



PLANNING BOARD OF MILFORD, MASS.

TOWN HALL, 52 MAIN STREET
634-2317

Joseph Calagione
John H. Cook
Patrick J. Kennelly
Marble Mainini, III
Lena McCarthy

AGENDA MILFORD PLANNING BOARD Tuesday, June 2, 2020

Pursuant to Governor Baker's March 12, 2020 order suspending certain provisions of the Open Meeting Law, G.L. c. 30A sec. 18, and the Governor's March 15, 2020 Order concerning imposition of strict limitations on the number of people that may gather in one place, this meeting is being conducted via remote participation. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public can adequately access the proceedings as provided for in the Order.

GENERAL BUSINESS

- (7:00 P.M.)
1. Minutes of previous meeting
 2. 81-P Plans: (none)
 3. Lot Releases/Bond Reduction: Sanylah Crossing Subdivision – Sanylah Crossing LLC
 4. *Continued* Site Plan Review: 3 Industrial Road – Corner Brook, LLC.
 5. *Continued* Amended Site Plan: 1 National Street – Milford National LLC.
 6. *Continued* Site Plan Review: 140 Medway Street – Global Companies, LLC.
 7. Bond Release: Patsy's Lane – 185 East Main Street, LLC

RECEIVED
MILFORD TOWN CLERK

2020 MAY 28 AM 8:55

TOWN OF MILFORD
Milford, Massachusetts
NOTICE OF MEETING

Board or Commission Planning Board

Date and Time of Meeting Tuesday, June 2, 2020 7:00 PM

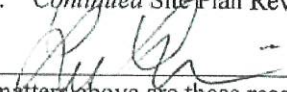
Place of Meeting Pursuant to Governor Baker's March 12, 2020 order suspending certain provisions of the Open Meeting Law, G.L. c. 30A sec. 18, and the Governor's March 15, 2020 Order concerning imposition of strict limitations on the number of people that may gather in one place, this meeting is being conducted via remote participation. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public can adequately access the proceedings as provided for in the Order.

Matters Anticipated to be subject of discussion:

GENERAL BUSINESS

- (7:00 P.M.)
1. Minutes of previous meeting
 2. 81-P Plans: (none)
 3. Lot Releases/Bond Reduction: Sanylah Crossing Subdivision – Sanylah Crossing LLC
 4. *Continued* Site Plan Review: 3 Industrial Road – Corner Brook, LLC.
 5. *Continued* Amended Site Plan: 1 National Street – Milford National LLC.
 6. *Continued* Site Plan Review: 140 Medway Street – Global Companies, LLC.

Signature



Dated 5-28-20

The listing of matters above are those reasonably anticipated by the Chair which may be discussed at the meeting. Not all items listed may be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.



PLANNING BOARD OF MILFORD, MASS.

TOWN HALL, 52 MAIN STREET
634-2317

Joseph Calagione
John H. Cook
Patrick J. Kennelly
Marble Mainini, III
Lena McCarthy

Minutes of Meeting
MILFORD PLANNING BOARD
This meeting was conducted via Remote Participation
Tuesday, May 19, 2020

Members participating remotely: Joseph Calagione, John Cook, Patrick Kennelly, Lena McCarthy, Marble Mainini, III. (Chairman)

Members absent: none

Staff participating remotely: Larry L. Dunkin, MCRP (Town Planner)

Call to order: Chairman Mainini called the meeting to order at 7:00 P.M.

The Chairman announced that pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §18, and the Governor's March 15, 2020 Order concerning imposition of strict limitations on the number of people that may gather in one place, meetings in the Town of Milford are being conducted via remote participation to the greatest extent possible. No in-person attendance of members of the public is being permitted at this meeting, but every effort has been made to ensure that the public can adequately access these proceedings as provided for in the Order.

PUBLIC HEARING: Application of MassAmerican Energy LLC for Special Permit approval to install large scale, roof mounted solar systems on the existing building at 161 East Main Street. Assessor's Map 42 Lot 334. CC Zone. Quincy Vale of MassAmerican Energy and his engineer Eric Dubrule of Bohler Engineering participated remotely and explained the proposal. They noted that the existing building on the subject premises contains the AutoZone store, among others, and is situated on a 2.75 acre site within the CC Highway Commercial zoning district located at 161 East Main Street, as shown on Assessor's Map 42 Lot 334. The proposed installation is a 373.16 kW DC Solar Roof Mounted System. They further noted that the proposal complies with all relevant requirements of the Milford Zoning Bylaw. The Town Planner referred the members to the draft Decision had been prepared and included in the board member's packets.

Motion by Kennelly, Second by McCarthy, to close the public hearing and approve the application as noted in the draft Decision.

Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.

Motion carried unanimously.

1. Minutes of Previous Meeting: Motion by Kennelly, Second by McCarthy to approve the minutes of the March 3, 2020 meeting as submitted.

Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.

Motion carried unanimously.

2. 81-P Plans: (none)

3. Bond Release: Milford Crossing – RD Management: The Chairman referred the members to the memo from the Town Engineer recommending release of the \$10,000.00 landscaping bond being retained for this project because the landscaping has now been completed.

Motion by Cook, Second by Calagione, to grant the requested bond release.

Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.

Motion carried unanimously.

4. Continued Site Plan Review: 3 Industrial Road – Corner Brook, LLC: The applicant requests site plan approval to construct a 177-space transportation terminal on the subject property. Transportation terminals are permitted uses within the IB Highway Industrial zone. Staff had previously noted several deficiencies, including the parking area being proposed as gravel, and no traffic report or terminal operations report have been submitted. Attorney Joseph Antonellis participated remotely representing the applicant, and explained that this was being proposed as a holding lot only. The lot is to be used for Amazon van and truck queuing to keep the vehicles off the public streets while staging for entrance into the fulfillment center. The proposal is to pave the driveways, but the applicant is seeking a waiver of the paving requirements as provided for in the subdivision regulations. Attorney Antonellis requested a determination as to the paving question before the applicant proceeded with the proposed construction.

Motion by McCarthy, Second by Cook, to waive the paving requirement for a one-year period only.

Roll Call Vote: Calagione, no; Cook, yes; Kennelly, abstain; Mainini, yes; McCarthy, yes.

Motion carried.

Attorney Antonellis requested this review be continued to the 6-2-20 meeting to allow sufficient time to submit the drainage plan and the traffic impact statement.

Motion by McCarthy, Second by Cook, to continue this review to the 6-2-20 meeting.

Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, abstain; Mainini, yes; McCarthy, yes.

Motion carried.

5. Continued Amended Site Plan: 1 National Street – Milford National LLC: The applicant requests amended site plan approval to accommodate further modifications to the subject property beyond those recently reviewed. As shown on the site plan dated 5-1-2020, the proposal constitutes a 306,000sf high-cube warehouse and distribution center and transportation terminal. The proposal is being presented as a parcel sort center/parcel hub, and not as a fulfillment center.

Participating remotely representing the applicant were Attorney Joseph Antonellis, Jason McLevy of PDA Inc., and Mark Beaudry P.E. of Meridian Assc. They explained that the applicant proposes the addition of 43 additional loading docks beyond the 32 docks previously approved, for a revised total of 75 docks, which is less than the 89 total docks most recently proposed. The truck driveway has been reduced from 4 lanes to 3, and the guard house has been moved closer to National Street. The 16 original loading docks located on the western half of the building will no longer be used, and car parking for 126 spaces will be located in that area for employee parking. The northeasterly parking lot has been reduced to 35 car spaces by changing to perpendicular parking. The area east of the building is to be paved and striped for the multi lane truck entrance drive and trailer storage spaces, and will include an 86-car parking lot, thus reducing the overall number of trailers on site. Also participating remotely on behalf of the applicant was Daniel J. Mills, P.E., PTOE of MDM Transportation Inc., who presented a supplemental traffic evaluation. He noted that the proposed parcel hub would generate only slightly more trips than the original valuation of 3-3-20, which had been based on a transload facility.

Various Board members noted their concerns regarding the removal of the 16 loading docks/doors, possible truck parking on National street and related signage, and the likely need for a follow-up traffic review once the site is operational. Owner's representative Jeffrey Grau participated remotely and stated that the 16 loading docks and doors will be removed, and the site signage requested by the Board will be installed. Attorney Antonellis requested this review be continued to the next meeting to allow sufficient time for the traffic study peer review to be completed, and for the plans to be updated.

Motion by Calagione, Second by Kennelly, to continue this review to the 6-2-20 meeting.
Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.
Motion carried unanimously.

6. Continued Site Plan Review: 140 Medway Street – Global Companies, LLC: The Chairman announced that the Applicant has granted an extension in writing.

Motion by Calagione, Second by Kennelly, to continue this review to the 6-2-20 meeting.
Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.
Motion carried unanimously.

7. Amended Site Plan: 100 Central Street – David Walch. The applicant requests amended site plan approval to authorize a change of use on the subject property. The site is the former catering business located at the northwest corner of Central Street and Bragg Slip. Participating remotely was the applicant David Walch and his engineer Carlos Ferreira of MF Engineering. They explained that the proposal is to occupy the second floor of the building with office and warehousing space for an energy consulting/auditing firm that will also periodically conduct contractor training sessions. The Town Planner noted that occupancy of the basement and first floor of the building are only vaguely noted as “warehouse” and “office/warehouse” respectively on the floor plans, and there appear to remain several deficiencies in the condition of the parking lot surface, as well as parking space striping, handicap parking stalls, accessible routes, and ramps. Also, future use proposals for the basement and first floors may also require change of use approvals.

The applicant explained that their case is before the AAB to address the accessibility issues, but has been continued until next month. The Board clarified that at least one properly dimensioned handicap parking space would be required regardless of the AAB requirements, and that the dumpster with screening must be shown on the plan, and suggested that this item be continued.

Motion by Kennelly, Second by McCarthy, to continue this review to the 6-23-20 meeting.
Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.
Motion carried unanimously.

The Chairman noted that the next meeting of the Planning Board will be on June 2, 2020.

Adjournment: Motion by Kennelly, Second by Calagione to adjourn the meeting.
Roll Call Vote: Calagione, yes; Cook, yes; Kennelly, yes; Mainini, yes; McCarthy, yes.
Motion carried unanimously.

The meeting was adjourned at 8:35 P.M.

Joseph Calagione, Chairman

John H. Cook

Patrick J. Kennelly

Lena McCarthy

Marble Mainini, III

WICKSTROM MORSE, LLP
Counselors at Law

Timothy P. Wickstrom
Elizabeth W. Morse
Thomas J. Wickstrom
Mark P. Wickstrom
Deborah Gresco-Blackburn

John A. Wickstrom (1957-2017)

60 Church Street
Whitinsville, MA 01588
Tel: (508) 234-4551
Fax: (508) 234-8811

Other Offices:
339 Main Street, Suite 506
Worcester, MA 01608
Tel: (508) 756-7740
Fax: (508) 756-9740

6 Court Street
Uxbridge, MA 01569
Tel: (508) 278-4500
Fax: (508) 278-9850

Please respond to the Whitinsville
Office

May 21, 2020


Via email and mail
Town of Milford Planning Board
Attn: Larry Dunkin, AICP
52 Main Street
Milford, Ma 01757

Re: Sanylah Crossing, off Fiske Mill Road, Milford

Dear Mr. Dunkin and Members of the Board:

This letter is to request that my client be placed on the upcoming Agenda to discuss two items. The first is with regard to a release of the remaining lots from the Covenant. As you will recall, the Board would not release those lots from the covenant until such time as the retaining walls were completed. That work is now complete. Secondly, my client would like the Board to have the town engineer visit the site to provide an amount to the Board for a bond reduction. My client could use those funds to complete the roadwork this summer.

Thank you.

Very truly yours,

Thomas J. Wickstrom

cc: Mirajuddin Ahmed



OFFICE OF PLANNING
AND ENGINEERING

TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757

508-634-2317 Fax 508-473-2394

mdean@townofmilford.com

Michael Dean, P.E.
Town Engineer

June 1, 2020

Mr. Marble Mainini III, Chairman
Planning Board
52 Main Street
Milford, MA 01757

**Re: Bond Release – Sanylah Crossing Residential Subdivision
Retaining Walls**

Dear Mr. Mainini:

There has been a request to release a portion of the Bond associated with the construction of the retaining walls. The retaining walls have been constructed. I have requested an as-built plan of the newly constructed retaining walls which I have not received to date. I **would not** recommend the release of the funds associated with the retaining wall construction until the as-built plan is provided to the Town.

The cost amount associated with the retaining wall construction is \$180,000.00 (see the attached Form E).

Sincerely,

Michael Dean, P.E.
Town Engineer

Subdivision Name: Sanylah Crossing									
Construction Item		Quantity	Unit	Unit Cost (\$)	Est. Cost (\$)				
3c. Water									
	6"	0	If	126	0				
	8"	0	If	145	0				
	12"	0	If	172	0				
	8" Gate Valve	0	each	1,600	0				
	Water Services w/ Gate Valves	0	If	60	0				
	Fire hydrants	0	each	4,500	0				
	Testing & Chlorination	0	each	1,000	0				
3d. Power/utility									
4. 12" Gravel Base									
	Survey / Engineering 2'-off	0	If	1	0				
	28' Wide	0	If	82	0				
	Soil Compaction tests	0	each	400	0				
5. Bit. Concrete paving Base Course									
	2.5" Depth-28' Wide	0	If	47	0				
	Asphalt Compaction Test	0	each	400	0				
6. Curbing									
	Survey 2- offs	2239	If	1	2239				
	Vertical Granite If x 2	4,478	If	55	246290				
	Cape Cod	0	If	8	0				

Subdivision Name: Sanylah Crossing						
Construction Item	Quantity	Unit	Unit Cost (\$)	Est. Cost (\$)		
7.Bit. Concrete paving Finish Course						
Site Inspection / Repairs	250	lf	75	18750		
Raise Structures	0	each	350	0		
1.5" Depth-28'wide	2239	lf	28	62692		
Asphalt Compaction Test	0	each	400	0		
8. Sidewalks						
8" Gravel	2239	lf	10	22390		
2" Finish Pavement	2239	lf	10	22390		
9. Retaining walls						
Concrete	550	lf	300	165000		
Removal of existing boulders	150	CY	100	15000		
10. Monuments / Bounds						
Bounds Concrete	25	each	400	10000		
Bounds Granite				0		
11. Loaming & Seeding						
4" loam & Hydroseed	12000	SY	5.5	66000		
				0		
12. Shade Trees						
2.5" Caliper - 2/lot	70	each	300	21000		
13. Street Signs	4	each	200	800		
14. Street Lights	0			0		
15. Guard Rails	250	lf	65	16250		

May 21, 2020

Mr. Marble Mainini III, Chairman
Milford Planning Board
Town of Milford
52 Main Street
Milford, MA 01757

**Re: Traffic Impact Assessment
Proposed Transportation Terminal
3 Industrial Road Milford, Massachusetts**

Dear Mr. Mainini:

Tetra Tech has reviewed potential traffic impacts associated with the proposed transportation terminal to be located at 3 Industrial Road in Milford, Massachusetts. Our assessment is based on a review of the proposed site plan *3 Industrial Road, Site Layout Plan of Land in Milford, MA* prepared by Guerriere & Halnon, Inc. (dated February 27, 2020 as revised March 21, 2020), consideration of the intended use of the proposed facility and traffic observations on the surrounding area roadways. This letter documents our findings.

The proposed project calls for the construction of a parking terminal with up to 89 standard parking spaces and eight (8) stacking lanes providing storage for an additional 80 delivery vans (assuming 12 feet x 20 feet per vehicle) to serve as a short-term staging area for Amazon delivery vehicles while waiting to access the Amazon distribution facility located at 12 Industrial Road. Access to the site will be provided by two proposed driveways located on the west side of Industrial Road. As currently proposed, the northerly driveway would be designated as one-way entrance only and the southerly driveway would be designated as one-way exit only to establish the desired traffic circulation through the queuing lanes.

Due to limited available parking at the Amazon distribution facility at 12 Industrial Road, delivery vehicles destined for the Amazon distribution facility primarily park overnight at off-site parking lots throughout Milford. At the start of each shift, drivers arrive at the remote off-site parking lot to retrieve their delivery vans. They then report to their shift supervisors at the off-site parking locations and are released to the Amazon distribution facility when dispatched by the warehouse. Limitations in processing capacity at the distribution facility have resulted in delivery vehicles parking on Industrial Road and Birch Street (approaching Industrial Road) while delivery drivers wait to enter the distribution facility to pick up their packages for delivery. These vehicle queues can result in operational and safety deficiencies along Industrial Road and Birch Street as motorists traveling along these roads have been observed traveling in a portion of the opposing travel lane to bypass parked Amazon delivery vehicles on the side of the road. This reduction in the effective travel width caused by parked vehicles on the side of the road could also impede emergency vehicle access to properties on Birch Street and Industrial Road.

The proposed transportation terminal parking lot would accommodate up to 169 vehicles at one time in the off-street queuing lot, rather than parking along the edges of Industrial Road and Birch Street. This should reduce existing operational and safety impacts to the adjacent roadway system. It is also anticipated that the proposed parking terminal will be drawing from the existing Amazon delivery vehicle traffic that is already traveling on Industrial Road, and no new vehicle trips are expected to be generated on the adjacent roadway system as a result of the project.

In conclusion, it is anticipated that the use of the proposed parking terminal at 3 Industrial Road as a queueing area for Amazon delivery vehicles will alleviate existing vehicle delays and queueing observed on Industrial Road and Birch Street. Additionally, the proposed parking terminal is intended to accommodate existing delivery vehicle trips to/from the Amazon distribution facility and therefore, no new traffic is anticipated as a result of the project.

We trust that the information presented in this letter will prove useful to the Board in its consideration of the proposed project. If you have any questions or require any further information please feel free to contact me at rob.woodland@tetrattech.com or (508) 786-2307.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert I. Woodland".

Robert I. Woodland, PE

P:\176339\143-176339-20001\DOCS\REPORTS\1 -3 INDUSTRIAL RD LETTER TO PB\LTR_PLANNING BOARD_2020.05.21.DOCX

MEMORANDUM

DATE: May 19, 2020

TO: Mr. Gregory Schain
Milford National, LLC
c/o New Mill Capital
575 Lexington Avenue 4th Floor
New York, NY 10022

FROM: Daniel J. Mills, P.E., PTOE – Principal *DJM*
John W. Lawrence – Transportation Engineer

RE: High-Cube Warehouse Use – Supplemental Traffic Evaluation
1 National Street, Milford, Massachusetts

MDM Transportation Consultants, Inc. (MDM) has prepared this supplemental transportation evaluation for the renovation and re-occupancy of the warehouse/distribution facility located at 1 National Street in Milford, Massachusetts. The adjacent study area roadways and intersections are depicted in Figure 1. Specifically, this memorandum has been prepared in response to the Town’s request to review the traffic impacts of the project as a High-Cube Parcel Hub Warehouse (HCPHW) use. As such, this evaluation identifies baseline traffic conditions at the study intersections, estimates trip generation characteristics and travel routes, and provides an assessment of impact from a Parcel Hub warehouse use on the adjacent roadway system serving the Site. This evaluation also provides a comparison to the finding documented in the March 3, 2020 Preliminary Traffic Evaluation¹ prepared for a proposed High-Cube Warehouse (HCW) use with Transload and Short-Term storage operations at the Site that was based on empirical operational data for the prospective tenant.

Key findings of the supplemental transportation evaluation are as follows:

- *Trip Generation.* A Parcel Hub use would generate approximately 206 vehicle trips (103 entering and 103 exiting) during the weekday morning peak hour, 188 vehicle trips (128 entering and 60 exiting) during the weekday evening peak hour of the generator and approximately 1,362 trips over the course of a weekday. Based on ITE truck generation rates, the use will generate approximately 18 to 26 peak hour truck trips or 10% trucks during the peak hours and 172 daily truck trips (13%) on a weekday.

¹ Memorandum, Proposed Warehouse Use – Preliminary Traffic Evaluation, 1 National Street, Milford, MA, prepared by MDM and dated March 3, 2020.

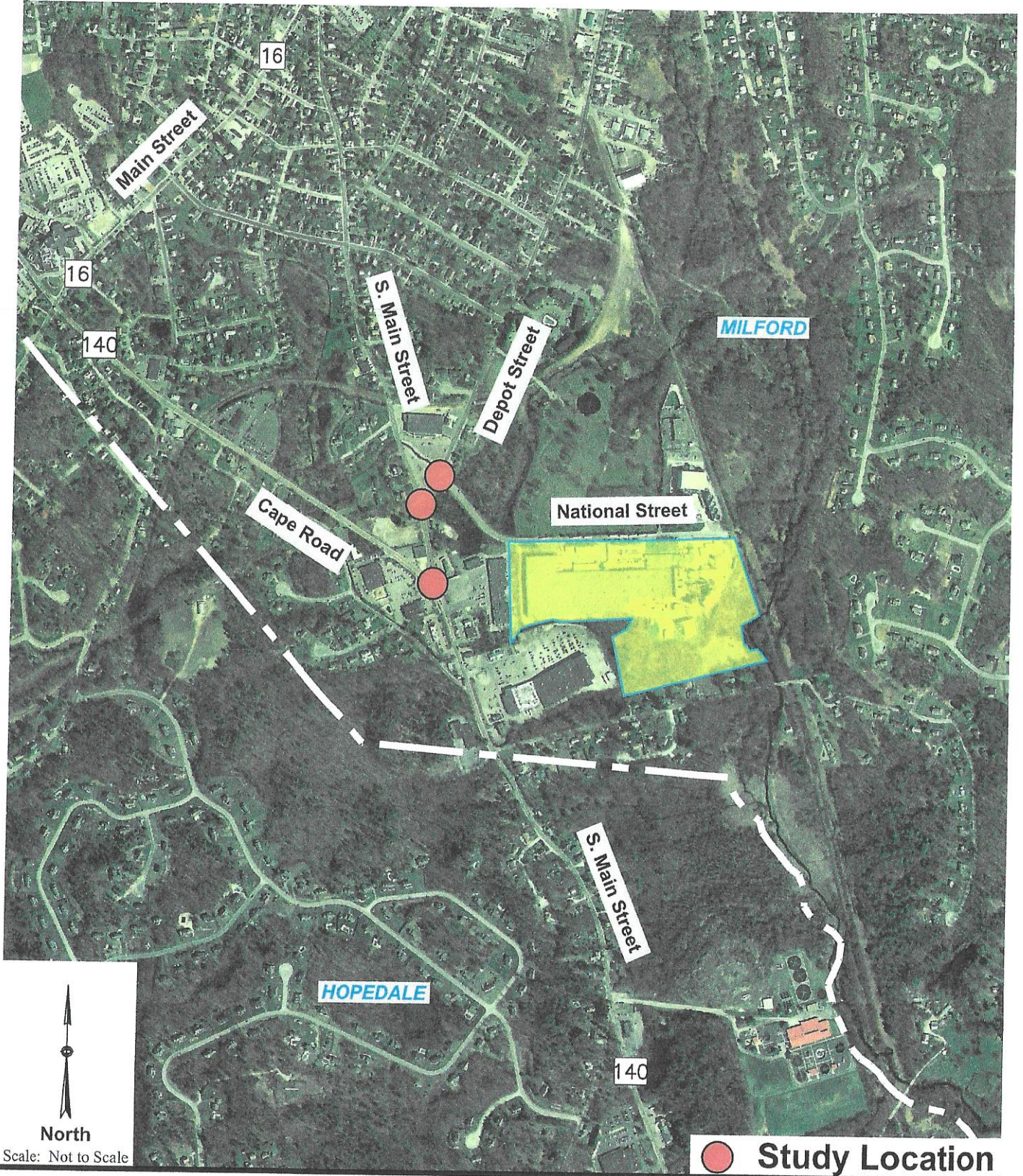


Figure 1

Site Location

- *Available Capacity.* With the exception of increased delay on the Depot Street westbound approach to South Main Street, the HCPHW use would not result in any significant change in operations at any of the study intersections compared to Baseline conditions. Specifically, under Design Year conditions, the National Street approach to Depot Street will operate under capacity at LOS C or better during the peak hours while mainline travel along Depot Street will continue to operate unimpeded with minimal delay. Likewise, the South Main Street intersection with Cape Road will continue to operate with all approaches at LOS D or better during the study periods. The Depot Street approach to South Main Street reaches LOS E in the evening peak hour but remains within the capacity of the approach.

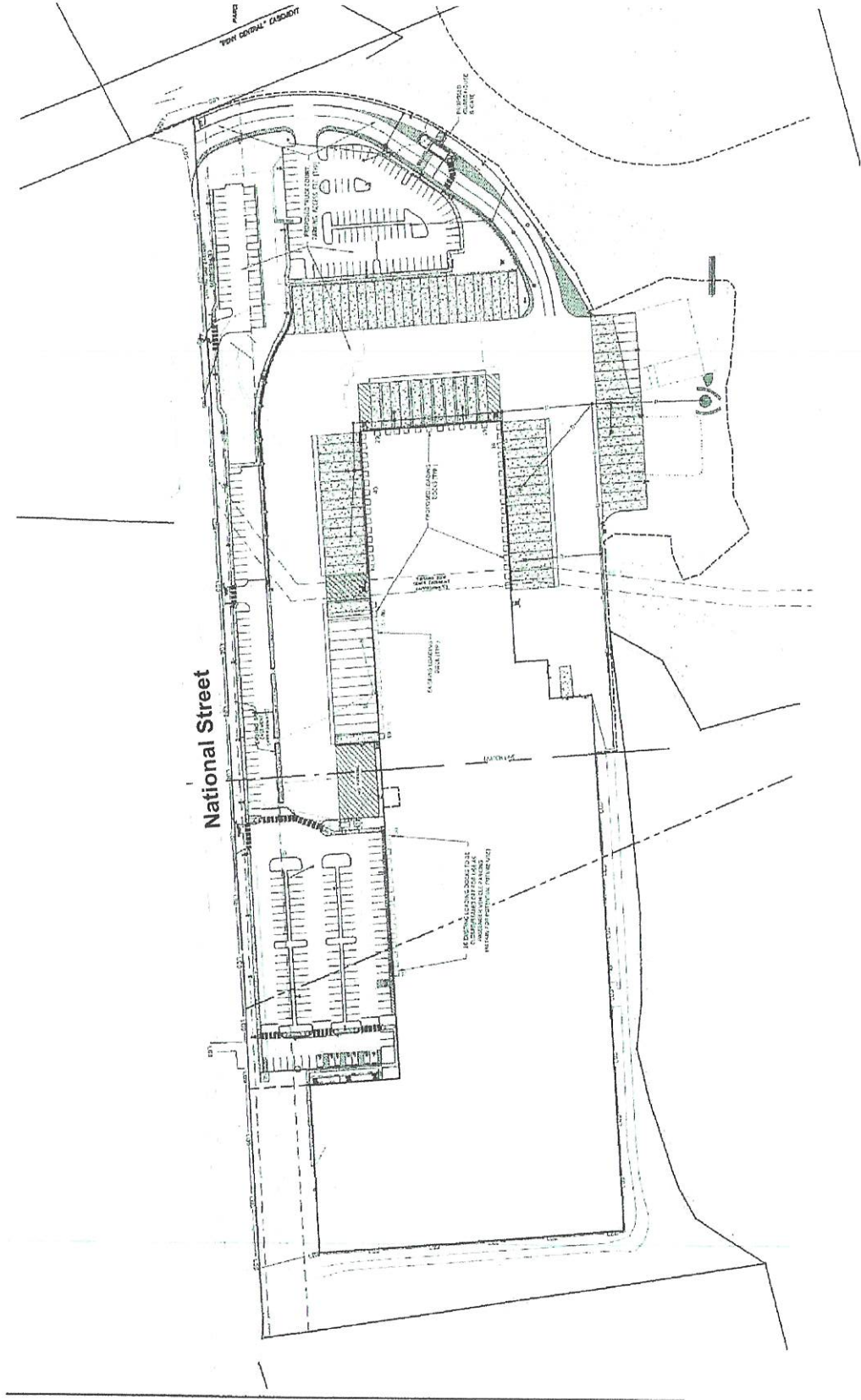
In summary, a Parcel Hub use at the Site would generate approximately 1,362 vehicle trips per day or approximately 550 trips greater than the prospective tenant operations (High-Cube Warehouse use with Transload and Short-Term storage). With the exception of an increase in vehicle delay and resulting Level of Service E operation at the Depot Street westbound approach to South Main Street during the typical commuter weekday evening peak hour, the Parcel Hub use does not result in any significant change in operations at any of the study intersections; consistent with findings for the prospective/proposed tenant operations.

PROJECT DESCRIPTION

The existing 322,000 sf facility located at 1 National Street in Milford, MA was previously used as a glass bottle manufacturing facility with approximately 250 employees which ceased operations in 2018. The property includes 112 parking spaces and 32 loading docks. The Site currently has five access points along National Street.

The project proposes to reduce the building footprint to 294,000 sf of HCW, provide 43 additional loading docks for a total of 75, and to reconfigure passenger car and tractor trailer parking. On-site parking supply will be reconfigured and expanded to provide 290 parking spaces. Access/egress to the facility will remain via the existing curb cuts along National Street. As part of the project the eastern driveway along National Street will be dedicated for truck access/egress and will be improved to consist of two entry lanes, one exit lane and a guard house. A site plan prepared by Meridian Associates is presented in **Figure 2**.

The proposed project anticipates occupancy by a transload/short-term warehouse tenant, however, as requested by the Town, this supplemental traffic evaluation focuses on potential impacts associated with a Parcel Hub warehouse use.



North

Scale: Not to Scale

Site Plan Source: Meridian Associates



Figure 2

Preliminary Site Plan

BASELINE TRAFFIC DATA

This supplemental analysis includes evaluation of area intersections that serve as the primary gateways for the site which includes the following:

- National Street at Depot Street – (Unsignalized)
- Depot Street at South Main Street – (Unsignalized)
- South Main Street at Cape Road (Route 140) – (Signalized)

Traffic volume data were collected in February 2020 at the study area intersections during the weekday morning peak period (7:00 AM – 9:00 AM) and the weekday evening peak period (4:00 PM - 6:00 PM) period to coincide with peak traffic activity of the adjacent streets. A review of MassDOT permanent count station data indicates that February is a below average traffic month (approximately 13 percent below average month conditions). Thus, the February traffic counts were adjusted by 13% (increase) to represent average conditions. The Baseline weekday morning and weekday evening peak hour traffic volumes for the study intersections are shown in **Figure 3** and **Figure 4**. Traffic count data and MassDOT permanent count station data are provided in the **Attachments**.

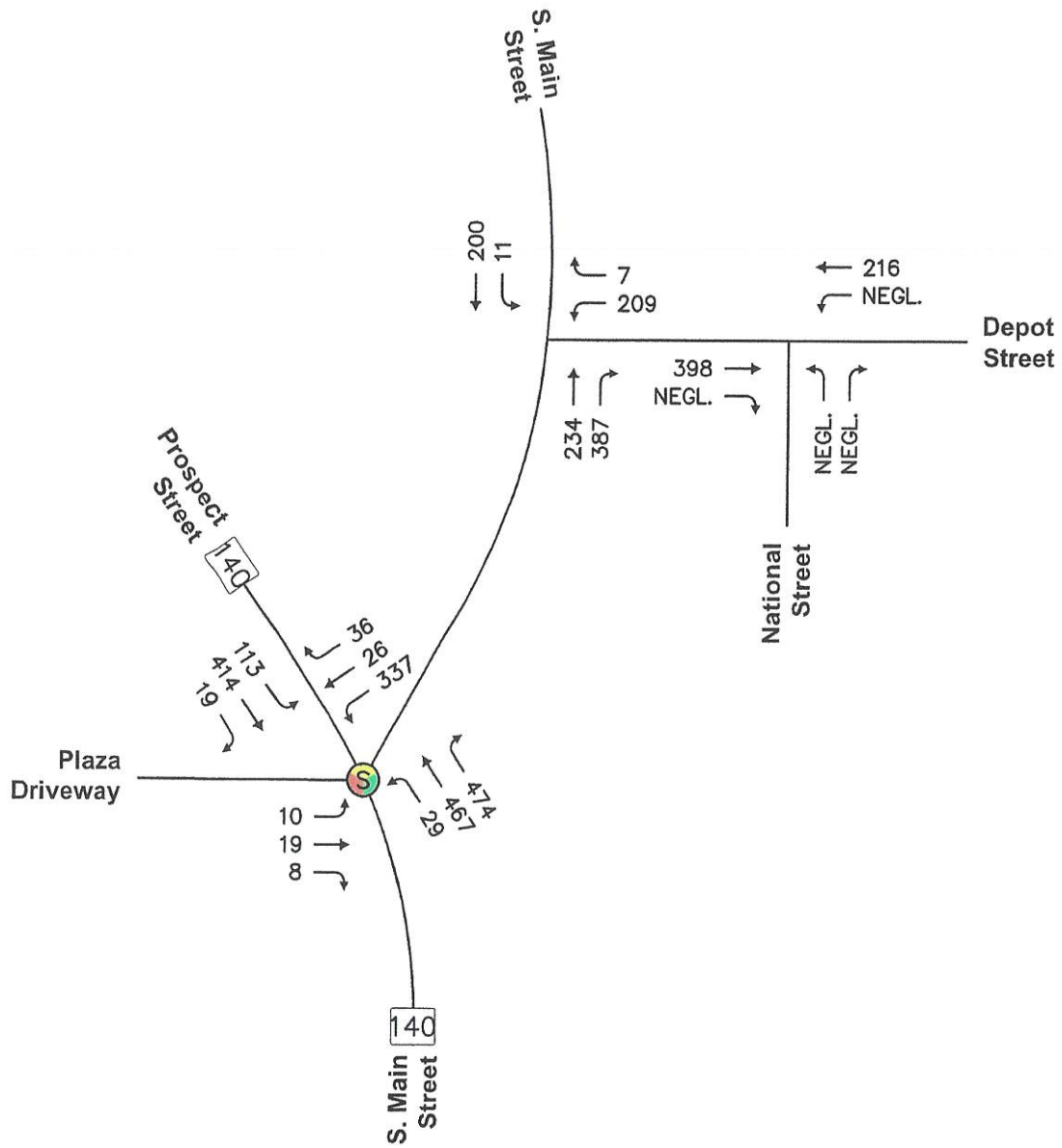
2020 DESIGN YEAR CONDITIONS

Design Year condition traffic volumes were developed by estimating the number of peak-hour trips expected to be generated by an HCPHW use and distributing this additional traffic onto the local roadway network. These site-related trips were added to the Baseline traffic volumes to evaluate the traffic operations with the warehouse re-occupied as a Parcel Hub warehouse use. The methodology used to estimate the site trip-generation characteristics of the use are summarized below.

HCPHW Trip Generation – ITE Methodology

The traffic generated by a HCPHW use is estimated using trip rates published in ITE's *Trip Generation*² for High-Cube Parcel Hub Warehousing (LUC 156) applied to 294,000 sf. **Table 1** presents the trip-generation estimates for the use. The detailed trip generation worksheet is provided in the **Attachments**.

²*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.



North

Scale: Not to Scale

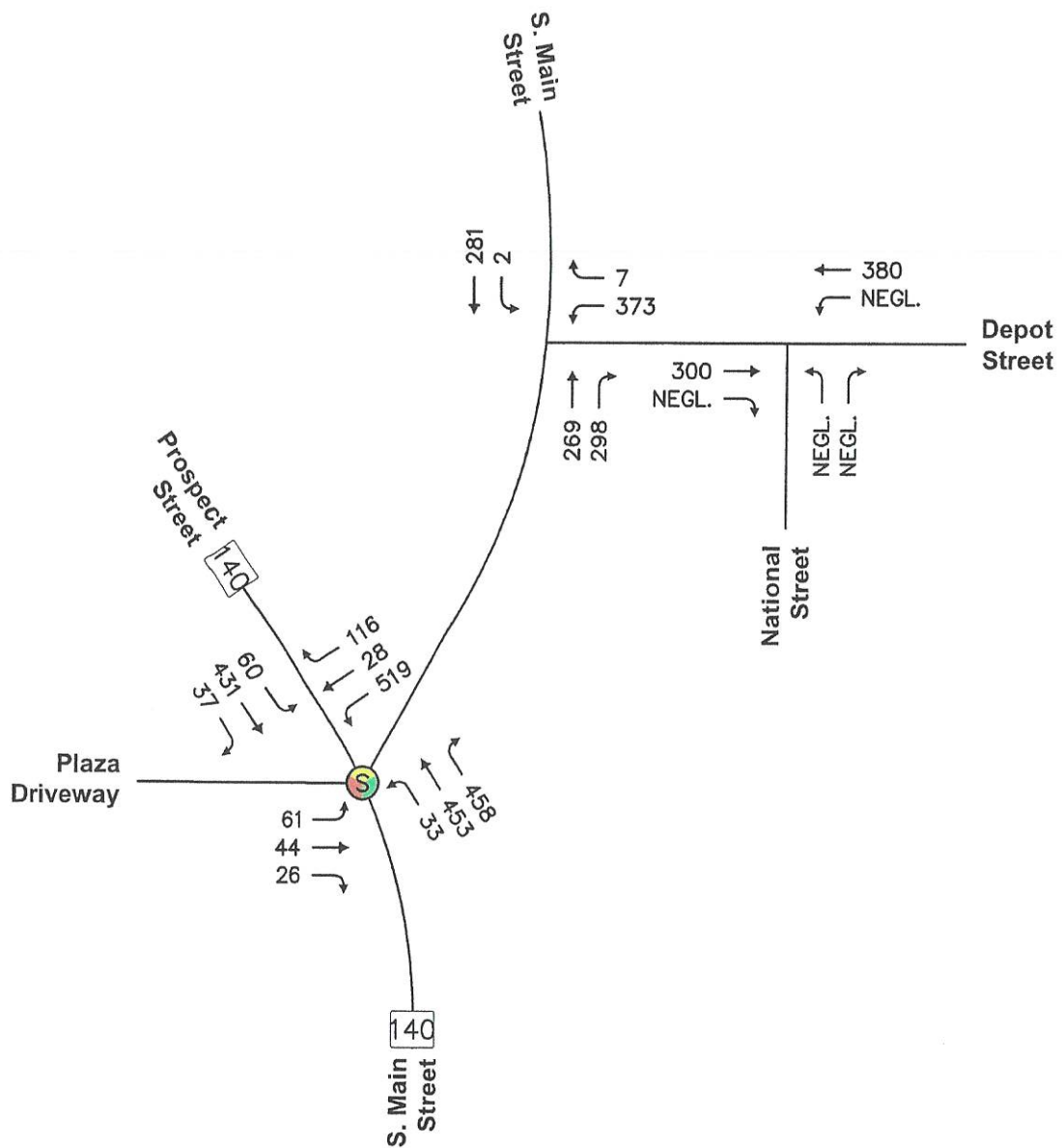
NOTES:

NEGL.= Negligible (5 Trips or Fewer)

= Signalized Intersection

Figure 3

**2020 Baseline Conditions
Weekday Morning Peak Hour Volumes**



North

Scale: Not to Scale

NOTES:

NEGL.= Negligible (5 Trips or Fewer)

 = Signalized Intersection

Figure 4

**TABLE 1
TRIP-GENERATION – HCW PARCEL HUB**

Peak Hour/Direction	SITE TRIPS		
	Employees	Trucks ¹	Total ²
<i>Weekday Morning Peak Hour:</i>			
Entering	90	13	103
<u>Exiting</u>	<u>90</u>	<u>13</u>	<u>103</u>
Total	180	26	206
<i>Weekday Evening Peak Hour:</i>			
Entering	119	9	128
<u>Exiting</u>	<u>51</u>	<u>9</u>	<u>60</u>
Total	170	18	188
<i>Weekday Daily (24 hours)</i>	1,190	172	1,362

¹ Based on ITE LUC 156 truck trip rates applied to 294,000 sf

² Based on ITE LUC 156 vehicle trip rates applied to 294,000 sf.

As summarized in **Table 1**, ITE-based trip generation estimates for HCPHW use indicate that the use would generate approximately 206 vehicle trips (103 entering and 103 exiting) during the weekday morning peak hour and 188 vehicle trips (128 entering and 60 exiting) during the weekday afternoon peak hour. On a daily basis, the use would generate approximately 1,362 trips. Based on ITE truck generation rates, the project will generate approximately 18 to 26 peak hour truck trips or 10% trucks during the peak hours and 172 daily truck trips (13%) on a weekday. The truck count for a parcel hub assumes a mix of articulated trucks, box trucks, and typical parcel delivery trucks, which were all considered heavy vehicles for the analysis.

Trip Generation Comparison - Proposed Tenant Use (Transload/Short-Term Warehouse)

For comparison purposes, site trip generation estimates provided by the prospective tenant as documented in the March 3, 2020 traffic assessment are summarized in **Table 2** alongside estimates for a HCPWH use. The tenant-based trip generation data is provided in the **Attachments** and represent a typical weekday operating scenario. It should be noted that the prospective tenant proposes a worker shift change between 2:00 – 3:00 pm which results in nominal trip generation during the traditional evening commuter peak period (4:00 – 6:00 PM).

**TABLE 2
TRIP-GENERATION COMPARISON**

Peak Hour/Direction	HCW ¹ (Prospective Tenant Transload/Short-Term)	HCW ² (Parcel Hub)	Δ
<i>Weekday Morning Peak Hour: 7:30 – 8:30 AM</i>			
Entering	36	103	+67
<u>Exiting</u>	<u>90</u>	<u>103</u>	<u>+13</u>
Total	126	206	+80
<i>Weekday Evening Peak Hour: 4:45 – 5:45 PM</i>			
Entering	2	128	+126
<u>Exiting</u>	<u>3</u>	<u>60</u>	<u>+57</u>
Total	5	188	+183
<i>Weekday Daily (24 hours)</i>	810	1,362	+552

¹ Trip generation for the Site based on data provided by the prospective tenant for site re-occupancy.

² Based on ITE LUC 156 trip rates applied to 294,000 sf.

As summarized in **Table 2**,

- *Tenant Empirical Data.* Tenant-based trip generation estimates for the HCW use indicate that the project will generate approximately 126 vehicle trips (36 entering and 90 exiting) during the weekday morning peak hour and 5 vehicle trips (2 entering and 3 exiting) during the weekday evening peak hour. On a daily basis, the project would generate approximately 810 trips. Worker shifts changes are expected to occur between 1:00 – 2:00 am, 7:00 – 8:00 am, 2:00 – 3:00 pm, and 7:00 – 8:00 pm and thus result in a nominal trip generation during the traditional commuter weekday evening peak hour. The tractor trailer vehicles are expected to be evenly distributed throughout the day with arrivals/departures averaging 2 truck trips per hour entering and 2 truck trips per hour exiting over the course of 24 hours. Given that the anticipated use is not a fulfillment center or parcel hub, the tenant does not expect to use delivery vans or box trucks as part of their operation.
- *HCW Parcel Hub.* ITE based trip generation estimates for the HCW Parcel Hub use indicate that the use would generate approximately 206 vehicle trips (103 entering and 103 exiting) during the weekday morning peak hour and 188 vehicle trips (128 entering and 60 exiting) during the weekday evening peak hour. On a daily basis, the use would generate approximately 1,362 trips.

In summary, given shift change periods and operational characteristic of the prospective tenant, the proposed project is expected to generate fewer site trips compared to the Parcel Hub use; particularly during the critical weekday evening commuter peak period.

Trip Distribution and Assignment

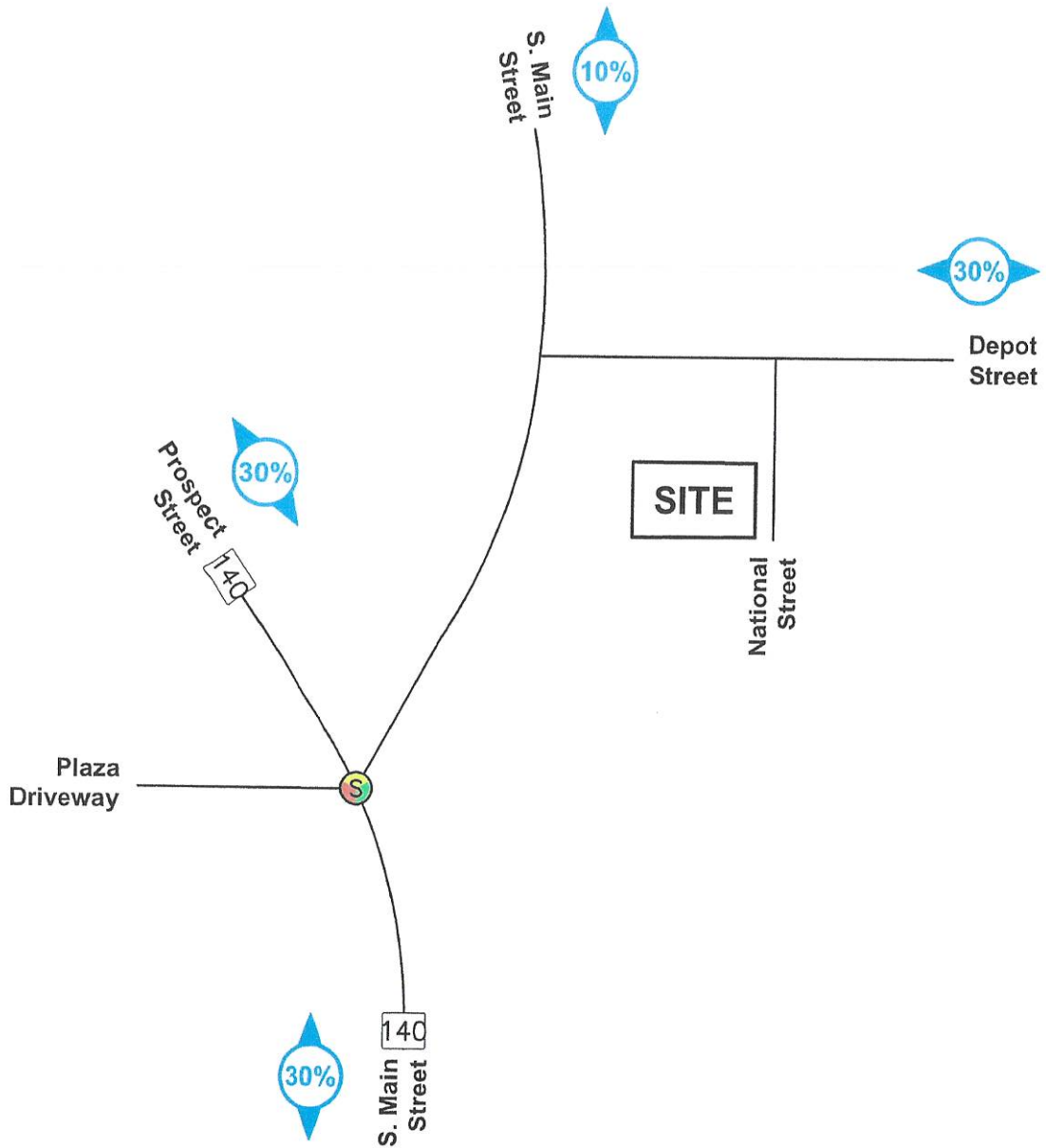
The directional distribution of site-generated trips on the roadway network is a function of a number of variables including employee place of residence, existing travel patterns along area roadways, and the efficiency of these roadways leading to the site. Journey to Work data published by the US Census serves as the primary basis for determining the employee trip distribution pattern for the proposed facility. Truck delivery patterns for the HCPHW are likely to be similar to those used by the former bottle manufacturing operation.

Based on our review of the MassDOT truck network database, there are no known truck exclusions within the surrounding area. MDM notes that a sign is provided on the National Street approach to Depot Street indicating that the preferred truck route is to the south (left turn) towards South Main Street and Route 140. The distribution of the site generated trips is displayed in **Figure 5**, with detailed calculations provided in the **Attachments**.

Figure 6 and **Figure 7** present projected site-generated traffic volumes for the weekday morning and weekday evening peak hours for the proposed project based on the trip generation presented in **Table 1** and projected travel patterns presented in **Figure 5**.

2020 Design Year Traffic Volume Networks

Design Year traffic volumes are derived by adding the incremental traffic increases for the Site to the Baseline traffic volume networks. **Figure 8** and **Figure 9** present the Design Year traffic-volume networks for the weekday morning and weekday evening peak hours.



North

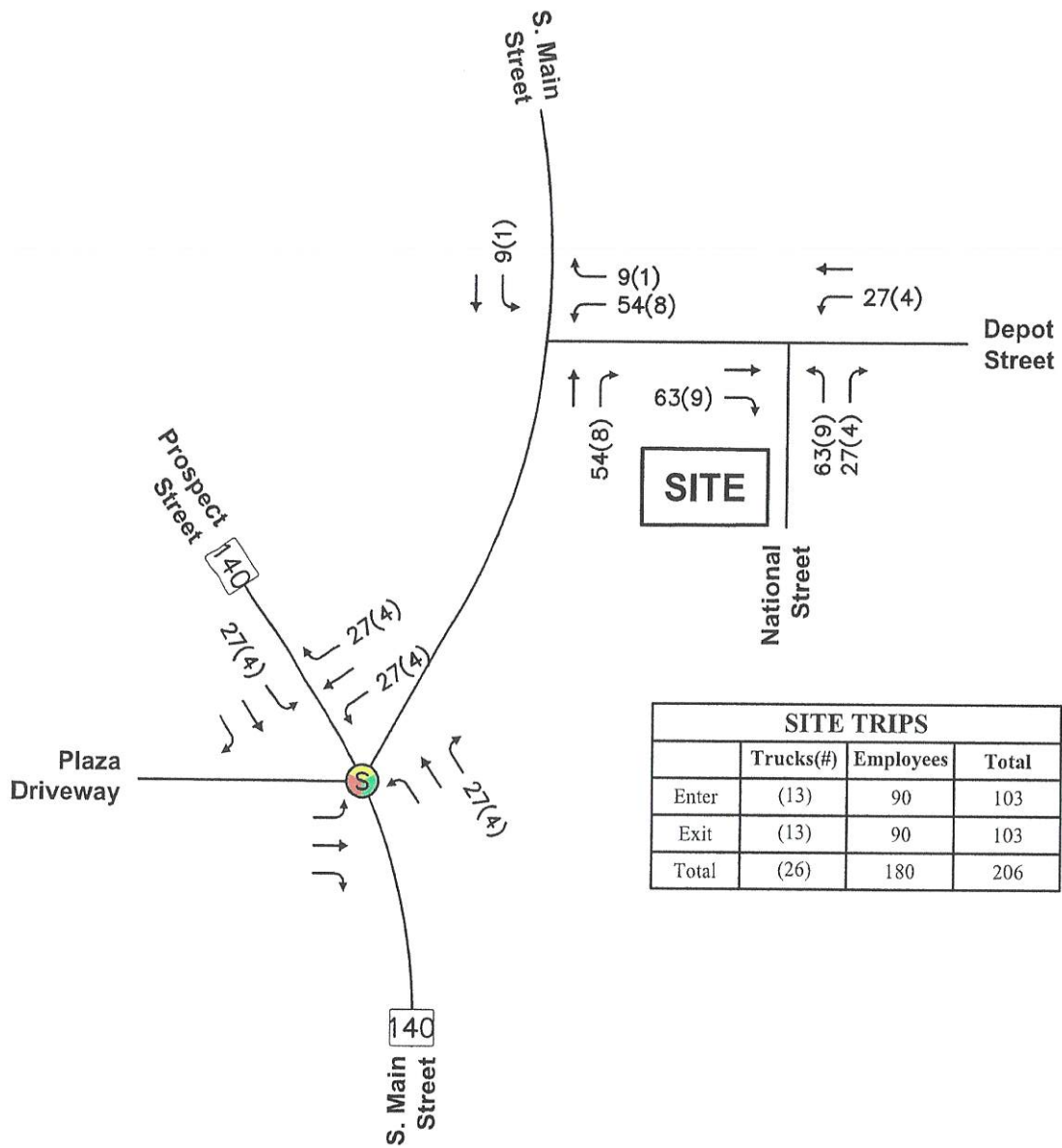
Scale: Not to Scale

NOTES:

NEGL.= Negligible



= Signalized Intersection



SITE TRIPS			
	Trucks(#)	Employees	Total
Enter	(13)	90	103
Exit	(13)	90	103
Total	(26)	180	206



North

Scale: Not to Scale

NOTES:

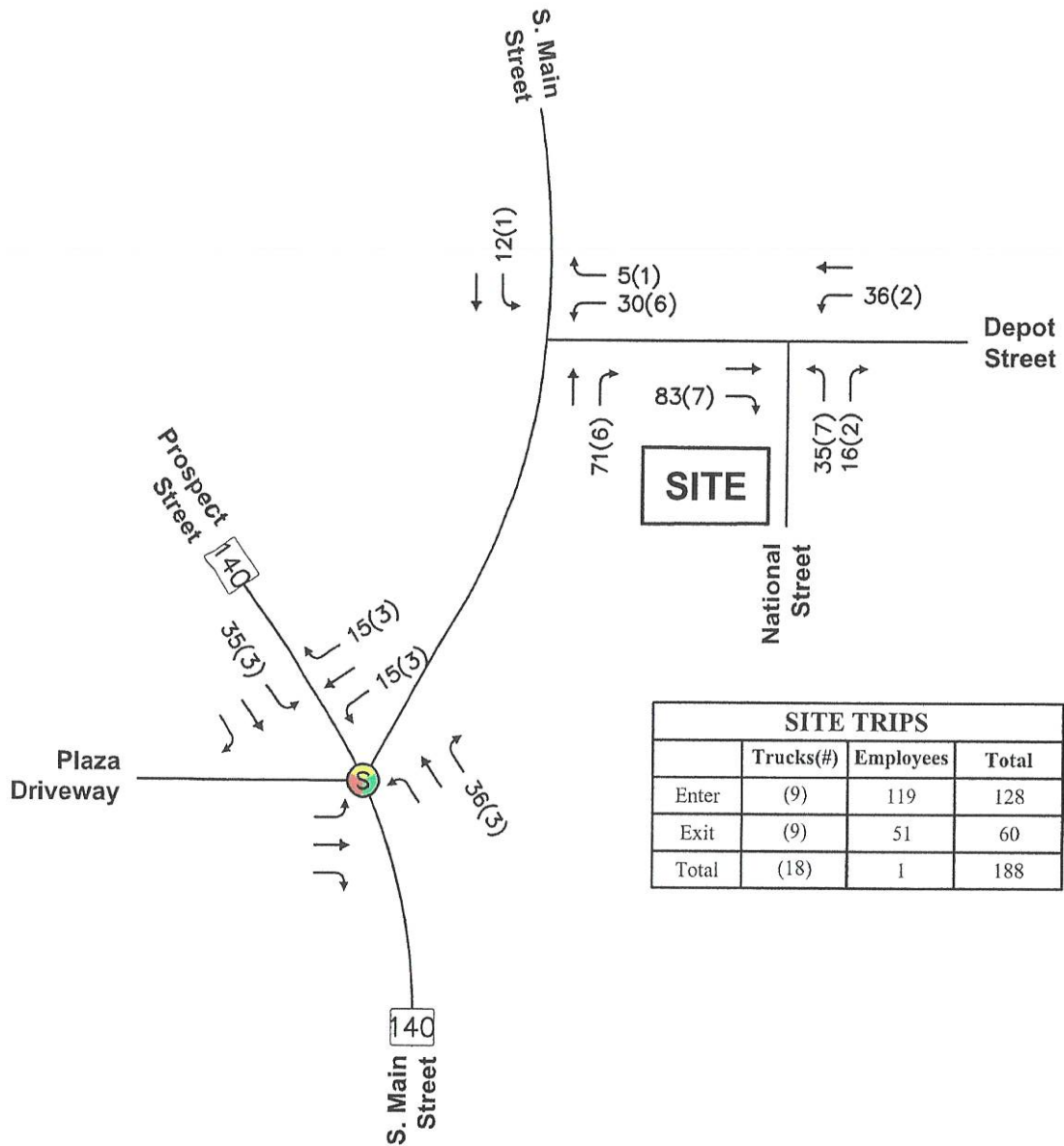
(##) = Truck Trips



= Signalized Intersection

Figure 6

**Proposed Facility Trip Tracing
Weekday Morning Peak Hour**



SITE TRIPS			
	Trucks(#)	Employees	Total
Enter	(9)	119	128
Exit	(9)	51	60
Total	(18)	1	188

NOTES:
 (##) = Truck Trips
 = Signalized Intersection

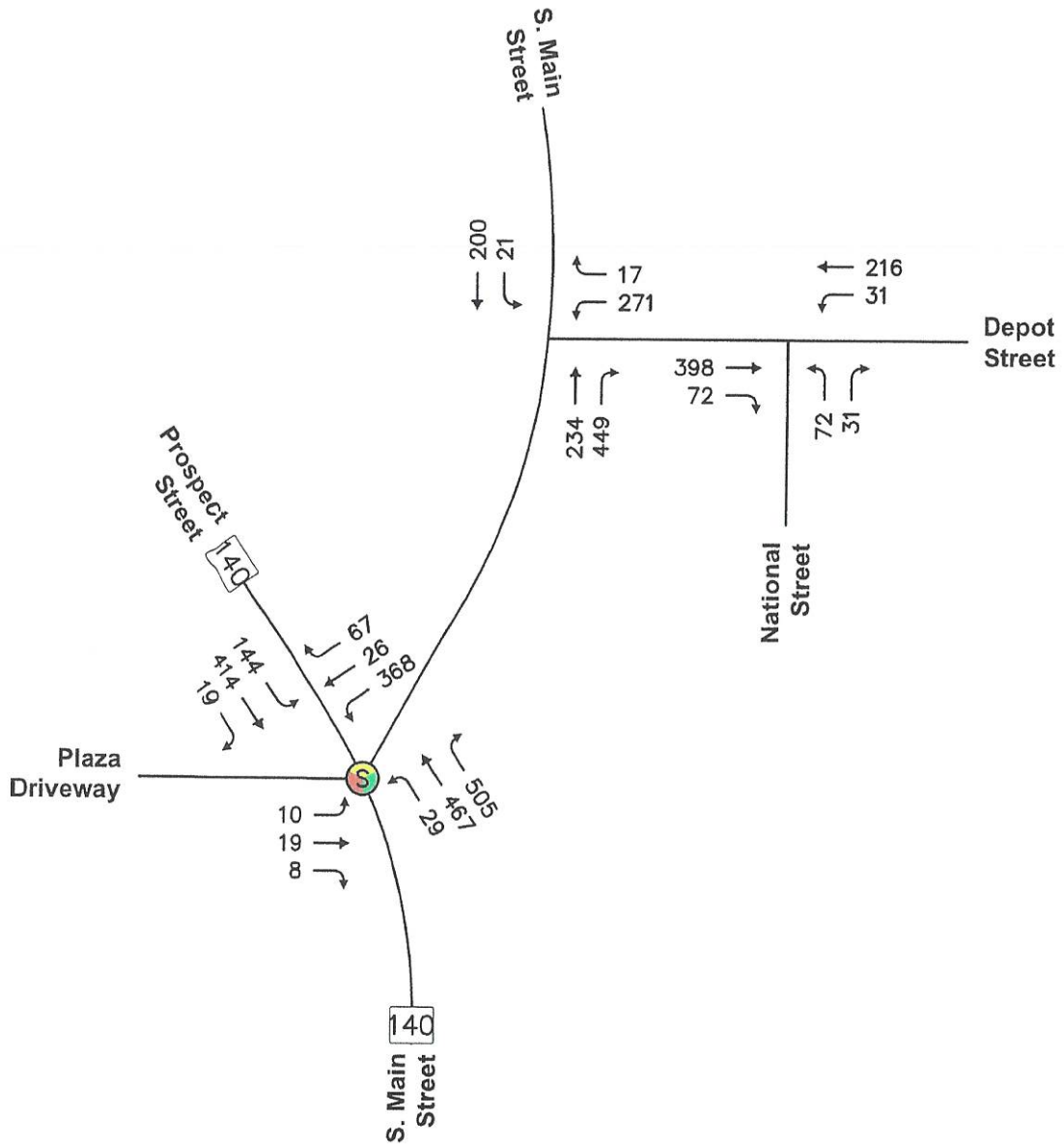


North

Scale: Not to Scale

Figure 7

**Proposed Facility Trip Tracing
Weekday Evening Peak Hour**



North

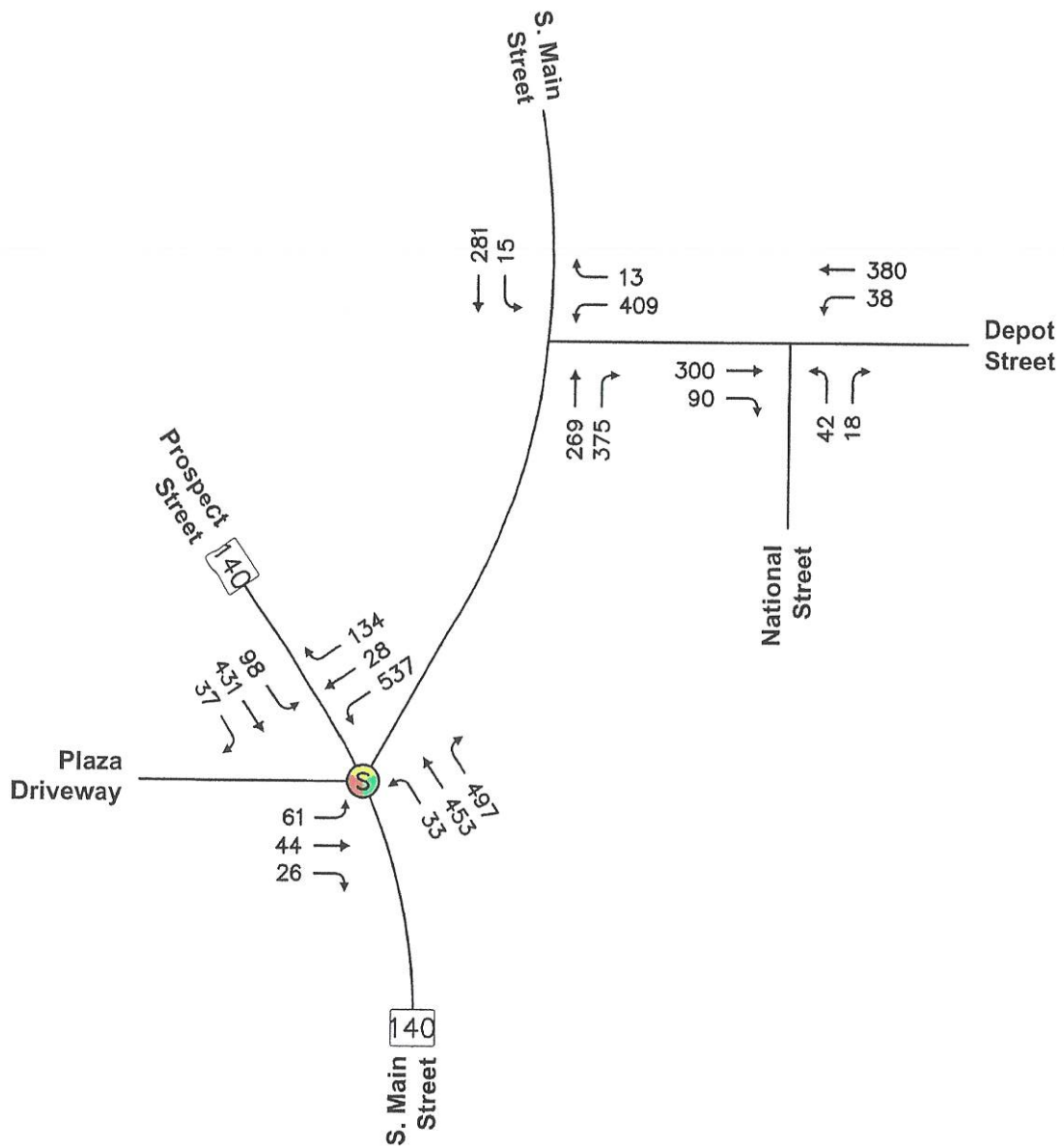
Scale: Not to Scale

NOTES:

NEGL.= Negligible



= Signalized Intersection



North

Scale: Not to Scale

NOTES:

NEGL.= Negligible



= Signalized Intersection

OPERATIONS ANALYSIS

This section provides an overview of operational analysis methodology and an assessment of intersection operations under Baseline and projected Design Year conditions for a HCPHW use.

Analysis Methodology

Intersection capacity analyses are presented in this section for the Baseline and Design Year traffic-volume conditions. Capacity analyses, conducted in accordance with EEA/MassDOT guidelines, provide an index of how well the roadway facilities serve the traffic demands placed upon them. The operational results provide the basis for recommended improvements in the following section if warranted.

Capacity analysis of intersections is developed using the Synchro® computer software, which implements the methods of the Highway Capacity Manual 6th Edition (HCM). The resulting analysis presents a level-of-service (LOS) designation for individual intersection movements. The LOS is a letter designation that provides a qualitative measure of operating conditions based on several factors including roadway geometry, speeds, ambient traffic volumes, traffic controls, and driver characteristics. Since the LOS of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of LOS, depending on the time of day, day of week, or period of year. A range of six levels of service are defined on the basis of average delay, ranging from LOS A (the least delay) to LOS F (delays greater than 50 seconds for unsignalized movements and delays greater than 80 seconds for signalized movements). The specific control delays and associated LOS designations are presented in the **Attachments**. Synchro modeled results in the case of unsignalized intersections can overstate actual delays and/or queues for side-street/driveway movements. Accordingly, a stopped delay study was also conducted for the existing Westbound Depot Street approach to South Main Street to calibrate the Synchro model to reflect actual measured delay values; refer to **Attachments** for the delay study results.

Analysis Results

Level-of-Service (LOS) analyses were conducted for the Baseline and Design Year conditions for the study intersections. The results of the intersection capacity are summarized below in **Table 3** and **Table 4**. Detailed analysis results and queue results are presented in the **Attachments**.

**TABLE 3
INTERSECTION CAPACITY ANALYSIS RESULTS
WEEKDAY MORNING PEAK HOUR**

Period	Approach	2020 Baseline			2020 Design Year		
		v/c ¹	Delay ²	LOS ³	v/c	Delay	LOS
<i>National Street at Depot Street</i>	Eastbound	0.00	<5	A	0.00	<5	A
	Westbound	0.01	<5	A	0.04	<5	A
	NB Exit	0.03	13	B	0.35	21	C
<i>S Main Street at Depot Street</i>	WB Exit ⁴	0.46	17	C	0.65	24	C
	Northbound	0.00	<5	A	0.00	<5	A
	Southbound	0.02	<5	A	0.03	<5	A
<i>S Main Street at Cape Road/CVS Driveway</i>	Eastbound	0.16	32	C	0.18	33	C
	Westbound	0.73	33	C	0.80	36	D
	Northbound	0.78	18	B	0.84	21	C
	<u>Southbound</u>	<u>0.60</u>	<u>24</u>	<u>C</u>	<u>0.57</u>	<u>24</u>	<u>C</u>
	Overall	0.78	23	C	0.84	25	C

¹Volume-to-capacity ratio

²Average control delay per vehicle (in seconds)

³Level of service

⁴The Depot Street approach to South Main Street was calibrated based on a delay study.

**TABLE 4
INTERSECTION CAPACITY ANALYSIS RESULTS
WEEKDAY EVENING PEAK HOUR**

Period	Approach	2020 Baseline			2020 Design Year		
		v/c ¹	Delay ²	LOS ³	v/c	Delay	LOS
<i>National Street at Depot Street</i>	Eastbound	0.00	<5	A	0.00	<5	A
	Westbound	0.01	<5	A	0.04	<5	A
	NB Exit	0.03	13	B	0.23	20	C
<i>S Main Street at Depot Street</i>	WB Exit ⁴	0.71	25	C	0.84	38	E
	Northbound	0.00	<5	A	0.00	<5	A
	Southbound	0.00	<5	A	0.02	<5	A
<i>S Main Street at Cape Road/CVS Driveway</i>	Eastbound	0.59	44	D	0.59	45	D
	Westbound	0.92	46	D	0.97	53	D
	Northbound	0.85	23	C	0.86	23	C
	<u>Southbound</u>	<u>0.71</u>	<u>31</u>	<u>C</u>	<u>0.69</u>	<u>30</u>	<u>C</u>
	Overall	0.92	33	C	0.97	35	C

¹Volume-to-capacity ratio

²Average control delay per vehicle (in seconds)

³Level of service

⁴The Depot Street approach to South Main Street was calibrated based on a delay study.

As summarized in **Table 3** and **Table 4**:

- *South Main Street at Cape Road*: Under Baseline conditions, capacity analyses indicate that the overall intersection operates at level of service (LOS) C or better during the peak hours with all approaches operating at LOS D or better. Under Design Year conditions, the intersection operations will continue to operate at LOS C or better during the peak hour with nominal increases in delay due to the HCPHW use.
- *South Main Street at Depot Street*: Under Design Year conditions, the Depot Street approach to South Main Street will experience increased delay and operate at LOS E or better during the peak hours. Mainline travel along South Main Street will continue to operate unimpeded with minimal delay.
- *National Street at Depot Street*: Under Design Year conditions, the National Street approach to Depot Street will operate under capacity at LOS C or better during the peak hours. Mainline travel along Depot Street will continue to operate unimpeded with minimal delay.

In summary, with the exception of potential vehicle delay increase on the Depot Street westbound approach to South Main Street during the weekday evening peak hour, the HCPHW use would not result in any significant change in operations at any of the study intersections compared to Baseline conditions.

Queue Analysis

Vehicle queue results are presented for the signalized study intersection. These vehicle queues are compared to available storage lengths, which are defined as lengths of exclusive turn lanes or the distance to the nearest major intersection for through lanes. Vehicle queue results from the capacity analysis are summarized in **Table 5**. Detailed worksheets of the queuing analysis are provided in the **Attachments**.

**TABLE 5
VEHICLE QUEUE ANALYSIS SUMMARY
SOUTH MAIN STREET AT CAPE ROAD (ROUTE 140)**

Approach	Storage Length (feet)	2020 Baseline		2020 Design Year	
		Average Queue Length ¹	95 th Percentile Queue Length ¹	Average Queue Length	95 th Percentile Queue Length
<i>Weekday Morning Peak Hour</i>					
Eastbound L/T	200±	<25	46	<25	46
Eastbound R	80±	<25	<25	<25	<25
Westbound L/T	>1000	201	318	226	378
Westbound R	75±	<25	<25	<25	25
Northbound L	125±	<25	26	<25	26
Northbound T	>1000	248	471	272	471
Northbound R	160±	<25	<25	<25	<25
Southbound L	160±	34	75	49	93
Southbound T/R	>1000	205	365	224	365
<i>Weekday Evening Peak Hour</i>					
Eastbound L/T	200±	65	131	66	132
Eastbound R	80±	<25	<25	<25	<25
Westbound L/T	>1000	344	584	401	617
Westbound R	75±	<25	52	26	62
Northbound L	125±	<25	28	<25	28
Northbound T	>1000	260	430	267	434
Northbound R	160±	<25	<25	<25	<25
Southbound L	160±	<25	45	35	67
Southbound T/R	>1000	261	407	261	407

¹ Average and 95th percentile queue lengths are reported in feet per lane.

As presented in **Table 5**, average vehicle queues at the signalized study intersection will generally be contained within available storage lanes during peak hours for both average and 95th percentile conditions. The project will not significantly change queue lengths compared to Design Year conditions and will generally result in an increase of 3 vehicles or less on the westbound left/through lane and less than 1 vehicle on all other approaches.

Analysis Comparison

A comparison of Level-of-Service (LOS) analysis results for both HCPHW and the prospective tenant use is provided in **Table 6** and **Table 7** for the weekday morning and weekday evening peak hour operations, respectively. Conditions associated with the prospective tenant were documented in the March 3, 2020 traffic assessment and assume an evening peak hour from 2 pm to 3 pm based on tenant-provided trip estimates. Detailed analysis results are presented in the **Attachments**.

**TABLE 6
INTERSECTION CAPACITY ANALYSIS COMPARISON
WEEKDAY MORNING PEAK HOUR**

Period	Approach	2020 Design Year Parcel Hub			2020 Design Year Prospective Tenant		
		v/c ¹	Delay ²	LOS ³	v/c	Delay	LOS
<i>National Street at Depot Street</i>	Eastbound	0.00	<5	A	0.00	<5	A
	Westbound	0.04	<5	A	0.02	<5	A
	NB Exit	0.35	21	C	0.31	18	C
<i>S Main Street at Depot Street</i>	WB Exit ⁴	0.65	24	C	0.54	19	C
	Northbound	0.00	<5	A	0.00	<5	A
	Southbound	0.03	<5	A	0.02	<5	A
<i>S Main Street at Cape Road/CVS Driveway</i>	Eastbound	0.18	33	C	0.18	33	C
	Westbound	0.80	36	D	0.79	35	C
	Northbound	0.84	21	C	0.83	21	C
	<u>Southbound</u>	<u>0.57</u>	<u>24</u>	<u>C</u>	<u>0.57</u>	<u>24</u>	<u>C</u>
	Overall	0.84	25	C	0.83	25	C

¹Volume-to-capacity ratio

²Average control delay per vehicle (in seconds)

³Level of service

⁴The Depot Street approach to South Main Street was calibrated based on a delay study.

**TABLE 7
INTERSECTION CAPACITY ANALYSIS COMPARISON
WEEKDAY EVENING PEAK HOUR**

Period	Approach	2020 Design Year Parcel Hub			2020 Design Year Prospective Tenant ⁵		
		v/c ¹	Delay ²	LOS ³	v/c	Delay	LOS
<i>National Street at Depot Street</i>	Eastbound	0.00	<5	A	0.00	<5	A
	Westbound	0.04	<5	A	0.02	<5	A
	NB Exit	0.23	20	C	0.32	19	C
<i>S Main Street at Depot Street</i>	WB Exit ⁴	0.84	38	E	0.80	33	D
	Northbound	0.00	<5	A	0.00	<5	A
	Southbound	0.02	<5	A	0.02	<5	A
<i>S Main Street at Cape Road/CVS Driveway</i>	Eastbound	0.59	45	D	0.50	43	D
	Westbound	0.97	53	D	0.88	42	D
	Northbound	0.86	23	C	0.87	25	C
	<u>Southbound</u>	<u>0.69</u>	<u>30</u>	<u>C</u>	<u>0.83</u>	<u>38</u>	<u>D</u>
	Overall	0.97	35	C	0.88	34	C

¹Volume-to-capacity ratio

²Average control delay per vehicle (in seconds)

³Level of service

⁴The Depot Street approach to South Main Street was calibrated based on a delay study.

⁵The PM Peak Hour is expected to occur between 2-3 pm based on data provided by the prospective tenant.

As summarized in **Table 6** and **Table 7**:

- *South Main Street at Cape Road*: Under Parcel Hub conditions, capacity analyses indicate that the intersection operates at level of service (LOS) C or better during the peak hours with all approaches operating at LOS D or better. Under the proposed use conditions, the intersection operations will continue to operate at LOS C or better during the peak hour with nominal differences between the two uses.
- *South Main Street at Depot Street*: Under Parcel Hub conditions, the Depot Street approach to South Main Street will operate at LOS E or better during the peak hours. Under the proposed tenant use, the Depot Street approach to South Main Street will operate under capacity at LOS D or better during the peak hours. Mainline travel along South Main Street will continue to operate unimpeded with minimal delay under both conditions.
- *National Street at Depot Street*: The National Street approach to Depot Street will operate under capacity at LOS C or better during the peak hours with nominal differences between conditions. Mainline travel along Depot Street will continue to operate unimpeded with minimal delay under both conditions.

In summary, with the exception of an increase in vehicle delay at the Depot Street westbound approach to South Main Street during the weekday evening peak hour, the Parcel Hub use does not result in any significant change in operations at any of the study intersections compared to the prospective tenant operations.

CONCLUSIONS

In conclusion, a Parcel Hub use at the site would generate approximately 1,362 vehicle trips per day or approximately 550 trips greater than the prospective tenant operations (High-Cube Warehouse use with Transload and Short-Term storage). With the exception of an increase in vehicle delay and resulting Level of Service E operation at the Depot Street westbound approach to South Main Street during the typical commuter weekday evening peak hour, the Parcel Hub use does not result in any significant change in operations at any of the study intersections; consistent with findings for the prospective/proposed tenant operations.

6



TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757
508-634-2317 Fax 508-473-2394
ldunkin@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Larry L. Dunkin, MCRP
Town Planner

February 18, 2020

Marble Mainini, III, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**Site Plan**
(**Global Companies, LLC.**
(**140 Medway Street**
(**Map 43 Lot 95A**
(**IB Zone**
(

Dear Mr. Chairman:

The applicant requests site plan approval for the subject property. On 10-10-19 the ZBA granted a special permit to convert the existing attendant-service gasoline station to a self-service operation. (see attached decision)

The current request is for approval of an updated site plan reflecting the special permit approval. The site plan does not indicate the two pumps were designated under the special permit to remain attendant-service pumps. The site plan also does not indicate the signs and bollards required by the special permit decision. The easterly driveway on Medway Street should be eliminated due to the severe traffic congestion at that location.

I recommend the review be continued to the next meeting to afford the applicant's engineer time to address the above-noted deficiencies and all relevant agency comments. A legible, full sized plan should be submitted.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner

6



TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757

508-634-2317 Fax 508-473-2394

mdean@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Michael Dean, P.E.
Town Engineer

February 13, 2020

Mr. Marble Mainini III, Chairman
Planning Board
52 Main Street
Milford, MA 01757

Re: Existing Mobile Fueling Station - Site Plan Review – “Self-Service”
140 Medway Street

Dear Mr. Mainini:

The submittal is for a Site Plan Review to allow for “Self-Service” at the existing Mobile Fueling Station. The applicant is Global Companies LLC, 800 South Street, Suite 500, Waltham, MA 02454. The site consists of 40,155 S.F. of land, Zoned Highway Industrial B (IB). The parcel refers to the Town Assessors Map 43, Block 0, Lot 95A.

The site is located on the north west corner of the intersection of Medway Street (Route 109) and Beaver Street.

Following a review of the submitted Documents I offer the following comments:

1. Although the submittal is associated with allowing for Self – Service activity only, it is recommended that the easterly curb cut (driveway) on Medway Street (Route 109) be closed. This will continue the efforts in trying to minimize and/or manage left turns along Route 109 and at the intersection of Route 109 and Beaver Street.
2. “Right Turn Only” and/or “No Left Turn” signs should be installed at the existing curb cut (driveway) on Beaver Street. This would be for vehicles exiting the site via said curb cut.
3. Discussions with the owners / operators should take place regarding the management of Amazon Vans and not allowing for the vans to que up in the public way on a regular basis.

I recommend the above items be discussed prior to approval.

Sincerely,

Michael Dean, P.E.
Town Engineer



MILFORD FIRE DEPARTMENT

21 BIRCH STREET
MILFORD, MASSACHUSETTS 01757

WILLIAM J. TOUHEY, JR., CHIEF
MARK A. NELSON, DEPUTY

Telephone: 508-473-1214 • Fax: 508-473-4858 • Inspections: 508-473-2256

Milford Planning Board
Mr. Larry Dunkin, Town Planner
Town Hall – Room 05
52 Main Street
Milford, Massachusetts 01757

February 6, 2020

RE: Site Plan Review “140 Medway Road”

Owner:

Net Lease Realty I, Inc.
450 South Orange Avenue, Suite 900
Orlando, Florida 32801

Applicant:

Same as owner

Dear Mr. Dunkin,

The Milford Fire Department has reviewed the Site Plan submitted for “140 Medway Road” and requests no changes. The fire suppression plan was reviewed at an earlier date and the submitting company was notified of approval.

Thank you for the opportunity to comment on the plan.

Sincerely,

Mark A. Nelson
Deputy Fire Chief
508-473-2256 (O)
508-958-3006 (C)
mnelson@milfordfire.org



Town of Milford
Highway Department

Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: February 18, 2020
Subject: Site Plan Review
140 Medway Rd.

I have reviewed the above mentioned site plan and find it to be satisfactory.



Milford Water Company

66 Dilla Street Milford, MA 01757

508-473-5110 Fax 508-478-7997

E-Mail milfordwater@milfordwater.com

www.milfordwater.com

February 3, 2020

Town of Milford
Office of Planning & Engineering
Planning Board
52 Main Street
Milford MA 01757

Re: **Site Plan Review – 140 Medway Road, Milford MA**
Global Companies LLC (Dated 1/27/2020)

Milford Water Company (MWC) after reviewing the plans for **140 Medway Road** submitted by **Global Companies LLC** and seeing no conflict or issues posed to the existing water utility infrastructure approves as submitted.

Respectfully submitted,

Vincent P Farese

Vincent P Farese
Operations Manager, Milford Water Company

**TOWN OF MILFORD
ZONING BOARD OF APPEALS
TOWN HALL
52 MAIN STREET
MILFORD, MASSACHUSETTS 01757
(508) 634-2302**

DECISION

On the application of Global Companies, LLC, 800 South Street, Suite 500, Waltham, MA 02456 for a Special Permit pursuant to Section 2.3 of the Zoning By-Law in relation to a parcel of land located at 140 Medway Road in Milford, consisting of .96 acres, more or less, which parcel is owned Global Companies, LLC, 800 South Street, Suite 500, Waltham, MA 02456. The relief is sought in order to permit the operation of a self-service gasoline station.

Upon receipt of the above petition a public hearing was scheduled for Thursday, October 10, 2019 at 7:20 P.M. in Room 3 of the Town Hall, 52 Main Street, Milford. Notice of the time, place and subject matter of the petition were given as required by law.

The matter came on for hearing at the time and place set forth above. Present were Chairman David Consigli, members David Pyne, John Dagnese, and Mark L. Calzolaio and alternate member Robert P. Capuzziello. The petitioner was present to give evidence in favor of the petition.

At the close of the evidence, the Board voted unanimously to grant the Special Permit relief requested based upon the findings, set forth below:

1. The subject property, comprising approximately .96 acre of lot area, is located in the Industrial B- Highway Industrial (IB) Zoning District, is presently permitted for a gas station, and the special use is only to further permit self-service gasoline dispensing. Allowing self-service gasoline dispensing should have no additional or detrimental effect on traffic or pedestrian safety, nor will it have any different effect on the surrounding area than a fully attendant-serviced station.

Having made the above findings, the Board voted unanimously as set forth above to grant the relief requested subject to the following conditions:

1. A minimum 2% price reduction from full-service dispensing to self-service dispensing is to be maintained at all times;
2. Full-service pumps 7 and 8 shall be designated as full-service pumps; serviced by a gas station attendant at all times;
3. 3' x 4' signs designating pumps as self-service shall be placed on bollards in front of all self-service pumps.

MILFORD ZONING BOARD OF APPEALS

David R. Consigli

David R. Consigli, Chairman

October 16, 2019

A TRUE COPY OF THE RECORD
ATTEST: *Ashley Neves*
MILFORD TOWN CLERK

ATTEST: WORC Kathryn A. Toomey, Register



SITE PLAN REVIEW APPLICATION FORM

Milford Planning Board
52 Main Street, Milford, MA 01757
(508) 634-2317 Fax 508-473-2394

RECEIVED: Office of Planning and Engineering
Date: / /
By: /

In accordance with Section 1.15 of the Milford Zoning By-Law, the undersigned requests Planning Board approval of a Site Plan for the proposed development as described below:

Property Location: 140 Medway Street
(address)
Assessor Map: 43 Block: 0 Lot: 95A
Deed Reference: Book Page
Lot Area: 40,155 Zoning District(s): YB

Applicant: Global Companies LLC
(name) 800 South Street, Suite 500
Waltham, MA 02454
(address)
781-392-3112
(phone number)
Jotte@globalp.com
(e-mail address)

Owner: Global Companies LLC
(name) 800 South Street, Suite 500
Waltham, MA 02454
(address)
781-392-3112
(phone number)
Jotte@globalp.com
(e-mail address)

Existing use of premises: Gasoline Service Station - Full Service

Proposed use of premises: Gasoline Service Station - Full and Self Service

per Zoning Board of Appeals Decision. No Site or Building Changes.

Number of buildings: Existing / Proposed 1 / 1
Building area: 2,430 / 2,430
Building height: 15+ 1 / 15+ 1
Lot coverage: .06 / .06

Open space: Existing / Proposed 2% +/- / 8% +/-
Parking spaces: 11 / 11
Employees: 3 / 3
Traffic generation: /

List and describe all Special Permits, and/or Variances granted for this site (include dates approved):

2019 Zoning Board of Appeals Special Permit for Self-Service

Application Fee: \$150 +\$75/acre over 1 acre.

Applicant's Signature / / 20
Date

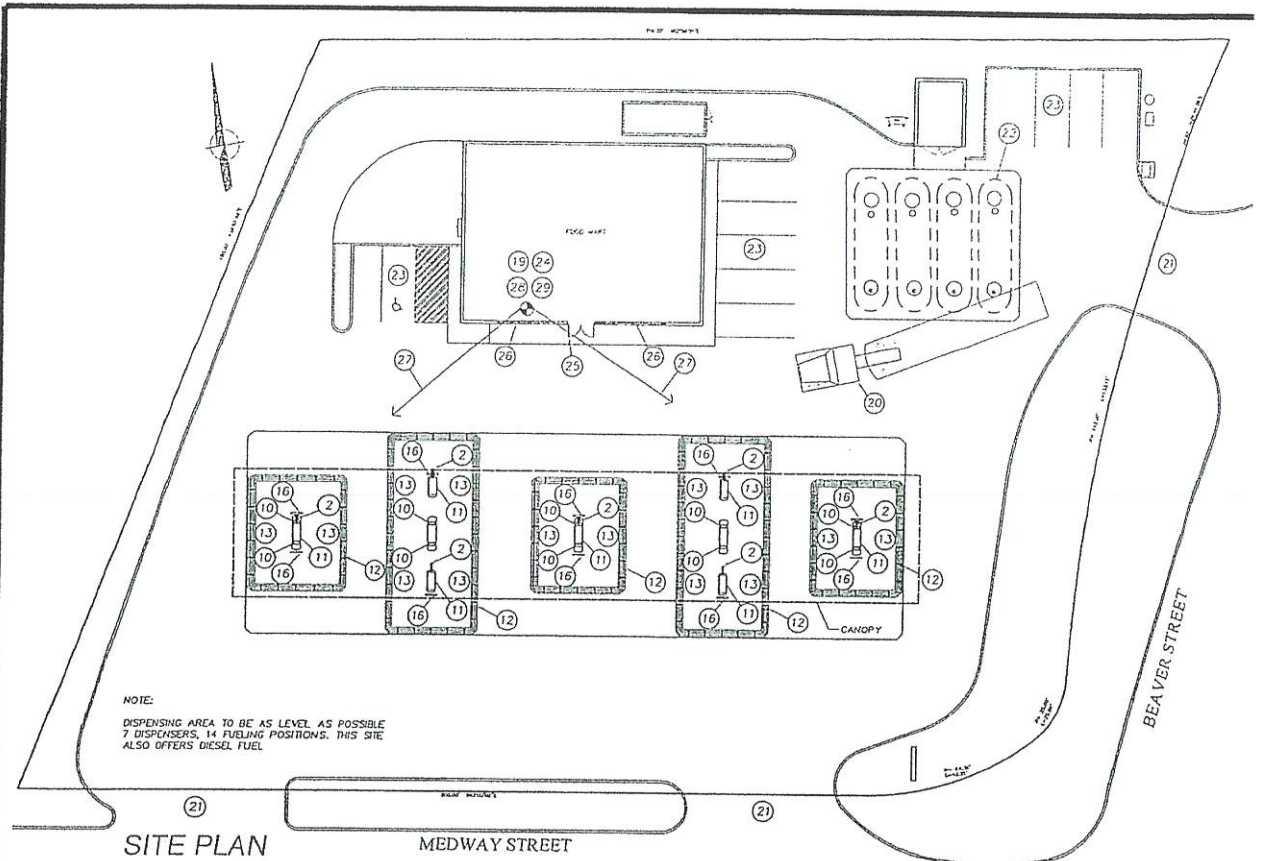
Owner's Signature (if different) / / 20
Date

Note: Eight copies of this form must be accompanied by the appropriate fee, and eight sets of plans depicting existing and proposed conditions, all as required by pertinent sections of the Milford Zoning By-Law.

For Planning Board Use Only:

Date received: / / +65 days = / / Fee received: \$ Date Fee received: / /

Copy to: [] Engineer [] Highway [] Fire [] Sewer [] Water [] Con. Com. [] Com. on Disabilities



SITE PLAN

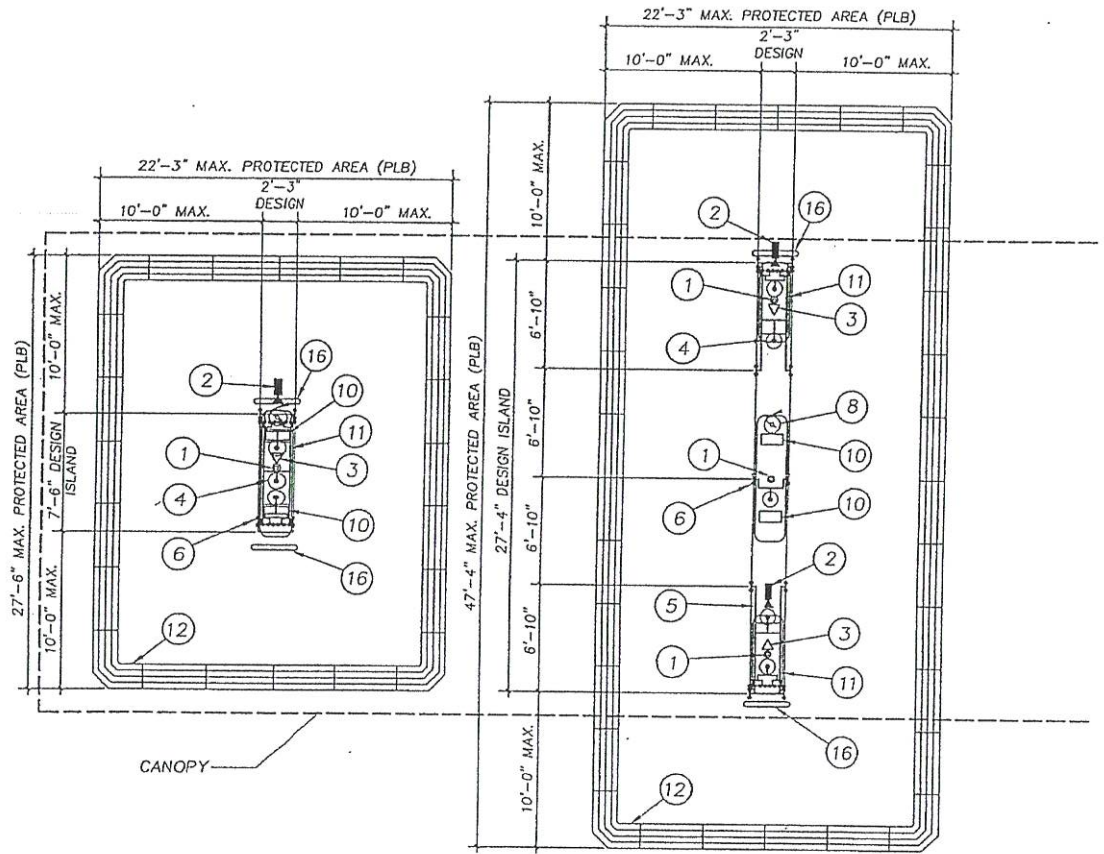
MEDWAY STREET

BEAVER STREET

NOTE:
 DISPENSING AREA TO BE AS LEVEL AS POSSIBLE
 7 DISPENSERS, 14 FUELING POSITIONS. THIS SITE
 ALSO OFFERS DIESEL FUEL.

REFERENCE:
 PROPERTY LINES AND OTHER TOPOGRAPHICAL INFORMATION
 SHOWN ON THIS DRAWING WERE TAKEN FROM A PLAN ENTITLED:
 ONLINE ASSESSORS MAP/AERIAL PHOTOS/CLIENT SKETCH

SCALE: 1"=20'



ISLAND PLAN VIEW

NOTE: ISLAND SYSTEM DESIGN TYPICAL FOR OTHER SAME SIZE ISLANDS NOT SHOWN

SCALE: 1/4"=1'-0"

JAMES L. ROBERTI, P.C.

COUNSELOR AT LAW

235 Weston Road

Wellesley, MA 02482

(508) 328-7590 phone

(781) 772-1256 fax

May 28, 2020

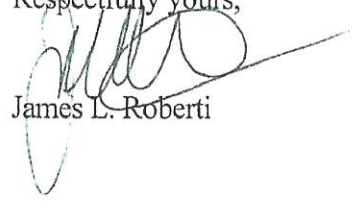
Larry Dunkin
Town Planner
Planning and Engineering
Town of Milford
52 Main Street, Room 5
Milford, MA 01757

RE: Patsy's Lane Bond Release

Dear Larry:

Per our conversation of today, I am writing to request that you place my client 186 East Main Street LLC, the developer of the two lots and associated roadway on Patsy's Lane on the agenda for your June 2, 2020 meeting. I would also request that you have the Town Engineer, Michael Dean inspect the road work for completion. It would be our request that the entire amount in the bond be released at this time. Thanks for your help.

Respectfully yours,



James L. Roberti



TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757

508-634-2317 Fax 508-473-2394

mdean@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Michael Dean, P.E.
Town Engineer

June 1, 2020

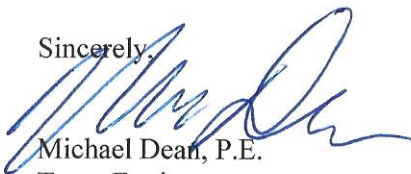
Mr. Marble Mainini III, Chairman
Planning Board
52 Main Street
Milford, MA 01757

Re: Bond Release – Patsy’s Lane

Dear Mr. Mainini:

There has been a request to release the Bond associated with the construction of Patsy’s Lane, specifically the final paving (of Patsy’s Lane) which has been **completed**. I recommend the release of the Bond.

Sincerely,



Michael Dean, P.E.
Town Engineer



OFFICE OF PLANNING
AND ENGINEERING

TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757
508-634-2317 Fax 508-473-2394
ldunkin@townofmilford.com

Larry L. Dunkin, MCRP
Town Planner

February 20, 2019

Chris Pilla
Milford Town Treasurer
52 Main Street
Milford, MA 01757

Dear Treasurer Pilla:

Attached please find a road completion bond in the amount of \$9,000.00 (MutualOne Bank – Check No. 1005) as surety for yet to be completed road improvements associated with the Patsy's Lane improvement.

Upon completion of the required work, I will submit written notification for release of the bond.

Respectfully,

Larry L. Dunkin, MCRP
Milford Town Planner