



OFFICE OF PLANNING
AND ENGINEERING

TOWN OF MILFORD

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Michael Dean, P.E.
Town Engineer

September 28, 2020

David R. Consigli, Chairman
Milford Zoning Board of Appeals (ZBA)
52 Main Street
Milford, MA 01757

Re: **"The Residences at Stone Ridge – Phase II"**
Application for Comprehensive Permit (40B)

Dear Mr. Consigli:

The following information is following a review of the information pertaining to **"The Residences at Stone Ridge – Phase II"**, a Comprehensive Permit (40B) Application. The Applicant is the Gutierrez Company, 200 Summit Drive, Burlington, MA 01803.

The proposal is for an affordable housing development under MGL Ch40B and consists of Approximately 296, one-, two- and three-bedroom residential units in three 5-story buildings on 17.5 Acres. All of the units are rental units, with 75 of the units to be restricted as affordable. The land is zoned **Business Park (BP)**, **not Residential**.

The project is at the end of Deer Street as shown on Assessor's Maps 14 & 15, Lots 4, 3A, & 4B.

The documents reviewed are:

- Comprehensive Permit, Residences at Stone Ridge – **Phase II**, Milford, MA, Dated June 5, 2020.

Following a Preliminary review of the above referenced documents I offer the following comments:


1. This site will be creating residential housing in a Business Park Zone. This BP Zone was created in hopes of attracting first class businesses such as Research and Development Companies, in which the town worked diligently with the land owner during the approval process to create such a project. This proposal will eliminate any opportunity for future businesses to generate job opportunities and economic growth utilizing this parcel.
2. The site was originally designed and approved for a business park use, not a residential use. The site is at the end of an 1,800-foot-long dead end which includes a bridge (over the Charles River). This long dead end with residential units poses some safety concerns. If the Town / Planning Board was aware of residential units at the end of this very long dead end, the final subdivision may have been designed differently. The dead-end road was approved / designed with a **dedicated** travel lane / **looped driveway** system, separate from the parking areas which provided safe access to the Building "sites" from the end of Deer Street (See Exhibit "A"). The current proposed 40B – Phase II project highlights the fact that there will be essentially three (3) independent sites ultimately erasing the original safer looped driveway system originally approved at the end of Deer Street. The remaining third (3rd) site is still shown as "Future Commercial" use, just as this current Phase – II was shown during the Phase – I (first 40B) permitting process (See Exhibit "B" & "C"). The 3rd site could potentially add another 290 residential units to the end of Deer Street, potentially bringing the total residential units to well over 800 units. This long dead end with the current design does not compliment a high density, residential development. If the Charles River was to ever compromise the Bridge, 550+ residential units would not be accessible (with a potential of 800+ units upon completion of the development).
3. Sections of the proposed drives are designed at almost 10% slopes; this may pose some additional safety issues for fire apparatus. The original approvals showed the main Looped Drive at or around only 5% slopes (see Exhibits). Profiles of the proposed drive should be submitted. The scale indicated on the plans are not accurate.
4. The original site was designed for a commercial / office park, not for residential use. The site had **One** proposed pump station to handle the sewage (for the entire development). The existing pump station will be undersized to handle the increased sewage flows associated with the residential use, total flows and peaking factors will be higher than the original flows once the development is fully built out. During the **first** 40B proposal (Phase – I), the existing pump station needs to be modified / upgraded to handle the flows associated with the Phase – I - 40B. Now, for the 2nd 40B- **Phase II** there is another totally separate Pump Station being proposed in an entirely new location (than the existing pump station), in which it appears gravity would work (no need for a pump station). I defer to the Sewer Department to evaluate this type of proposal. The proponent needs to make sure the Sewer Department approves the new pump station design for this use and full build out. Will there be a 3rd pump station proposed for the

next Phase of this development, Phase-III? What type of Association is in place for the future maintenance / ownership of the Pump Station? The Water Company may not be able to provide the water flows needed for the project, residential use demands more water than a typical office use.

5. The proponent had been out on site performing exploratory drilling for what is believed to be a potential source for drinking water. The plans show the development connecting to Milford Water. The plans do not show a proposed public drinking water supply / well. The Board should inquire about the status of the water source, so the plans that are being submitted for approval are accurate. The plans should show the location of the existing exploratory wells.
6. The project is associated with a Definitive Subdivision Approval, which contained many different aspects that were approved by the Planning Board and agreed upon by the owner. One of the main items is the traffic / street improvements at the intersection of Deer Street and Cedar Street (Route 85) & signalized intersections at Route 85 & Route 495. The owner / applicant is bound by these approvals associated with a Definitive Subdivision. If any one of these items change, the applicant could possibly need to modify the subdivision by submitting back to the Planning Board. What type of Association is in place for the future maintenance of the Roadway?
7. There is a total of 559 proposed parking spaces for 296-units, calculates to be 1.88 spaces per unit. Town of Milford Representatives / Department Heads typically request 2.0 spaces per unit, $296 \text{ units} * 2.0 \text{ spaces / unit} = 592 \text{ total parking spaces}$. This proposal is 33 spaces shy of the 2.0 spaces per unit.
8. The project will need to file a Notice of Intent with the local Conservation Commission. The project is in close proximity to the Charles River and is in a Surface Water Protection Zone associated with the Towns water supply.

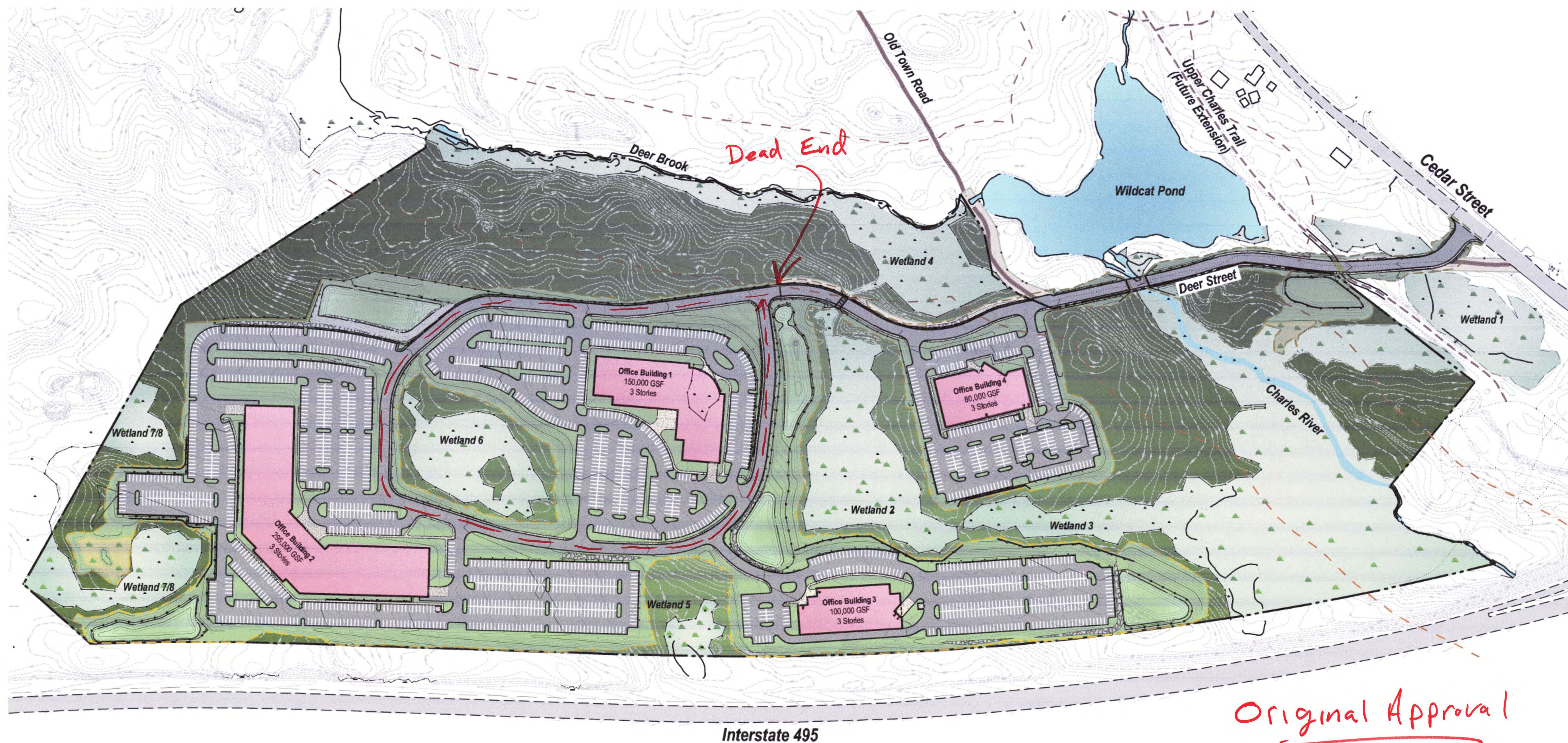
The above items are following a preliminary review of the submitted documents. Additional comments may be provided when more detailed information is submitted and following a review by the Towns peer review consultant. There will also be further evaluations once the project is submitted to the Milford Conservation Commission.

Sincerely,



Michael Dean, P.E.
Town Engineer

Exhibit “A”



Original Approval
w/ Approx. 5% Slopes

- Site Boundary
- Wetland Resource
- Proposed Wetland Replication
- Proposed Building
- Proposed Detention Basin
- Landscaped Area
- Undisturbed Area

- Deer Street Right of Way
- Dirt Road (Town Right of Way)
- Upper Charles Bike Trail
- Proposed Bike Trail Crossing
- Limit of Work
- Zone A Limit

Vanasse Hangen Brustlin, Inc.

Figure 1.4
Proposed Conditions Site Plan
Stone Ridge
Milford, Massachusetts



0 125 250 Feet

Exhibit “B”



Proposed Site Plan

idences at Stone Ridge

, MA

12.07.2017



SM

Exhibit “C”



Residences at Stone Ridge - Phase II

Milford, MA

Current Proposed Site Plan

03.13.2020



SMMA



Residences at Stone Ridge - Phase II

Milford, MA

Current Proposed Site Plan

03.13.2020



SMMA