

LETTER OF TRANSMITTAL

TO: Jean M. Bubon, AICP,
Town Planner
Town of Sturbridge
301 Main Street, 1st Floor
Sturbridge, MA 01566
508-347-2508

PROJ. NO: 287-2117-K **DATE:** 12/9/20
PROJECT: Definitive Subdivision Plan
LOCATION: 30 Main Street/20 Fiske Hill Road
Parcel IDs: 415-3914-30 / 280-3534-20

SENT BY WAY OF THE FOLLOWING: Hand Delivery


COPIES	DATE	ITEM DESCRIPTION
12	11/11/20	DEFINITIVE SUBDIVISION PLAN SUBMITTAL <ul style="list-style-type: none">• Cover Letter• Water Supply Curve• Performance Consultants, Inc. Hydrant Flow Test Report date 9/3/20• Form C Application for Approval of Definitive Subdivision Plan• Environmental and Community Impact Analysis• Waiver Letter• Abutters List (300 ft.)• USGS Figure 1 Locus Plan• 11 x 17 Subdivision Locus
3	8/2020	Traffic Impact Study by AK Associates
2	11/11/20	“Fiske Hill East” Definitive Subdivision Plan, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA by McClure Engineering, Inc. dated 11/11/20 (Size 24x36)
10	11/11/20	“Fiske Hill East” Definitive Subdivision Plan, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA by McClure Engineering, Inc. dated 11/11/20 (Size 11x17)
3	11/11/20	Stormwater Management Report date 11/11/20
1	11/18/20	Check #3298 for \$1,250 payable to Town of Sturbridge

REMARKS:

Dear Jean,

Enclosed are the above listed documents pertaining to the Application for Approval of Definitive Subdivision Plan at 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA. Please call me with any questions or comments at (508) 248-2005.

Sincerely,


Peter C. Engle, P.E.

cc: Town Clerk, Town of Sturbridge, 308 Main Street, Sturbridge, MA 01566
Fiske Hill East Realty Trust, 97 Arnold Road, Fiskdale, MA 01518
Eric Rumsey, Town Planner, Town of Southbridge, 41 Elm Street, Southbridge, MA 01550

November 11, 2020

Jean M. Bubon, AICP
Town Planner
Town of Sturbridge
301 Main Street, 1st Floor
Sturbridge, MA 01566

**RE: Definitive Subdivision – 30 Main Street & 20 Fiske Hill Road, Sturbridge, MA
Fiske Hill East Realty Trust**

Dear Planning Board Members:

On behalf of Fiske Hill East Realty Trust (Applicant), McClure Engineering, Inc. (McClure) is submitting this cover letter as inclusion to the Definitive Subdivision Application for the property located at 30 Main Street and 20 Fiske Hill Road (Site). The Applicant is proposing the construction of a five lot mixed use (residential and commercial) cul-de-sac subdivision at the Site. The impetus for the creation of the subdivision road is to create a legal building lot with frontage and access within the Rural Residential district for the development of a 55+ Senior Housing Community to serve the greater Sturbridge community.

The Subject Site is made up of two tracts of land as described in Deed Book 32421, Page 230. Tract 1 includes property in both the Town of Sturbridge and Southbridge. The portion of Tract 1 located in Sturbridge is known as 20 Fiske Hill Road, and referenced by the Sturbridge Assessor's office as 280-03534-20. The portion of Tract 1 located in Southbridge does not have an assigned address but is referenced by the Southbridge Assessor's office as parcels 019-002 and 018-002-A. Tract 2 is located exclusively in Sturbridge and is known as 30 Main Street, referenced by the Sturbridge Assessor's office as 415-03914-030. Tract 1 and Tract 2 together are made up of 134+/- acres or predominately wooded and undeveloped land. The property is located within four total zoning districts, the Residential 1 zoning district in Southbridge, and the Rural Residential, Suburban Residential, and Commercial districts in Sturbridge. There are no FEMA Flood Hazard areas located within the property per Flood Insurance Rate Maps (FIRM) Worcester County Massachusetts (All Jurisdictions), Map Numbers 25027C0933E and 25027C0931E, effective Date July 4, 2011. There are numerous wetland resource areas on site within 200' of the proposed subdivision roadway and Conservation Commission approval via an Order of Conditions will be required for the proposed work.

The proposed subdivision of this property would create five potential buildable lots with legal frontage created along the proposed right-of-way created off of Main Street, two of which would be located within the Rural Residential District, and three within the Commercial District. A roadway with a 50 wide right-of-way and a 24 foot pavement width, is proposed to create frontage for the five subdivision lots. The roadway is proposed as a dead-end road and as such will terminate in a cul-de-sac turnaround. Sidewalks are proposed along the roadway to promote pedestrian traffic. The road as proposed would be approximately 1,030' in length, longer than the 500' limit set forth in the Subdivision Control Regulations and will therefore require a waiver from the Planning Board. This road length is necessary in order to create frontage within and provide access from the "Rural Residential" district for the potential future development of the aforementioned 55+ Senior Housing Community, which would be located on one of the two Rural Residential district lots created. This use is currently not allowed within the Commercial District. The proposed subdivision would be consistent with the character of the surrounding area and would have no effect on any historical or scenic qualities. The roadway is not proposed to loop out to Fiske Hill Road in an effort to protect the historic and scenic qualities of Fiske Hill, even though by doing so it would eliminate the need for a waiver for the proposed road length and eliminate the dead-end road condition. It is likely that such a road alignment would negatively impact and be disruptive to the residential Fiske Hill neighborhood.

The four other potential lot developments at this time are as follows:

- 120+/- Dwelling Unit Assisted Living Facility – Rural Residential District
- 3,000 s.f.+/- General Office Building – Commercial District
- 12,000 s.f.+/- Medical Arts/Urgent Care Facility – Commercial District
- 14,500 s.f.+/- Retail Building – Commercial District

Each of these proposed uses would be required to go through its own development, design, and permitting and is subject to change.

A Traffic Impact Study was developed for the proposed subdivision using the potential developments as listed above which aided in the design of the proposed roadway. The design of the proposed intersection with Main Street provides two exit lanes, providing a lane for left and right turns only to help mitigate traffic as well as minimize potential accidents. The design of the intersection allows the proposed roadway to maintain the Level of Service on Main Street compared to that of the future no build condition of the Site. The sight distances from the proposed roadway along Main Street are far greater than what is required at this location on Main Street. The Traffic Impact Study concludes that the area roadways within close vicinity of the proposed development Site have enough capacity to safely serve the anticipated additional traffic associated with the proposed multiuse development. The level of service evaluation is an indicator of the quality of traffic flow through the area. Further detail about traffic safety and the level of service in the vicinity of the proposed roadway is included in the Traffic Impact Study.

The proposed development would connect to and utilize the Town of Sturbridge public water system as well as the public sewer system. The proposed anticipated water and sewer consumption for the subdivision, once completely developed per the proposed uses above, is expected to be approximately 31,700 gallons per day derived from Title 5 flows. Hydrant flow testing was performed at the existing hydrant located at 33 Main Street, directly across from the proposed roadway intersection. Flow testing of this hydrant confirmed that the existing pressure and water supply is adequate to meet the required 750 GPM at 20 PSI at all of the hydrants on the proposed roadway per the Sturbridge Subdivision Regulations (last hydrant will be capable of 39 PSI at 750 GPM, or 1,225 GPM at 20 PSI). There is an existing sewer manhole in the existing paved apron on site which is already tied into the town sewer system via an 8” PVC outlet sewer lateral. There is also a capped 8” PVC inlet to this sewer manhole which would be utilized by the subdivision roadway. No access within the Main Street would be necessary for the sewer connection.

The stormwater management system as proposed meets the MassDEP and Local stormwater management regulations, providing for the required peak flow attenuation, groundwater recharge, and water quality treatment. The stormwater management system consists of a standard catch basin/manhole pipe network, a single large above ground infiltration basin with sediment forebays, and a single particle separator unit for water quality treatment of runoff which is not directed to the proposed basin. Additional information regarding the stormwater management system can be found in the Stormwater Management Report included in the Definitive Subdivision Application submittal.

The proposed subdivision has been designed to minimize any wetland impacts. A Notice of Intent will be submitted to the Conservation Commission and MassDEP for the proposed roadway and associated infrastructure construction. No wetland resource areas will be disturbed as a result of the proposed development. The subdivision has been designed with an intent to minimize vegetative disturbance within buffer zones and to meet the State and Local Wetland regulations. Only the area associated with the proposed stormwater infiltration basin will be located within the 50’ no build buffer zone, and only a single drainage pipe outlet will be located within the 25’ no disturbance buffer zone. This area will be treated with loam and seeded with a Conservation and Wildlife seed mix and planted with native shrubs consisting of chokeberry, viburnum, blueberry, winterberry, and elderberry. There are two areas in close proximity to the proposed subdivision within the 25’ no disturbance buffer zone which were previously disturbed likely from historic logging activities. These areas will also be treated with loam, seeded with a Conservation and Wildlife seed mix and planted with a mix of native shrubs in order to restore these areas.

As Main Street (also known as Route 131) is a Massachusetts Department of Transportation jurisdictional roadway, a MassDOT Access Permit will be necessary for the construction of the roadway.

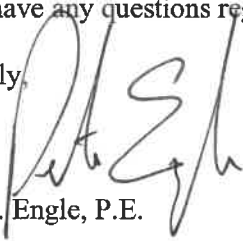
The following documents are enclosed for your review in support of this project:

- “Fiske Hill East, Definitive Subdivision Plan” 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA, prepared by McClure Engineering, dated 11/11/20.
- “Stormwater Management Report”, Definitive Subdivision, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA, prepared by McClure Engineering, dated 11/11/20.
- “Environmental and Community Impact Statement”, Definitive Subdivision, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA, prepared by McClure Engineering, dated 11/11/20.
- “Traffic Impact Study”, Definitive Subdivision, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA, prepared by AK Associates, dated August 2020.
- “Water Supply Curve”, 30 Main Street and 20 Fiske Hill Road, Sturbridge, MA, prepared by McClure Engineering, dated 11/11/20.

The proposed plans have been prepared and designed to comply with the Town of Sturbridge Subdivision Regulations, General and Zoning Bylaws, and the performance standards set forth in Massachusetts Wetland Protection Act and the Town of Sturbridge Wetland Bylaws.

If you have any questions regarding the enclosed subject matter, please contact me at (508) 248-2005.

Sincerely,



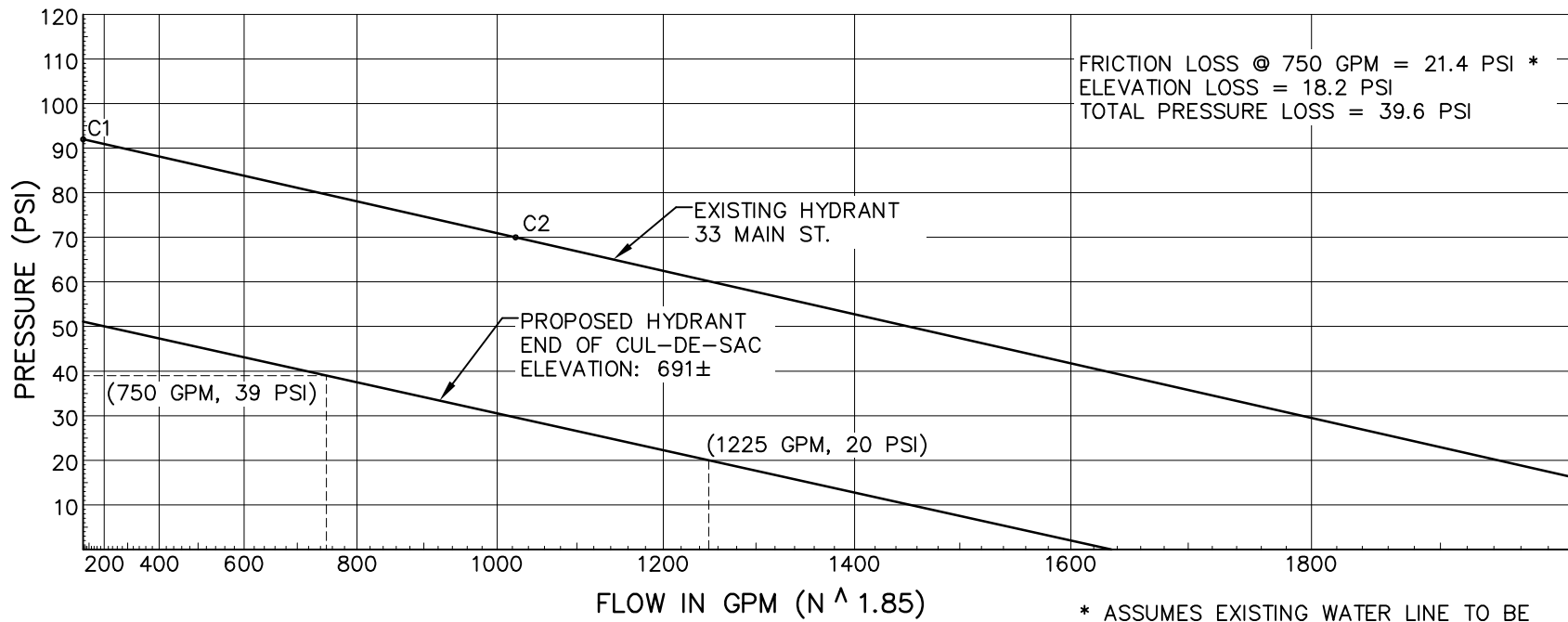
Peter C. Engle, P.E.

Enclosures

cc: Matthew Sosik, Fiske Hill East Realty Trust, 97 Arnold Road, Fiskdale, MA 01518
Eric Rumsey, Town Planner, Town of Southbridge, 41 Elm Street, Southbridge, MA 01550

WATER SUPPLY CURVE

STURBRIDGE WATER SUPPLY
 EXISTING HYDRANT, 33 MAIN STREET
 C1 – STATIC PRESSURE: 92
 C2 – RESIDUAL PRESSURE: 70
 C2 – RESIDUAL FLOW: 1012
 ELEVATION: 649±



* ASSUMES EXISTING WATER LINE TO BE
 50 YEAR OLD UNLINED CAST IRON PIPE

DATE:	11/11/20
DRAWN BY:	WCN
APPROVED BY:	PE
SCALE:	
HORIZONTAL:	VARIES (N ^ 1.85)
VERTICAL:	1" = 40 PSI

PROJECT ENGINEERS:

McCLURE
 ENGINEERING, INC

119 Worcester Road
 Charlton, MA 01507
 Email: chris@mcclureengineers.com

Tel: (508) 248-2005
 Fax (508) 248-4887

**WATER SUPPLY CURVE
 FOR
 "FISKE HILL EAST"
 DEFINITIVE SUBDIVISION
 30 MAIN ST. & 20 FISKE HILL RD.
 STURBRIDGE, MASSACHUSETTS**

PROJ. NO. 287-2117-K
 DWG. WATER SUPPLY CURVE

**FIG
 1**

PERFORMANCE CONSULTANTS, INC.

LICENSED FIRE PROTECTION ENGINEERS

31 MASSACONNIC TRAIL HOLLAND, MA 01521 (413) 245-3716

Sturbridge Water Department
C/O Veolia
Attn Shane Moody
PO Box 975
Sturbridge, MA 01566

September 3, 2020,

Shane,

Below is a summary of the hydrant flow testing conducted yesterday in the vicinity of 30 Main Street in Sturbridge, MA.

Date of Testing: Wednesday, 9/2/20

Time of Testng: 9:45AM

Attendees: William Pucci - Performance Consultants, Inc, Peter Engle – McClure Engineering, Inc, Shane Moody & Steve Saletnik – Veolia / Sturbridge WD

Pressure Hydrant – Hydrant on south side of Main Street in front of 33 Main Street (Sturbridge Auto Sales) (using Gauge “PCI-1”, read by Peter Engle)

Flow Hydrant next hydrant to the east – (also on the south side of Main St), in front of 19 Main St (Fortunato Court) (PCI-2 gauge, read by Mr Pucci).

Mr. Moody indicated that the current tank level was 56 ft (compared to 74 ft max) and that three of four pumps were running delivering approximately. 936 gpm (which he indicated was “typical”).

The results were as follows:

Initial Static Pressure: 92 psi

Residual Pressure: 70 psi

Pitot Pressure: 35 psi (1012 gpm)

Final Static Pressure: 92 psi

The flow reading was based on a flow coefficient of just over 0.9 from a 2-1/2” hose monster assembly from Hydro-Flow Products, Inc in Lake Zurich, Illinois. Gauges used during the testing were calibrated on 2/26/19 by Colonial Instruments, Inc in Nashua, NH. Calibration reports are available upon request.

Please let us know if these numbers are inconsistent with your understanding of the strength of the water supply in this area and/or if there were any other factors that would have affected the testing at the time it was conducted. Thank you for your assistance with setting up (and performing) the test.

Sincerely,



William E. Pucci, P.E.
President

Cc: Peter Engle, McClure Engineering, Inc



Form C
Application for Approval of Definitive Subdivision Plan
Planning Board

Applicant

Applicant's Name: Fiske Hill East Realty Trust
Applicant's Address: 97 Arnold Road, Fiskdale, MA 01518
Applicant's Phone #: 508-450-0713

The Plan

Title of Plan: Definitive Subdivision Plan, "Fiske Hill East", 30 Main Street & 20 Fiske Hill Road, Sturbridge, MA
Drawn by: McClure Engineering, Inc.
P.E.'s or Surveyor's Registration #: Peter Engle, PE53736, Joe Levesque, PLS53840
Date of Plan or revision: 11/11/20

Owner

Owner's Name: Fiske Hill East Realty Trust
Owner's Address: 97 Arnold Road, Fiskdale, MA 01518
Owner's Phone #: 508-450-0713
Name of Agent (if applicable): MATT SOSIK MATT SOSIK
Date: _____ Owner's Signature: [Signature]

Assessor's Records

The land shown on the plan is shown on Map Multiple, Lot Multiple of the Assessor's records and has an address of 20 Fiske Hill Rd(280-03534-020) & 30 Main Street(415-03914-030)

Preliminary Plan

Approved as a Preliminary Subdivision Plan on 7/31/07 (date)
 Was not submitted.



Form C
Application for Approval of Definitive Subdivision Plan
Planning Board

To the Planning Board of the Town of Sturbridge:

The undersigned, being the applicant as defined under M.G.L. Chapter 41, Section 81-L, for approval of a proposed subdivision, shown on a plan entitled:

“Definitive Subdivision Plan, Fiske Hill East” prepared by McClure Engineering, Inc., dated or revised on 11/11/20 and described as follows: located off Main Street and Fiske Hill road, with 5 lots proposed, total acreage of tract 134+/- hereby submits said plan as a Definitive Subdivision Plan in accordance with the Rules and Regulations of the Sturbridge Planning Board and makes application to the Board for approval of said plan.

Title to the Property

The owner’s title to said land that is the subject matter of this application is derived from:

03/04/20 Deed - Marin Realty Inc to Daniel Flynn Trustee of Fiske Hill East Realty Trust

Recorded in the Worcester District Registry of Deeds Book and Page:

61992, 321

List any easements located on the property:

50' Right of Way to Wilfred Mangold PB 371-114, PB 400-100, PB 798-13

Access and Utility Easement to Town of Southbridge PB 853-51

The undersigned hereby applies for approval of said Definitive Subdivision Plan by the Board in belief that the plan conforms to the Board’s Rules and Regulations.

Applicant’s signature: 

Date: 11-18-20



Form C
Application for Approval of Definitive Subdivision Plan
Planning Board

Received by Town Clerk:

Date: _____

Time: _____

Town Clerk Signature: _____

Received by Board of Health:

Applicant(s) are _____ are not _____ the owners (check one)

Date: _____

Time: _____

Board of Health Representative: _____

BoH Signature: _____

Received by Board of Selectmen:

Date: _____

Time: _____

Board of Selectmen Representative: _____

BOS Signature: _____

Planning Department - Fee Schedule

Filing Fee Paid: _____

Check Number: _____

Date Received: _____

Received By: _____

TOWN OF STURBRIDGE
PLANNING BOARD

FORM 0
RECEIPT FOR SUBDIVISION PLAN

Sturbridge, Massachusetts

Received from Fiske Hill East Realty Trust

a copy of a () Preliminary/ (X) Definitive Subdivision Plan entitled

"Fiske Hill East" Definitive Subdivision Plan, 30 Main Street and 20 Fiske Hill Road
Sturbridge, MA by McClure Engineering, Inc. date 11/11/20

application for approval for which has been made to the Sturbridge Planning Board.

Town Clerk - Signature _____

Date _____

A copy of this Form, signed by the Town/City Clerk, together with any accompanying maps, shall be filed forthwith with the Planning Board.

November 11, 2020

Jean M. Bubon, AICP
Town Planner
Town of Sturbridge
301 Main Street, 1st Floor
Sturbridge, MA 01566

**RE: Definitive Subdivision – Environmental and Community Impact Analysis
Fiske Hill East Realty Trust – 30 Main Street & 20 Fiske Hill Road, Sturbridge, MA**

Dear Planning Board Members:

On behalf of Fiske Hill East Realty Trust (Applicant), McClure Engineering, Inc. (McClure) is submitting this Environmental and Community Impact Analysis Statement as inclusion to the Definitive Subdivision Proposal for the property located at 30 Main Street and 20 Fiske Hill Road (Site). The Applicant is proposing the construction of a five lot mixed use (residential and commercial) cul-de-sac subdivision at the Site. The impetus for the creation of the subdivision road is to create a legal building lot with frontage and access within the Rural Residential district for the development of a 55+ Senior Housing Community to serve the greater Sturbridge community.

STATEMENT OF FACTS

1. The subject property has existing frontage on two Town roads: Fiske Hill Road and Main Street. It is 134+/- acres in size, predominately wooded and undeveloped.
2. The subject property is owned by Fiske Hill East Realty Trust and is made up of 4 parcels (2 in Sturbridge and 2 in Southbridge). The Sturbridge parcels are referred to by the Assessor's office as 415-03914-030 and 280-03534-020. The Southbridge parcels are referred to by the Assessor's office as 019-002 and 018-002-A. Parcels 280-03534-20, 019-002, and 018-002-A are referred to as Tract 1 as described in the deed of record (Deed Book 32421, Page 230). Parcel 415-03914-030 is referred to as Tract 2.
3. As stated above, the property straddles the municipal boundary of Sturbridge and Southbridge with the majority of the property located in Sturbridge. A 2.37 acre portion (018-002-A) of the property and a 7.03 acre portion (19-002) are over the Town line and are located in Southbridge. The two Southbridge portions of the property are located within the Town of Southbridge's "Residential 1" zoning district. There are no proposed boundary alterations within the Town of Southbridge.
4. The Sturbridge portion of the property is located within three zoning districts. A 1.70+/- acre portion of the Site, with frontage on Fiske Hill Road, is in the "Suburban Residential" district. The portion of the Site abutting Main Street is in the "Commercial" district and is 13.20+/- acres in size. The remaining 119.10+/- acres are zoned "Rural Residential".
5. A proposed subdivision of this property will create five lots by means of the Definitive Subdivision process with legal frontage created along the proposed right-of-way created off of Main Street.
6. A roadway with a fifty foot wide right-of-way and a 24 foot pavement width, is proposed to create frontage for the five subdivision lots. The roadway will be a dead-end road and as such will terminate in a cul-de-sac turnaround. It will be approximately 1,030' in length, longer than the 500' limit set forth in the Subdivision Control Regulations and will therefore require a waiver from the Planning Board. This road length is necessary in order to create frontage within the "Rural" district.
7. The proposed development will connect to and utilize the Town of Sturbridge public water system as well as the public sewer system.

8. A 1.008 acre drainage easement for stormwater management will be created to the east of the proposed subdivision roadway. This easement will be conveyed to the Town of Sturbridge at a time when the roadway is accepted by the Town. The stormwater management system as proposed will meet the MassDEP and Local stormwater management regulations.

9. The potential uses of the five proposed lots at this time are as follows:

- Lot 1 (1.03 Acres) – Commercial District – 3,000 s.f.+/- General Office Building
- Lot 2 (6.68 Acres) – Commercial District – 12,000 s.f.+/- Medical Arts/Urgent Care Facility
- Lot 3 (42.17 Acres) – Rural Res. District – 65+/- Dwelling Unit 55+ Senior Housing Community
- Lot 4 (78.69 Acres) – Rural Res. District – 120+/- Dwelling Unit Assisted Living Facility
- Lot 5 (4.47 Acres) – Commercial District – 14,500 s.f.+/- Retail Building

Each of these proposed uses will be required to go through its own development, design, and permitting and is subject to change.

IMPACT ON SCHOOL SYSTEM

The uses as proposed at this time include three commercial developments, a 55+ Senior Housing Community, and an Assisted Living Facility. None of these uses will have an impact on the school system.

IMPACT ON THE POLICE DEPARTMENT

The proposed development of the Senior Housing Community and the Assisted Living Facility is expected to have minimal impact on local traffic (697 total daily trips) and place a minimal demand on the Sturbridge Police Department. Commercial Developments at Lots 1 and 2 are expected to also produce minimal traffic impact (234 total daily trips). Commercial development of Lot 5 is expected to create the most traffic impact (1,617 total daily trips) and place a bit more demand on the Police Department. These impacts, however, will need to be further assessed as development proposals for the individual lots arise. These potential increases in traffic have been included in a Traffic Impact Study. The design of the proposed intersection with Main Street provides two exit lanes, providing a lane for left and right turns only to help mitigate traffic as well as minimize potential accidents. The design of the intersection allows the proposed roadway to maintain the Level of Service on Main Street compared to the future no build condition. The site distances from the proposed roadway along Main Street are far greater than what is required. Further detail about traffic safety in the vicinity of the proposed roadway is included in the Traffic Impact Study. An emergency access to the roadway is currently part of the proposal for the Senior Housing Community from Crestwood Drive in Southbridge.

IMPACT ON THE FIRE DEPARTMENT

A six-inch diameter ductile iron water line (same size as the existing main in Main Street) is proposed along the full length of the subdivision roadway. This will allow for fire service connections to all buildings, as necessary. In addition three fire hydrants are proposed along the new roadway, one at the intersection of Main Street, one at approximately the midpoint of the roadway, and one at the terminus of the cul-de-sac. Hydrant flow testing was performed at the existing hydrant across Main Street from the proposed roadway intersection. Flow testing of this hydrant confirmed that the existing pressure and water supply is adequate to meet the required 750 GPM at 20 PSI at the last hydrant on the proposed roadway (hydrant will be capable of 39 PSI at 750 GPM, or 1,225 GPM at 20 PSI) per the Sturbridge Subdivision Regulations. See attached Water Supply Curve.

The roadway as designed provides adequate access for emergency vehicles and the cul-de-sac terminus will allow the Fire Department apparatus ample turning radius. The only potential impact to the Sturbridge Fire Department may be calls for emergency medical service for the proposed Senior Housing Community and the Assisted Living Facility.

These impacts may be lessened if and when the Medical Arts/ Urgent Care Facility as currently proposed is developed. An emergency access to the roadway is currently part of the proposal for the Senior Housing Community from Crestwood Drive in Southbridge.

TRAFFIC IMPACT

A Traffic Impact Study was conducted for the proposed subdivision, and the proposed development of the five proposed lots as described above was used as a basis for the predicted future traffic volumes from the site. The proposed development of the Senior Housing Community and the Assisted Living Facility is expected to have minimal impact on local traffic (697 total daily trips). Commercial Developments at Lots 1 and 2 are expected to also produce minimal traffic impact (234 total daily trips). Commercial development of Lot 5 is expected to create the most traffic impact (1,617 total daily trips). See the following table for traffic counts of the developments based upon the 10th Generation ITE Trip Generation Manual.

ITE Trip Generation for Multiuse Development

Land Use	Daily Trips	AM Peak		PM Peak		Sat Peak	
		Enter	Exit	Enter	Exit	Enter	Exit
55+ Housing Community LU 251	385	9	20	21	13	7	8
Assisted Living Facility LU 254	312	14	9	12	19	29*	28*
Free-Standing Emergency Room LU 650	299	6	7	8	10	19**	20**
Retail Building/Shopping Center LU 820	1617	99	60	62	68	70	65
General Office Building LU 710	35	25	4	1	3	1	1
Total	2648	153	100	104	113	78	74

* Data from Continuing Care Retirement Community land use was substituted.

** Data from Hospital land use was substituted.

The design of the proposed intersection with Main Street provides two exit lanes, providing a lane for left and right turns only to help mitigate traffic as well as minimize potential accidents. The design of the intersection allows the proposed roadway to maintain the Level of Service on Main Street compared to the future no build condition. The sight distances from the proposed roadway along Main Street are far greater than what is required. Further detail about traffic safety in the vicinity of the proposed roadway is included in the Traffic Impact Study. The Traffic Impact Study concludes that the area roadways within close vicinity of the proposed development site have enough capacity to safely serve the anticipated additional traffic associated with the proposed multiuse development. The level of service evaluation an indicator of the quality of traffic flow through the area. The evaluation indicates that the LOS will not fall below “D” at any intersection studied, and a LOS of “B” will be provided at the proposed roadway intersection at Main Street.

WATER AND SEWER

The proposed anticipated water and sewer consumption for the subdivision once completely developed, per the proposed uses above, is expected to be approximately 31,700 gallons per day derived from Title 5 flows. The project is proposed to be connected to the Town of Sturbridge municipal water and sewer systems. Both connections would be made at Main Street.

The existing water system in Main Street at the proposed roadway consists of a 6” CLDI main located on the North side of Main Street allowing for easy access without needing to trench through the entire road. Hydrant flow testing was performed at the existing hydrant across Main Street from the proposed roadway intersection. Flow testing of this hydrant confirmed that the existing pressure and water supply is adequate to meet the required 750 GPM at 20 PSI at

the last hydrant on the proposed roadway (hydrant will be capable of 39 PSI at 750 GPM, or 1,225 GPM at 20 PSI) per the Sturbridge Subdivision Regulations. See attached Water Supply Curve.

There is an existing sewer manhole in the existing paved apron on site which is already tied into the town sewer system via an 8" PVC outlet sewer lateral. There is also a capped 8" PVC inlet to the sewer manhole which would be utilized by the subdivision roadway. No access within the Main Street would be necessary for the sewer connection. The manhole will need to have a brick invert trough constructed at the time of connection.

GROUND AND SURFACE WATER QUALITY

The proposed subdivision is designed to meet MassDEP and Town of Sturbridge Stormwater Management Standards. Surface stormwater runoff will be treated for water quality through two separate treatment trains. The majority of stormwater will be captured via deep sump and hooded catch basins and conveyed through the proposed pipe network to a large infiltration basin with sediment forebays. As stormwater passes through the sediment forebays and infiltrates into the ground, suspended solids and pollutants are removed. The stormwater that is not conveyed to the stormwater basin will be captured via deep sump and hooded catch basins and conveyed through the proposed pipe network to a Stormceptor® 450 Particle Separator. As water passes through the particle separator, suspended solids and pollutants are removed. The Site as designed will meet the requirement for 80% minimum TSS removal, providing for a total of 82% removal. More information on the stormwater management system and surface water quality treatment is provided in the Stormwater Management Report.

As stated above, all stormwater which will be infiltrated and recharged into the groundwater on site will be treated to remove pollutants and suspended solids in order to protect both surface and groundwater quality. Sub drains are proposed in the roadway in areas where proposed grading results in a cut of greater than 3' from existing grade. These sub drains will capture and convey any high groundwater to the proposed stormwater drainage structures. For the most part, the groundwater conveyed by the sub drains will be directed to the infiltration basin where this water can be treated and recharged back into the ground.

WILDLIFE HABITATS AND OUTSTANDING BOTANICAL FEATURES

According to the August 1, 2017 Natural Heritage Atlas, there are no estimated habitats of rare wildlife, no priority habitats of rare species, and no certified vernal pools located on or in the vicinity of the proposed subdivision. There are two potential vernal pools located on abutting properties to the Site. One is located on 8 Fiske Hill Road, approximately 75' from the Site property line, and approximately 300' from the proposed subdivision. The second is located on 22 Fiske Hill Road, approximately 150' from the Site property line, and approximately 1,000' from the proposed subdivision. Neither of these potential vernal pools will be impacted by the development. There are also no BioMap2 Core Habitat or Critical Natural Landscape areas located on or in the vicinity of the Site. A Conservation and Wildlife seed mix as well as native shrub plantings are proposed to mitigate a very minimal proposed disturbance to (250 s.f.) as well as previously disturbed areas within the 25' no disturbance buffer zone associated with on-site wetlands.

SCENIC OR HISTORICAL QUALITIES AND CHARACTER

The proposed subdivision will be consistent with the character of the surrounding area and will have no effect on any historical or scenic qualities. The roadway is not proposed to loop out to Fiske Hill Road in an effort to protect the historic and scenic qualities of Fiske Hill, even though by doing so it would eliminate the need for a waiver for the proposed road length and eliminate the dead-end road condition. It is likely that such a road alignment would negatively impact and be disruptive to the residential Fiske Hill neighborhood.

SOILS, VEGETATIVE COVER, EROSION CONTROL

According to the USDA NRCS, soils on site in the vicinity of the proposed subdivision development are mapped as Paxton Fine Sandy Loam and Woodbridge Fine Sandy Loam. These soils are classified as moderately well to well drained soils and have a Hydrologic Soil Group classification of "C". Soil test pits were performed on site in the vicinity of the proposed infiltration basin. The soils were found to be loamy sand with seasonal high groundwater at approximately 36". Loamy sand has a Rawls infiltration rate of 2.4 inches per hour which is very suitable for the construction of an infiltration basin. These soils are not classified as prime farmland, have minimal top soil and organics, have a limited potential for lawns and landscaping, and have moderate to severe erosion hazard ratings. Due to this, all proposed disturbed areas that will not be paved will be treated with a minimum of 4" of loam and be seeded for stabilization. Areas within wetland buffer zones will be seeded with a Conservation and Wildlife seed mix. Erosion control blankets will be utilized on all slopes greater than or equal to 3H:1V. Resource areas on site will be protected along the limit of work by a staked silt fence and straw wattle erosion control barrier. A temporary sedimentation basin along with temporary diversion swales will be utilized during construction to prevent erosion and sedimentation into the resource areas. A stabilized construction entrance tracking pad will also be installed to prevent sedimentation onto Main Street.

RELATIONSHIP TO THE WETLAND REQUIREMENTS

The proposed subdivision has been designed to minimize any wetland impacts. A Notice of Intent will be required to be submitted for the proposed roadway and associated infrastructure. No wetland resource areas will be disturbed as a result of the proposed development. The subdivision has been designed with an intent to minimize vegetative disturbance within buffer zones and to meet the State and Local Wetland regulations. Only the area associated with the proposed stormwater infiltration basin will be located within the 50' no build buffer zone, and only a single drainage pipe outlet will be located within the 25' no disturbance buffer zone. This area will be treated with loam and seeded with a Conservation and Wildlife seed mix and planted with native shrubs consisting of chokeberry, viburnum, blueberry, winterberry, and elderberry. There are two areas in close proximity to the proposed subdivision within the 25' no disturbance buffer zone which were previously disturbed, likely from historic logging activities. These areas will also be treated with loam, seeded with a Conservation and Wildlife seed mix and planted with a mix of native shrubs.

IMPACT TO WATER DISTRIBUTION SYSTEM

The proposed anticipated water consumption for the subdivision, once completely developed per the proposed uses above, is expected to be approximately 31,700 gallons per day derived from Title 5 flows. Per the Town Water Department Manager, Shane Moody, the Town's current water supply can accommodate this additional flow. The existing water system in Main Street at the proposed roadway consists of a 6" CLDI main located on the North side of Main Street allowing for easy access without needing to trench through the entire road. Hydrant flow testing was performed at the existing hydrant across Main Street from the proposed roadway intersection. Flow testing of this hydrant confirmed that the existing pressure and water supply is adequate to meet the required 750 GPM at 20 PSI at the last hydrant on the proposed roadway (hydrant will be capable of 39 PSI at 750 GPM, or 1,225 GPM at 20 PSI) per the Sturbridge Subdivision Regulations. The project will provide added value to the water distribution system as additional hydrant locations as well as customers will be added as part of the development. See attached Water Supply Curve.

WASTE AND HAZARDOUS MATERIALS

None of the proposed uses will produce materials considered by the Department of Environmental Protection to be hazardous to the public, including but not limited to the proper containment and handling of petrochemical substances, which would require treatment. The only storage of petrochemical substances within the development would be for heating systems and/or emergency generators within the proposed individual developments. Holding tanks for the

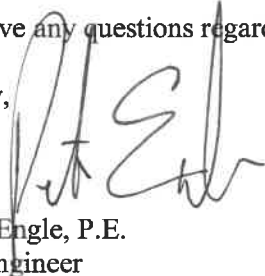
storage of any petrochemical substances would be required to obtain permitting through the Fire and Building Departments during the permitting process of the individual developments. The only potential use that would possibly produce hazardous waste would be the Urgent Care/Medical Arts facility. Any medical waste produced would be required to be disposed of per 105 CMR 480: Minimum Requirements for the Management of Medical or Biological Waste, which is part of the State Sanitary Code. Any solid waste or standard garbage produced by the individual developments would need to be disposed of by the future owners at their own expense.

WATER SUPPLY, DEMAND, FLOWS, PRESSURES

The proposed anticipated water consumption for the subdivision, once completely developed per the proposed uses above, is expected to be approximately 31,700 gallons per day derived from Title 5 flows. Per the Town Water Department Manager, Shane Moody, the Town's current water supply can accommodate this additional flow. The existing water system in Main Street at the proposed roadway consists of a 6" CLDI main located on the North side of Main Street allowing for easy access without needing to trench through the entire road. Hydrant flow testing was performed at the existing hydrant across Main Street from the proposed roadway intersection. Flow testing of this hydrant confirmed that the existing pressure and water supply is adequate to meet the required 750 GPM at 20 PSI at the last hydrant on the proposed roadway (hydrant will be capable of 39 PSI at 750 GPM, or 1,225 GPM at 20 PSI) per the Sturbridge Subdivision Regulations. See attached Water Supply Curve.

If you have any questions regarding the enclosed subject matter, please contact me at (508) 248-2005.

Sincerely,



Peter C. Engle, P.E.
Senior Engineer

Enclosures

cc: Matthew Sosik, Fiske Hill East Realty Trust, 97 Arnold Road, Fiskdale, MA 01518

November 11, 2020

Jean M. Bubon, AICP
Town Planner
Town of Sturbridge
301 Main Street, 1st Floor
Sturbridge, MA 01566

**RE: Definitive Subdivision – 30 Main Street & 20 Fiske Hill Road, Sturbridge, MA
Fiske Hill East Realty Trust**

Dear Planning Board Members:

On behalf of Fiske Hill East Realty Trust (Applicant), McClure Engineering, Inc. (McClure) is submitting this waiver request letter as inclusion to the Definitive Subdivision Application for the property located at 30 Main Street and 20 Fiske Hill Road (Site). The Applicant is proposing the construction of a five lot mixed use (residential and commercial) cul-de-sac subdivision at the Site. The impetus for the creation of the subdivision road is to create a legal building lot with frontage and access within the Rural Residential district for the development of a 55+ Senior Housing Community to serve the greater Sturbridge community.

Waiver Request:

In accordance with Section 8.H.2 of the Town of Sturbridge Planning Board's Subdivision Rules and Regulations, McClure is requesting waivers for the following:

1. Section 8.1.C – That the plan shows all existing individual trees of 10-inch diameter or greater within 50' of the proposed right-of-way.

The roadway right-of-way as proposed contains 1.4+/- acres. The area within 50' of the proposed right-of-way is roughly 4.3+/- acres. Locating all trees 10" of greater in diameter within 50' of the proposed right-of-way would require extensive field survey work and consequently incur a large cost. The subdivision has been designed to maintain as much existing vegetation as possible on the subject Site. Landscaping is also proposed for areas in which vegetation will be removed.

2. Section 8.1.J - 8.5x11 inch sheet showing outline of subdivision at 100 of 300 scale. 400 scale provided.

The index sheet provided is shown at 1"=400' scale and provided on an 11x17 sheet for a clear full outline of the subdivision and locus property.

3. Section 10.B.5.A - Center line radius of 200' on a major street. 175' provided.

A center line radius of 175' has been provided in order to try to preserve as much usable upland and maintain as much existing vegetation on Lot 5 as possible across the right-of-way from the proposed stormwater infiltration basin. The curve will have an inside curb radius of 163', which would be more than adequate for all vehicles which would be accessing the subdivision roadway.

4. Section 10.C.1 - Major Street width and pavement width to be 60' and 32'. 50' and 24' provided.

A right-of-way width and a roadway pavement width of 50' and 24' respectively are proposed for the majority of the subdivision roadway, with the exception of the entrance off of Main Street, in order to attempt to preserve as much existing vegetation as possible while also minimizing the total proposed impervious area on Site, both of which make for less surface water runoff and encourages a less intrusive stormwater management system design.

5. Section 10.E.2 - Dead end street length of no greater than 500'. 1,030'± provided.

As stated above, the impetus for the creation of the subdivision road is to create a legal building lot with frontage and access within the Rural Residential district for the development of a 55+ Senior Housing Community to serve the greater Sturbridge community. The property is located within both the Commercial and Rural Residential zoning districts. Per the Sturbridge Zoning Bylaws, Senior Housing Communities are not allowed within the Commercial district. The use is allowed within the Rural Residential district, however is also required to be accessible from frontage within the zone in which the use is proposed. Due to this, frontage must be created within the Rural Residential zone. The zone line separating the Commercial and Rural Residential zones is just over 900' from Main Street.

6. Section 11.B.2.A - Minimum 36" cover provided on drainage pipes. 24" provided at CB1 & CB2.

24" of cover has been provided over the outlet drainage pipes from CB1 and CB2 to DMH1. This has been proposed in order to capture as much surface runoff towards Main Street as possible as the roadway pitches up from Main Street its entire length. By providing 24" of cover over these pipes, the catch basins are able to catch and convey an additional 6,500 s.f. of area which would otherwise discharge towards Main Street. The runoff to these catch basins will be directed towards a Stormceptor™ particle separating water quality unit before it is discharged towards Wetland Series C along with any infiltration basin discharge.

7. Section 12.A.2.A - Water mains shall be not less than 8" diameter. 6" provided.

The water lines for the subdivision are proposed as 6" diameter cement lines ductile iron pipes. 6" diameter pipes are proposed as the existing water main located on the north edge of Main Street where the proposed tie in is located which is also a 6" line.

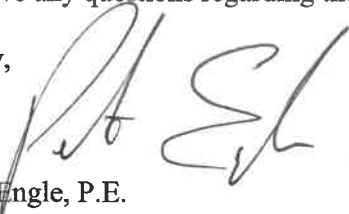
8. Section 13.A.1 - Commercial subdivisions require sidewalks on both sides. Sidewalk provided on both sides of roadway for approximately 500' of 1,030'.

A sidewalk is proposed along the entirety of the subdivision on the western side of the roadway. There is sidewalk proposed for approximately 500' on the eastern side of the roadway. A sidewalk was omitted from the rest of the eastern side of the roadway as the section abuts the proposed stormwater infiltration basin as well as wetlands in an effort to minimize impervious surfaces to again assist in a more reasonable stormwater management system design.

Along with these requested waivers, the proposed plans have been prepared and designed to comply with the Town of Sturbridge Subdivision Regulations; General and Zoning Bylaws, and the performance standards set forth in Massachusetts Wetland Protection Act and the Town of Sturbridge Wetland Bylaws.

If you have any questions regarding the enclosed subject matter, please contact me at (508) 248-2005.

Sincerely,



Peter C. Engle, P.E.

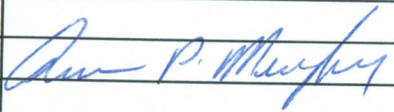
Enclosures

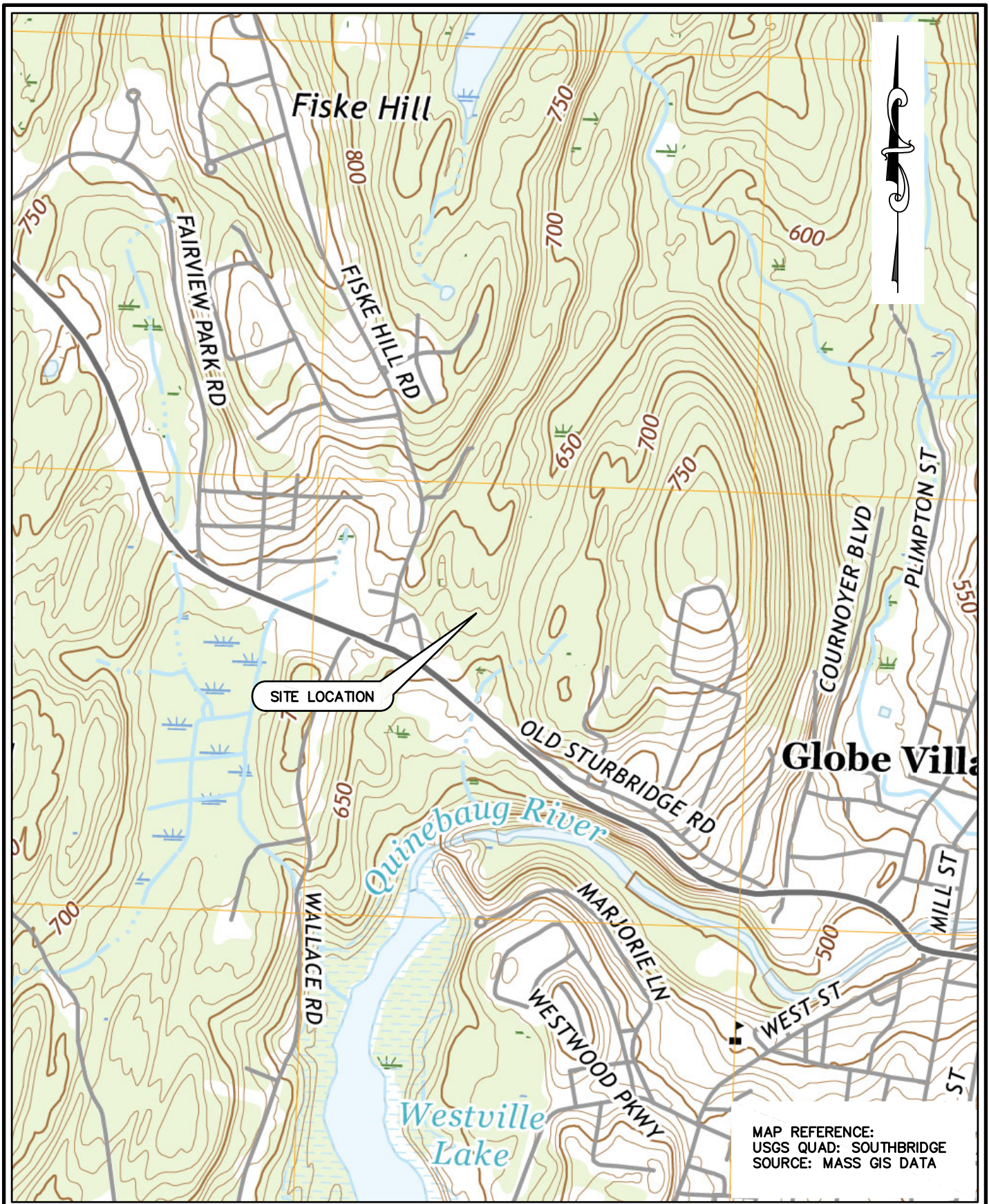
cc: Matthew Sosik, Fiske Hill East Realty Trust, 97 Arnold Road, Fiskdale, MA 01518
Eric Rumsey, Town Planner, Town of Southbridge, 41 Elm Street, Southbridge, MA 01550

Parcel ID	Owner	Owner Address	Owner City	State	Zip	Property Address
415-03914-022	AUDET ROBERT H TRUSTEE	BLDG D02 SUITE 318	EAU CLAIRE	WI	54703	22 MAIN STREET
415-03913-029	BSE PROPERTIES LLC	174 LAKE ROAD	FISKDALE	MA	01518	29 MAIN STREET
415-03923-027	CENTER OF HOPE FOUNDATION INC	100 FOSTER STREET	SOUTHBRIDGE	MA	01550	27 MAIN STREET
478-03553-018	BISSON BRIAN A	18 OLD FISKE HILL ROAD	STURBRIDGE	VA	01566	18 OLD FISKE HILL ROAD
280-03553-016	DEMARTINO-OSOWSKI LAURIE	16 FISKE HILL ROAD	STURBRIDGE	MA	01566	16 FISKE HILL ROAD
280-03534-020	FLYNN DANIEL TRUSTEE OF	97 ARNOLD ROAD	FISKDALE	MA	01518	20 FISKE HILL ROAD
538-35E15-038	FLYNN DANIEL TRUSTEE OF	97 ARNOLD ROAD	FISKDALE	MA	01518	38 RIDGE HILL ROAD
415-03923-017	FORS MICHAEL	21 MAIN STREET	STURBRIDGE	MA	01566	17 MAIN STREET
415-03923-021	FORS MICHAEL	21 MAIN STREET	STURBRIDGE	MA	01566	21 MAIN STREET
415-03913-039	GAGNON TIMOTHY	161 LANE TWO	EAST BROOKFIELD	MA	01515	39 MAIN STREET
280-03553-018	GREANEY JOHN	18 FISKE HILL ROAD	STURBRIDGE	MA	01566	18 FISKE HILL ROAD
415-03913-028	KURR EDWARD J	28 MAIN STREET	STURBRIDGE	MA	01566	28 MAIN STREET
415-03913-035	LEBLANC J D ELECTRIC INC	P O BOX 431	SOUTHBRIDGE	MA	01550	35 MAIN STREET
280-03543-022	MANGOLD WILFRED & KATHLEEN	22 FISKE HILL ROAD	STURBRIDGE	MA	01566	22A FISKE HILL ROAD
489-03924-018	MCDONALD ROGER B	18 OLD STURBRIDGE ROAD	STURBRIDGE	MA	01566	18 OLD STURBRIDGE ROAD
280-03552-007	MEEHAN DALE J	31 DREXEL DRIVE	N CHELMSFORD	MA	01863	7 FISKE HILL ROAD
280-03553-012	MURPHY PAUL	12 FISKE HILL ROAD	STURBRIDGE	MA	01566	12 FISKE HILL ROAD
280-03553-014	MURPHY PAUL J	12 FISKE HILL ROAD	STURBRIDGE	MA	01566	14 FISKE HILL ROAD
513-03552-001	O'BRIEN ERIC	1 PINE HAVEN ROAD	STURBRIDGE	MA	01566	1 PINE HAVEN ROAD
415-03914-016	PIERCE RONALD A	16 MAIN STREET	STURBRIDGE	MA	01566	16 MAIN STREET
415-03924-015	RAMBERT REAL ESTATE INVESTS INC	PO BOX 73	STURBRIDGE	MA	01566	15 MAIN STREET
415-03914-018	RICH STEPHEN	20 MAIN STREET	STURBRIDGE	MA	01566	18 MAIN STREET
415-03914-020	RICH STEPHEN	20 MAIN STREET	STURBRIDGE	MA	01566	20 MAIN STREET
415-03913-045	ROBBINS SHIRLEY B	45 MAIN STREET	STURBRIDGE	MA	01566	45 MAIN STREET
478-03553-016	SEAGRAVE ROBIN M	16 OLD FISKE HILL ROAD	STURBRIDGE	MA	01566	16 OLD FISKE HILL ROAD
415-03913-031	SIGNOVONGSA KHAMPAO	31A MAIN STREET	STURBRIDGE	MA	01566	31 MAIN STREET
415-03913-31A	SINGVONGSA KAMPHAO	31A MAIN STREET	STURBRIDGE	MA	01566	31A MAIN STREET
280-03553-008	SQUIER ANTONIA	8 FISKE HILL ROAD	STURBRIDGE	MA	01566	8 FISKE HILL ROAD
415-03913-033	STURBRIDGE AUTO SALES INC	PO BOX 822	STURBRIDGE	MA	01566	33 MAIN STREET
415-03923-023	STURBRIDGE VENTURES LLC	PO BOX 31 W. M.	DUDLEY	MA	01571	23 MAIN STREET
415-03913-041	THORNE ERIN M	41 MAIN STREET	STURBRIDGE	MA	01566	41 MAIN STREET
478-03533-014	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	14 OLD FISKE HILL ROAD
415-03913-042	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	42 MAIN STREET

538-39E15-036	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	36 RIDGE HILL ROAD
538-39E15-024	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	24 RIDGE HILL ROAD
538-39E25-022	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	22 RIDGE HILL ROAD
538-39E35-020	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	20 RIDGE HILL ROAD
478-03913-010	WAHIB EDY	333 EAST MAIN STREET	SOUTHBRIDGE	MA	01550	10 OLD FISKE HILL ROAD
415-03913-040	WAHIB EDY	333 EAST MAIN STREET	SOUTHBRIDGE	MA	01550	40 MAIN STREET
415-03913-044	WAHIB EDY	333 EAST MAIN STREET	SOUTHBRIDGE	MA	01550	44 MAIN STREET
280-03553-009	WARREN FREDERICK D	9 FISKE HILL ROAD	STURBRIDGE	MA	01566	9 FISKE HILL ROAD
415-03913-037	WEDGE-ALBRECHT SHERRIE L	37 MAIN STREET	STURBRIDGE	MA	01566	37 MAIN STREET
415-03913-026	WU JING	43 PRESIDENTIAL DRIVE	SOUTHBOROUGH	MA	01772	26 MAIN STREET
	BOARD OF ASSESSORS					
Above persons listed are record owners as they appear on the most recent applicable tax list.						
Assessors are not responsible for errors or omissions. RE: M.G.L. - Chapter 40A, Section 11						
Abutters List -	Planning/Zoning Board - 300'					
RE:	30 MAIN STREET					
Certified Copy						
Assessor:	<i>Don P. Murphy</i>					
Date:	12-7-2020					

Parcel ID	Owner	Owner Address	Owner City	State	Zip	Property Address
280-03543-023	BOUHANNA JACK C	23 FISKE HILL ROAD	STURBRIDGE	MA	01566	23 FISKE HILL ROAD
280-03553-015	BROGAN JOHN J	15 FISKE HILL ROAD	STURBRIDGE	MA	01566	15 FISKE HILL ROAD
280-03543-019	CHOINIERE SHIRLEY	19 FISKE HILL ROAD	STURBRIDGE	MA	01566	19 FISKE HILL ROAD
432-03056-036	COMMONWEALTH OF MASS	1 RABBIT HILL ROAD	WESTBORO	MA	01581	36 MCGILPIN ROAD
280-03553-013	CROKE DAVID W	13 FISKE HILL ROAD	STURBRIDGE	MA	01566	13 FISKE HILL ROAD
280-03553-013A	CROKE DAVID W	13 FISKE HILL ROAD	STURBRIDGE	MA	01566	13A FISKE HILL ROAD
280-03553-016	DEMARTINO-OSOWSKI LAURIE	16 FISKE HILL ROAD	STURBRIDGE	MA	01566	16 FISKE HILL ROAD
280-03543-026	DEMAURO BRUCE	P.O. BOX 204	STURBRIDGE	MA	01566	26 FISKE HILL ROAD
280-03513-060	ENGELL ROBERT J	60 FISKE HILL ROAD	STURBRIDGE	MA	01566	60 FISKE HILL ROAD
280-03543-021	ERICKSON KRYSTINA L	21 FISKE HILL ROAD	STURBRIDGE	MA	01566	21 FISKE HILL ROAD
415-03914-030	FLYNN DANIEL TRUSTEE OF	97 ARNOLD ROAD	FISKDALE	MA	01518	30 MAIN STREET
538-35E15-038	FLYNN DANIEL TRUSTEE OF	97 ARNOLD ROAD	FISKDALE	MA	01518	38 RIDGE HILL ROAD
280-03553-011	GANCORZ CAMILLE R	11 FISKE HILL ROAD	STURBRIDGE	MA	01566	11 FISKE HILL ROAD
280-03553-018	GREANEY JOHN	18 FISKE HILL ROAD	STURBRIDGE	MA	01566	18 FISKE HILL ROAD
275-03533-003	KENT STEVEN B	3 FIELDCREST ROAD	STURBRIDGE	MA	01566	3 FIELDCREST ROAD
338-39E16-066	LAMOTHE LEONARD	79 IDLEWOOD STREET	SOUTHBRIDGE	MA	01550	66 HILLCREST STREET
280-03523-50A	LEBOW MARGARET A	52 FISKE HILL ROAD	STURBRIDGE	MA	01566	50A FISKE HILL ROAD
280-03553-017	HERRERA RACHAEL ALEXI	17 FISKE HILL ROAD	STURBRIDGE	MA	01566	17 FISKE HILL ROAD
280-03543-022	MANGOLD WILFRED & KATHLEEN	22 FISKE HILL ROAD	STURBRIDGE	MA	01566	22A FISKE HILL ROAD
338-39E26-060	MARCUCCI MARIO	67 IDLEWOOD STREET	SOUTHBRIDGE	MA	01550	60 HILLCREST STREET
275-03533-004	MATHIEU GEORGE A TR	4 FIELDCREST ROAD	STURBRIDGE	MA	01566	4 FIELDCREST ROAD
280-03553-012	MURPHY PAUL	12 FISKE HILL ROAD	STURBRIDGE	MA	01566	12 FISKE HILL ROAD
280-03553-014	MURPHY PAUL J	12 FISKE HILL ROAD	STURBRIDGE	MA	01566	14 FISKE HILL ROAD
415-03914-016	PIERCE RONALD A	16 MAIN STREET	STURBRIDGE	MA	01566	16 MAIN STREET
280-03522-054	SILVERBERG MARY E	78 SPRUCE STREET	FRAMINGHAM	MA	01701	54 FISKE HILL ROAD
690-03533-014	SPENCER KEVIN F	12 WILLIAMS ROAD	STURBRIDGE	MA	01566	14 WILLIAMS ROAD
690-03533-012	SPENCER KEVIN F	12 WILLIAMS ROAD	STURBRIDGE	MA	01566	12 WILLIAMS ROAD
280-03553-008	SQUIER ANTONIA	8 FISKE HILL ROAD	STURBRIDGE	MA	01566	8 FISKE HILL ROAD
690-03533-015	ST LAURENT GERARD	15 WILLIAMS ROAD	STURBRIDGE	MA	01566	15 WILLIAMS ROAD
280-03535-022	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	22 FISKE HILL ROAD

114-39E16-001	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	1 ALTO STREET
538-39E15-036	TOWN OF STURBRIDGE	TOWN HALL	STURBRIDGE	MA	01566	36 RIDGE HILL ROAD
538-39E15-024	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	24 RIDGE HILL ROAD
538-39E25-022	TOWN OF STURBRIDGE	308 MAIN STREET	STURBRIDGE	MA	01566	22 RIDGE HILL ROAD
280-03543-030	TRIPP CHARLES N	30 FISKE HILL ROAD	STURBRIDGE	MA	01566	30 FISKE HILL ROAD
280-03553-009	WARREN FREDERICK D	9 FISKE HILL ROAD	STURBRIDGE	MA	01566	9 FISKE HILL ROAD
280-03543-024	WESTWELL JOSEPH JR	28 CHARTIER LANE	SOUTHBRIDGE	MA	01550	24 FISKE HILL ROAD
280-03543-24A	WESTWELL JOSEPH JR	28 CHARTIER LANE	SOUTHBRIDGE	MA	01550	24A FISKE HILL ROAD
	BOARD OF ASSESSORS					
Above persons listed are record owners as they appear on the most recent applicable tax list.						
Assessors are not responsible for errors or omissions. RE: M.G.L. - Chapter 40A, Section 11						
Abutters List -	Planning/Zoning Board - 300'					
RE: 20 FISKE HILL ROAD						
Certified Copy						
Assessor:						
Date:	12-7-2020					



MAP REFERENCE:
 USGS QUAD: SOUTHBRIDGE
 SOURCE: MASS GIS DATA

DATE:	11-11-20
DRAWN BY:	MM
APPROVED BY:	PE
SCALE:	
HORZ:	1"=1000'

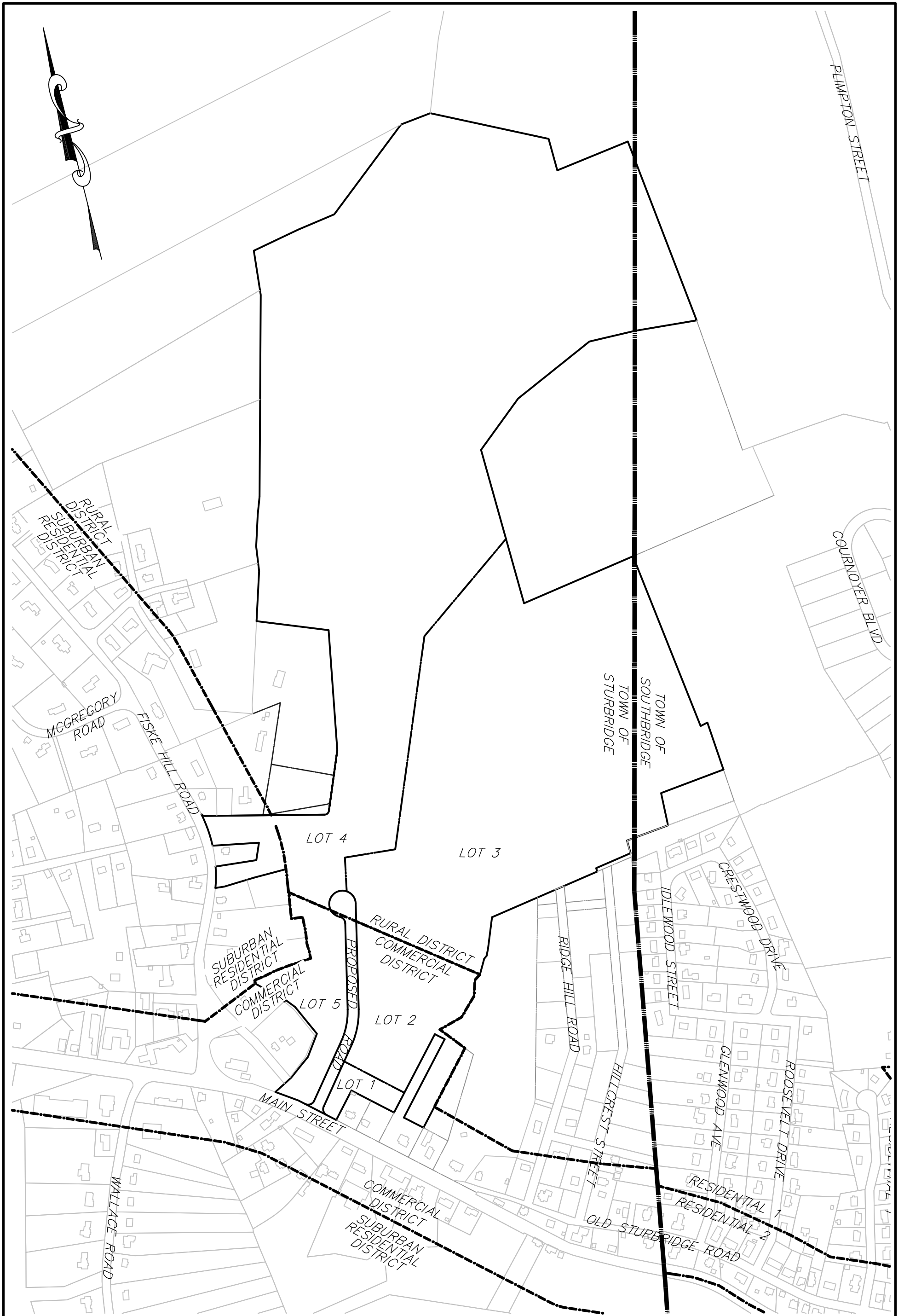
McCLURE
 ENGINEERING, INC

119 Worcester Road
 Charlton, MA 01507
 Email: pengle@mcclureengineers.com

Tel: (508) 248-2005
 Fax (508) 248-4887

USGS SITE LOCATION
"FISKE HILL EAST"
 30 MAIN STREET & 20 FISKE HILL ROAD
 STURBRIDGE, MASSACHUSETTS

PROJ. NO.	287-2117-K
DWG.	USGS
FIG	
1	



DATE:	11/11/20
DRAWN BY:	WN
APPROVED BY:	PE
SCALE:	
HORZ:	1"=400'

McCLURE
ENGINEERING, INC

119 Worcester Road
Charlton, MA 01507
Tel: (508) 248-2005
Fax: (508) 248-4887
Email: pengle@mcclureengineers.com

DEFINITIVE SUBDIVISION OUTLINE

"FISKE HILL EAST"
30 MAIN STREET & 20 FISKE HILL ROAD
STURBRIDGE, MASSACHUSETTS

PROJ. NO. 287-2117-K
DWG. OUTLINE

FIG
1