the surrounding commercial uses both on and off site, which includes a mix of retail, residential, personal services, office, grocery store, automotive service and restaurant uses. Based on the foregoing, the New Building and improvements to the Property in connection therewith will fit into the present character of the neighborhood and granting this approval will promote an appropriate use of the site.

9. The site plan as designed will not cause substantial or irrevocable damage to sensitive environmental and/or cultural resources, which damage could be avoided or ameliorated through an alternative development plan.

There are minimal natural terrain features at the Property, and the Project will minimize, to the extent practicable, changes to the natural terrain as a result of the Project. The Project is proposed entirely within the existing paved parking area, and therefore no impacts to any wetland resource areas or naturally vegetated areas are anticipated. There will not be any negative impacts on the groundwater.

10. Adequate provision for controlling surface water runoff to minimize impacts on neighboring properties and streets and to prevent soil and sedimentation of the Town's surface waters.

As mentioned above, the development does not anticipate any adverse effect on drainage patterns and the project is anticipated to represent an improvement relative to same in comparison to existing conditions. The proposed drainage and site design layout of the Project improvements are designed to reduce any susceptibility of ponding, flooding and erosion. During construction, appropriate measures will be taken for controlling erosion, sedimentation and pollution as set forth in the plans submitted.

11. Measures taken to minimize contamination of ground water from sewage disposal and operations involving the use, storage, handling, or containment of hazardous substances.

There will be no storage of hazardous materials or substances at the Property, and the plans and protective measures under the Project will ensure minimal risk of contamination to groundwater. The Property is outside of the Floodplain and Water Resources Protection Overlay Districts and ecologically sensitive areas, and there are limited wetland resource areas on the Property.

12. All other requirements of the Zoning Bylaw are satisfied.

Except as may otherwise be set forth herein, the Project will comply with all requirements of the Zoning Bylaw.

IV. Waivers and Other Zoning Relief.

The Applicant seeks, to the extent applicable any waivers and zoning relief that may be required.