



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, August 11, 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.

PUBLIC HEARINGS

The Public Hearing Remote Participation call-in telephone number is 1-857-444-0744, with the conference code 143644. All testimony at a public hearing, including documents or exhibits, must be in connection with the matter being considered, and confined to the matter at hand, and will be limited to five minutes to allow for the opportunity for others to participate.

(7:02 P.M.) *Continued Public Hearing* - Application of Nouria Energy Retail, Inc, 326 Clark St., Worcester, MA 01606, for Special Permit approval regarding a 20% reduction in required off-street parking at 91 Medway Street, Assessor's Map 43 Lot 5A, 14.75 Acres, IB Highway Industrial Zone.

GENERAL BUSINESS

- (7:00 P.M.)
1. Minutes of previous meeting
 2. 81-P Plans: (none)
 3. *Continued* Site Plan Review: 21 Beaver Street - Rte. 85 Realty Corp.
 4. *Continued* Site Plan Review: 26 Beaver Street - Rte. 85 Realty Corp.
 5. Site Plan Review: 97 Cedar Street - PMG Northeast LLC
 6. Traffic Analysis: Platinum Park Transportation Terminal
 7. Amended Site Plan Review: 96 Medway Street – Little Critters Daycare
 8. Amended Site Plan Review: 14 Prospect Street – Milford Regional Medical Center
 9. Set Bond Amount: Ariana Estates – Lily Bean LLC, Claro Construction Corp.
 10. *Continued* Bond Reduction: Sanylah Crossing Subdivision–Sanylah Crossing LLC
 11. ZBA Variance Referral: 21 Cunniff Avenue – Darlene East
 12. ZBA Variance Referral: 94 Purchase Street – Melquisedeque Rezende
 13. ZBA Variance/Special Permit Referral: 61 Exchange Street – Warren Heller
 14. ZBA Special Permit Referral: 58A Dilla Street – Chelsea Boncoeur

Town Clerk Stamp

TOWN OF MILFORD
Milford, Massachusetts
NOTICE OF MEETING

MILFORD TOWN CLERK
2020 AUG -5 AM 8:53

Board or Commission Planning Board
Date and Time of Meeting Tuesday, August 11, 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:

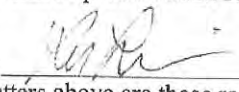
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Signature  Dated 8-5-2020

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, July 14, 2020

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

Members absent: none

Staff participating remotely: Larry L. Dunkin, MCRP (Town Planner), Michael Dean, P.E. (Town Engineer).

Call to order: Chairman McCarthy 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.

1. Minutes of Previous Meeting: Motion by Kennelly, Second by Cook to approve the minutes of the June 23, 2020 meeting as submitted.

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

2. 81-P Plan: (None)

The Chairman announced that the Public Hearing Remote Participation call-in telephone number is 1-857-444-0744, with the conference code 143644. All testimony at a public hearing, including documents or exhibits, must be in connection with the matter being considered, and confined to the matter at hand, and will be limited to five minutes to allow for the opportunity for others to participate.

PUBLIC HEARING - Carneiro: Application of Lisa M. and Frederico Carneiro, 4 Ben's Way, Hopedale, MA 01747, for approval of the definitive subdivision entitled "DEPOT STREET ESTATES", a 4 Lot Residential Subdivision located on 3.4 +/- acres off Depot Street (109 Depot St.). Assessor's Map 52 Lots 43, 164 & 164C. RA Zone.

The Town Planner noted that the proposed plan layout appears to be generally consistent with the Preliminary Plan that was recently approved by the Planning Board for this development at the 5-5-2020 meeting. He further noted that the submittal is essentially an incomplete application. The proposed subdivision includes the rear portion of Lot 164 (75 Fruit Street), which has been partially utilized to create proposed Lot 3. However, due to the non-conforming nature of the property at 75 Fruit Street, a variance will be required from the ZBA prior to further dividing the lot. All of the proposed lots appear to exceed the 16,000sf minimum lot area required for two-family dwellings. He indicated that he has reviewed the application and Definitive Plan dated 5-26-2020, and noted the following deficiencies:

1. The application fee and legal notice fee have not been provided.

2. The required variance for 75 Fruit Street has not been granted by the ZBA.
3. There are no water mains shown on the plan.
4. The required yard setbacks for each proposed lot are not indicated on the plan.
5. The zoning compliance table is not shown on the plan.
6. There is no shared driveway easement shown on the plan.
7. The lot shape factor calculations are not shown in detail.

The Town Planner confirmed that the requisite fees had just been paid at 3:00PM earlier in the day by hand-delivered checks dropped off at the Planning Office. He recommended the public hearing be continued to allow adequate time for the applicant's engineer to address the above-noted deficiencies and any additional departmental comments. The Town Engineer reviewed his report noting similar concerns and deficiencies.

Participating remotely on behalf of the applicant were Dan Hazen and Elizabeth Mainini of Guerriere and Halnon Engineering, Inc. They indicated that all of the issues will be addressed, and that a variance request will be submitted to the ZBA for 75 Fruit Street.

Members of the public participating remotely were abutters Frank Ruscitti, Marci Beauchamp, David Dugas, Kristen McFetridge, and Erika Peterson. They noted various concerns including effect on property values, possible environmental and traffic impacts, blasting during construction, and close proximity of future buildings to their homes. Written correspondence from abutters was also noted and read into the record.

Elizabeth Mainini of Guerriere and Halnon Engineering requested the public hearing be continued to the September 1, 2020 meeting.

Motion by Cook, Second by Kennelly, to continue the public hearing to the September 1, 2020 Planning Board meeting.

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

PUBLIC HEARING - Nouria Energy: Application of Nouria Energy Retail, Inc., 326 Clark St., Worcester, MA 01606, for Special Permit approval regarding a 20% reduction in required off-street parking at 91 Medway Street, Assessor's Map 43 Lot 5A, 14.75 Acres, IB Highway Industrial Zone.

The Town Planner noted the applicant requests a Parking Reduction Special Permit for the shopping plaza in relation to the gasoline station redevelopment being proposed on the subject property. At their 5-21-2020 meeting, the ZBA granted a special permit for a self-service gas station at this location subject to finalizing Planning Board issues. A 10% parking reduction for the shopping plaza was previously granted by the Planning Board in December of 2015. Both the ZBA and the Planning Board Special Permit Decisions were attached to the packets. The gasoline station site (mailing address 139 Medway), is part of the overall plaza and included under the original Planning Board special permit. This redevelopment proposal changes the parking calculations for both the station and the overall plaza. The gasoline station is to be demolished and redeveloped as a self-service gas station and convenience store. This will also eliminate the easterly driveway onto Medway Street, and modify the internal access to the overall plaza.

The Town Planner and Town Engineer further noted that the plaza contains eight distinguishable uses: retail, restaurant, bank, dental office, salon, laundromat, tire center, and gasoline station, so exceeds the threshold under Section 3.4.1(b)3 for up to a 20% reduction in parking. The 2015 Planning Board special permit had reduced the parking by 10%, this application now seeks to increase the reduction to 16%. The proposed plan does not appear to accurately identify current tenants and existing parking requirements. It was also noted that the original landscaping required under the previous special permit has not been completed and/or maintained, and the current plan is incomplete as to landscaping. At minimum, all landscaping should be installed as part of this current special permit approval. The proposed plan is indicating the elimination of the directional right-turn only median in the main access driveway to the site on Medway Street/Rte. 109. The existing configuration has been effective in reducing left-turns exiting the site from this driveway and therefore must be maintained. The proposed closing of the easterly driveway to the gasoline station is appropriate, however the proposed internal access modifications, between the overall plaza parking lot and the gasoline station, should be scrutinized to avoid encouraging short-cut trips through the pump-island area to get to Medway Street/Rte. 109. The Town Planner recommended that

the public hearing be continued to allow sufficient time for the above noted items and relevant agency comments to be addressed.

Participating remotely on behalf of the applicant were Attorney Joseph Antonellis, Tom Healey, James Bernadino, P.E., and traffic engineer Ron Muller, P.E. They reviewed the proposal and noted there had been miscommunication regarding existing vs. proposed uses in the plaza. They also reviewed the parking demand analysis portion of the traffic study. The applicant also clarified that there will also be some sort of food service use in the new gas station/convenience store building, and that the uses and parking requirements will be updated on the plans. He also noted that the required plaza landscaping will be completed with this application. Attorney Antonellis requested that the public hearing be continued to the August 11, 2020.

There was no public participation remotely via zoom or telephone, or with written or e-mailed comments.

Motion by Kennelly, Second by Cook, to continue the public hearing to the August 11, 2020 Planning Board meeting.

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

Motion carried unanimously.

3. *Continued* Site Plan Review: 21 Beaver Street - Rte. 85 Realty Corp.

4. *Continued* Site Plan Review: 26 Beaver Street - Rte. 85 Realty Corp.

The Town Planner noted written grants of extension from the applicant to the August 11, 2020 meeting for each of the site plan reviews.

Motion by Calagione, Second by Mainini, to continue the site plan reviews for both sites to the August 11, 2020 meeting.

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

Motion carried unanimously.

5. *Continued* Amended Site Plan: 1 National Street – Milford National LLC: This is the continued review for site plan approval for a Parcel Hub Warehouse and Distribution Facility on the subject property. Participating remotely representing the applicant were Attorney Joseph Antonellis, and Daniel J. Mills, P.E., PTOE of MDM Transportation Inc. Participating remotely on behalf of the Board was Wing C. Wong, P.E., PTOE of Green International Affiliates, Inc., who is the traffic peer review consultant.

Various Board members discussed with the applicant their continuing concerns regarding truck traffic, the need for signage prohibiting truck parking on National Street, and the likely need for a follow-up traffic review once the site is operational.

After a general discussion of various solutions and mitigations possible, attorney Antonellis suggested details of various mitigation items, including bond estimates.

Motion by Calagione, Second by Mainini, to approve the site plan subject to the following conditions:

1. The owner/applicant shall be responsible for the roadway improvements within the Town's right of way, at the intersection of South Main Street and Depot Street, all of which improvements are shown on the sketch prepared by MDM Consultants, entitled "Conceptual Intersection Improvement Plan" dated July 7, 2020.

2. The owner/applicant shall submit a bond to the Town of Milford in an amount of not less than \$115,000.00 to provide funding for the reconstruction of the Depot Street/South Main Street intersection utilizing the design noted above in condition #1 herein.

3. The owner/applicant shall submit a bond to the Town of Milford in an amount of not less than \$35,000.00 to provide funding for the possible re-timing and other signalization improvements at the Route 140 Cape Road/South Main Street Intersection.

4. The owner/applicant shall post signage on its property in a location where it can be easily seen by Trailer Truck Drivers exiting the Site, which sign shall state "No right turns onto Depot Street". The owner/ applicant shall also apply to the Milford Highway Department for permission to install "No Trailer Parking" signs along National Street

5. Unless otherwise approved by a Modified Site Plan, the owner/applicant and any tenant of the Site shall be prohibited from having refrigerated trucks running at the site.
6. With the exception of tractor trailers scheduled to be loaded or unloaded at the Site, the owner/applicant shall not allow overnight parking of tractor trailers that are not being loaded or unloaded at this site.
7. The owner/applicant shall coordinate any new sanitary line installation work in accordance with Milford Sewer Department guidelines and regulations. No new sanitary lines will connect to National Street and shall instead connect to the existing sanitary line within the site.
8. The owner/applicant shall conduct a monitoring study of the Cape Road/South Main Street intersection during a weekday morning and weekday evening peak period within 3 months of full occupancy to determine whether signal timing adjustments are warranted based on site traffic conditions.
9. The owner/applicant shall clear and trim select vegetation at the National Street/Depot Street intersection to enhance sight lines as shown on the sketch plan prepared by MDM Consultants, entitled "Intersection Sight Distance Analysis" dated July 9, 2020
10. The Site Plan shall be clearly labeled as being for a proposed Parcel Hub Warehouse and Distribution Facility.
11. To document the information submitted in the Supplemental Traffic Evaluation dated 5-19-2020 prepared by MDM Consultants, the owner/applicant shall devise a 3-year on-site traffic monitoring scheme, to be approved by the Town Engineer, within 3 months of full occupancy.
12. The owner/applicant shall install traffic counters at the National Street main truck driveway to be maintained for a period of three years following the date of condition #11 herein, with reports of same to be submitted to the Planning Board every 6 months during said 3-year term.

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

6. Amended Site Plan: 23 Maple Street – Kimberly Karolides: The Town Planner noted that the applicant requests change of use site plan approval to allow for a Pet Day Care Center on the subject property. The Pet Day Care Center is to occupy the northerly half of the building replacing the former Child Day Care previously located in that portion of the building. Eaton Apothecary, a pharmacy distribution business, is still located in the southerly half of the building. Future possible additional changes in use will require additional approvals when they are proposed. There are no new buildings or additions proposed, and the parking and drive areas are to be restored to two-way circulation with perpendicular parking where provided. A fenced-in pet play area that is to be located directly behind the building. The Town Planner and Town Engineer recommended approval of the amended change of use site plan for unit 2 only.

Participating remotely were the applicants Bob and Kim Karolides, Bill Roberts, and their engineer Dick Debenedictus. They confirmed that approval for the change of use for unit 2 to the pet center was acceptable for the present time. Future applications would be submitted as determined to be required at the time.

Motion by Calagione, Second by Kennelly, to approve the amended change of use site plan for unit 2 only.

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

7. Continued Lot Releases/Bond Reduction: Sanylah Crossing Subdivision–Sanylah Crossing LLC: The Town Engineer reported that he has confirmed the cost estimate provided by Guerriere and Halnon Engineering, Inc., on the performance bond for the Sanylah Crossing Definitive Subdivision. The required Bond amount can be reduced from the original \$1,016,670.00 to the new amount of \$642,772.00. An amended tripartite agreement must now be executed reflecting the new amount. The final two lots (Lots 31 & 32) may also now be released.

Motion by Kennelly, Second by Cook, to reduce the bond amount to \$642,772.00 and to grant release of Lots 31 & 32.

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

8. ZBA Special Permit Referral: 97 Cedar Street - PMG Northeast LLC: The Town Planner explained that the applicant requests a special permit to redevelop the existing attendant-service gasoline station on the subject property to a self-service operation. Self-service gasoline stations are allowed by special permit in the IB zone due to the recently approved zoning amendment. The subject site is the location of the former Granite Gulf attendant-service gasoline station. The proposed redevelopment will shift the location of the building, the pump islands, the parking spaces, and include a new retail store with drive-thru restaurant/coffee shop. There will be no auto service bays in the proposed building. Adequate off-street parking is being provided, including the required queue and safety lane for the drive-thru pick-up window. One pump island is to be retained as attendant-service and be adequately identified. The Town Planner recommended a favorable report be forwarded to the Zoning Board of Appeals. A site plan approval from the Planning Board will be required subsequent to the ZBA special permit.

Motion by Mainini, Second by Calagione, to forward a Favorable Report to the ZBA.

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

Motion carried unanimously.

The Town Planner noted the addition of the following item to the Agenda:

9. Lot Releases/Performance Bond: Bear Hill Village Subdivision-Casey Drive: The Town Engineer reported that he has confirmed the construction cost estimate provided by Guerriere and Halnon Engineering, Inc., for the completion of a portion of Casey Drive, the future public street approved with the 2-Lot Bear Hill Village Definitive Subdivision. The required Bond amount shall be \$814,416.00. Upon posting of the bond, Lots 1 & 2 of the subdivision may be released. The Town Planner reminded the Board that this subdivision was necessary to create the public street portion of the overall Bear Hill Village PRD.

Motion by Kennelly, Second by Cook, to set a Performance Bond amount of \$814,416.00, and to release Lots 1 & 2 of the Bear Hill Village Definitive Subdivision upon the posting of said bond.

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 August 11, 2020.

Adjournment: Motion by Calagione, Second by Kennelly 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 9:30 P.M.

Lena McCarthy, Chairman

Joseph Calagione

John H. Cook

Patrick J. Kennelly

Marble Mainini, III

DRAFT

DECISION
MILFORD PLANNING BOARD
SPECIAL PERMIT
REDUCTION OF OFF-STREET PARKING
"MILFORD PLAZA / Nouria Energy Retail, Inc."
91 Medway Street, Milford, MA

Decision of the Planning Board of the Town of Milford, Massachusetts (hereinafter the BOARD) on the application of Nouria Energy Retail, Inc., 326 Clark St., Worcester, MA 01606 (hereinafter the APPLICANT) for a Special Permit to reduce the off-street parking requirement for the Milford Plaza to accommodate the gas station redevelopment proposed on a portion of the 14.75 acre site at 91 Medway Street as shown on Assessors Map 43, Block 0, Lot 5A located within an IB Highway Industrial Zone. The subject premises is shown on a 17 sheet plan entitled "Proposed Site Plan Documents for Nouria Gas Station w/Convenience Store, 139 Medway Road, Milford, Massachusetts", Dated March 13, 2020, revised through August 11, 2020 by Bohler Engineering, 352 Turnpike Road, Southborough, MA. 01772. The application was formally received by the BOARD on June 23, 2020.

More specifically, the Special Permit is sought pursuant to Section 1.10, Section 3.4.1(b)3, and other relevant provisions of the Milford Zoning Bylaw in order to allow for up to a 20% reduction of required off-street parking spaces on the subject property. Upon receipt of the application, the BOARD scheduled a Public Hearing thereon for 7:05 PM on July 14, 2020 to be conducted via remote participation 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. Due notice of the time, place and subject matter of the application was provided, as required by law.

The matter came on for hearing at 7:05 PM on July 14, 2020, which meeting was conducted via remote participation. BOARD members participating remotely throughout the public hearing were Joseph Calagione, John Cook, Patrick Kennelly, Marble Mainini and Lena McCarthy. Participating remotely to present the proposal on behalf of the applicant were Attorney Joseph Antonellis, Tom Healey, Nouria Director of Site Development, James Bernadino, P.E., and traffic engineer Ron Muller, P.E. Evidence was taken and following discussion the BOARD continued the Public Hearing to the August 11, 2020 meeting, which meeting was also conducted via remote participation. Additional evidence was taken and following discussion the BOARD closed the Public Hearing and took the matter under advisement.

FINDINGS OF FACT:

At the August 11, 2020 meeting, after due consideration of the exhibits submitted and the entire record of proceedings introduced and accepted in this matter, the BOARD made the following findings of fact:

F-1. The subject premises is a 14.75 acre parcel of land located at 91 Medway Street as shown on Assessors Map 43, Block 0, Lot 5A and is within an IB Highway Industrial Zone. The gas station is not a separate parcel from the overall Milford Plaza but nonetheless utilizes a mailing

address of 139 Medway Road. The subject premises is shown on a 17 sheet plan entitled "Proposed Site Plan Documents for Nouria Gas Station w/Convenience Store, 139 Medway Road, Milford, Massachusetts", Dated March 13, 2020, revised through August 11, 2020 by Bohler Engineering, 352 Turnpike Road, Southborough, MA. 01772.

F-2. The Planning Board granted a 10% parking reduction special permit for the shopping plaza on December of 15, 2015.

F-3. The Zoning Board of Appeals granted a special permit for a self-service gas station use at this location at their May 21, 2020 meeting, subject to finalizing any Planning Board issues.

F-4. A Traffic Impact and Access Study Dated February 7, 2020 by Ron Muller & Associates, 56 Teresa Road, Hopkinton, MA 01748 was submitted, thus fulfilling the requirements of Section 1.15.2.1(d) of the Milford Zoning Bylaw.

F-5. A Drainage Report Dated February 3, 2020 by Bohler Engineering, 352 Turnpike Road, Southborough, MA. 01772 was submitted, thus fulfilling the requirements of Section 1.15.2.1(f) of the Milford Zoning Bylaw.

F-6. The parking reduction Special Permit is sought specifically under Section 3.4.1(b)3 Shared Parking, of the Milford Zoning Bylaw in order to allow for up to a 20% reduction of required off-street parking spaces on the subject property as it relates to the proposed amended site plan referred to in finding #F-1 herein.

F-7. The proposed redevelopment of the subject property will include the following eight distinguishable uses: retail, restaurant, bank, dental office, salon, laundromat, tire center, and gas station, thus exceeding the threshold requirements of Section 3.4.1(b)3 of the Milford Zoning Bylaw for a 20% reduction in parking.

F-8. A grant of the parking reduction Special Permit, subject to all of the conditions of this permit, complies with the requirements of Section 1.10, Section 3.4.1(b)3, and other relevant provisions of the Milford Zoning Bylaw.

F-9. As set forth above, the Special Permit, with the following conditions herein, conforms to all of the general and specific provisions of the Zoning By-Law relating to Shared Parking, and otherwise.

F-10. The parking reduction, being specifically allowed by Special Permit in the Zoning By-Law, is in harmony with the purpose and intent thereof.

F-11. The parking reduction will not create undue traffic congestion or impair pedestrian safety.

F-12. The parking reduction will not cause substantial harm to the neighborhood nor create any nuisance or hazard affecting the health, safety or general welfare of the citizens of Milford.

F-13. The plan submitted as herein referred to in finding #F-1 is sufficient to qualify as a Site Plan under Section 1.15 of the Milford Zoning Bylaw.

A MOTION was made to GRANT the Parking Reduction Special Permit subject to the following conditions:

1. An 18% reduction shall be applied to the off-street parking calculations as relates to the proposed redevelopment of the subject property as shown on a 17 sheet plan entitled "Proposed Site Plan Documents for Nouria Gas Station w/Convenience Store, 139 Medway Road, Milford, Massachusetts", Dated March 13, 2020, revised through August 11, 2020 by Bohler Engineering, 352 Turnpike Road, Southborough, MA. 01772.
2. Future modifications and/or amendments to the plan referred to in condition #1 herein may be approved without amendment to this Special Permit provided, however, that the number of distinguishable uses is not reduced to less than six, and that the number off-street parking spaces remains otherwise compliant.
3. Approval of this Special Permit constitutes Site Plan approval under Section 1.15 of the Milford Zoning Bylaw.
4. This Special Permit supersedes the Planning Board Parking Reduction Special Permit granted for this property on December 15, 2015.

MOTION CARRIED UNANIMOUSLY

Dated this 11th day of August, 2020

MILFORD PLANNING BOARD

Lena McCarthy, Chairman

- (1) OBTAINED FROM PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT", PREPARED BY GUERRIERE & HALNON (THIS AMENDED SITE PLAN WAS APPROVED BY MILFORD PLANNING BOARD ON 06/07/2016)
THE ABOVE REFERENCED PLAN REQUIRED 817 PARKING SPACES (10% REDUCTION OF 907 SPACES) AND PROP
- (2) PARKING CALCULATION (INFORMATION OBTAINED FROM PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT" GUERRIERE & HALNON, INC., DATED 02/02/2016)

***REQUIRED PARKING CALCULATION:**

NORTHWEST PROPERTY CORNER

EXISTING APPLEBEE'S (5,143 SF) = 174 SEATS
 @1 SPACE / 3 SEATS = 58 SPACES REQUIRED

EXISTING BANK TOTAL SF = 1,990 SF (700 SF FOR CUSTOMER SERVICE, 1,290 REMAINING SF)
 @1 SPACE / 150 SF OPEN TO PUBLIC = 700 / 150 = 4.7 SPACES REQUIRED
 @1 SPACE / 250 SF REMAINING = 1,290 / 250 = 5.2 SPACES REQUIRED
 9.9 TOTAL SPACES REQUIRED

WESTERN STRIP MALL

EXISTING JOANN FABRIC (RETAIL) = 18,746 SF
 @5 SPACES / 1,000 SF = 93.7 SPACES REQUIRED

EXISTING VACANT SPACE #1 (ASSUMED FUTURE RETAIL) = 6,640 SF
 @5 SPACES / 1,000 SF = 33.2 SPACES REQUIRED

EXISTING HAIR DRESSER'S / SALON (1,074 SF) = 7 CHAIRS + EMPLOYEES
 1.5 SPACE / CHAIR + 1 SPACE / EMPLOYEE = 10.5 + 5 = 16.5 SPACES REQUIRED

EXISTING VACANT SPACE #2 (ASSUMED FUTURE RETAIL) = 3,053 SF
 @5 SPACES / 1,000 SF = 15.3 SPACES REQUIRED

EXISTING PANERA BREAD (123 SEATS) = 5,046 SF
 @1 SPACE / 100 SF = 50.5 SPACES REQUIRED

EXISTING SALLY BEAUTY SUPPLY (RETAIL) = 1,997 SF
 @5 SPACES / 1,000 SF = 10 SPACES REQUIRED

EXISTING DENTAL OFFICE
 2,982 SF @ 6 / 1,000 SF = 17.9 SPACES REQUIRED

EXISTING VACANT SPACE #3 (ASSUMED FUTURE RETAIL) = 2,408 SF
 @5 SPACES / 1,000 SF = 12 SPACES REQUIRED

EXISTING VACANT SPACE #4 (2,431 SF--FORMER PAPA GINO'S, ASSUME RESTAURANT USE REMAINS--91 SEAT)
 @1 SPACE / 3 SEATS = 30.3 SPACES REQUIRED

EXISTING CAPEZIO (RETAIL) = 2,482 SF
 @5 SPACES / 1,000 SF = 12.4 SPACES REQUIRED

SOUTHERN DEPARTMENT STORE AREA

EXISTING KOHL'S & CONNECTED USES (RETAIL) = 99,860 SF
 @5 SPACES / 1,000 SF = 499.3 SPACES REQUIRED

EASTERN STRIP MALL

EXISTING VACANT SPACE #7 (ASSUMED FUTURE RETAIL) = 1,860 SF
 @5 SPACES / 1,000 SF = 9.3 SPACES REQUIRED

EXISTING HARRIS CARPET (RETAIL) = 1,854 SF
 @5 SPACES / 1,000 SF = 14.3 SPACES REQUIRED

EXISTING TOWN FAIR TIRE
 TOWN FAIR RETAIL: 7,065 SF - 2,500 SF (SERVICE BAYS) = 4,565 SF
 @1 SPACE PER 400 SF = 4,565 SF / 400 = 11.4 SPACES REQUIRED FOR TOWN FAIR RETAIL
 TOWN FAIR SERVICE BAYS: 4 SERVICE BAYS @ 4 SPACES / BAY = 16 SPACES REQUIRED FOR SERVICE
 TOTAL TOWN FAIR PARKING = 27.4 SPACES REQUIRED

PROPOSED GAS STATION

PROPOSED GAS STATION
 RETAIL: 3,900 SF @ 5 / 1,000 SF = 19.5 SPACES REQUIRED
 RESTAURANT (16 SEATS): 1,100 SF @ 1 / 100 SF = 11 SPACES REQUIRED

TOTAL = 58 + 9.9 + 93.7 + 33.2 + 16.5 + 15.3 + 50.5 + 10 + 17.9 + 12 + 30.3 + 12.4 + 499.3 + 9.3 + 14.3 + 27.4 + 19.5 + 11
 = 940.5 TOTAL SPACES REQUIRED

*EXISTING SPECIAL PERMIT: 10% REDUCTION OF REQUIRED PARKING | 940.5 (10%) = 846.5 TOTAL SPACES REQUIRED

****AMENDED SPECIAL PERMIT REQUEST**

TOTAL PROPOSED PARKING SPACES = 779

1 - (779 / 940.5) = 17.2%

AMENDED SPECIAL PERMIT REQUEST FOR 18% REDUCTION OF REQUIRED PARKING

940.5 (18%) = 772 TOTAL SPACES REQUIRED



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

July 14, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

Dear Mdm. Chairman:

(
(**Special Permit/Parking Reduction**
(**Nouria Energy Retail, Inc.**
(**91 Medway Street (including 139 Medway)**
(**Map 43 Lot 5A**
(**IB Zone**
(

The applicant requests a Parking Reduction Special Permit for the shopping plaza in relation to the gasoline station redevelopment being proposed on the subject property. At their May 21, 2020 meeting, the ZBA granted a special permit for a self-service gas station at this location subject to finalizing Planning Board issues (see attached ZBA Decision).


A 10% parking reduction for the shopping plaza was previously granted by the Planning Board in December of 2015 (see attached Planning Board Decision). The gasoline station site (which uses a mailing address of 139 Medway Rd.), is part of the overall plaza and included under that original Planning Board special permit. This current redevelopment proposal changes the parking calculations for both the station and the overall plaza. The gasoline station is to be demolished and redeveloped as a self-service gas station and convenience store. This redevelopment will also eliminate the easterly driveway onto Medway Street, as well as modify the internal access to the overall circulation scheme of the plaza parking lot.

The shopping plaza currently contains the following eight distinguishable uses: retail, restaurant, bank, dental office, salon, laundromat, tire center, and gasoline station, thus exceeding the threshold requirements of Section 3.4.1(b)3 for up to a 20% reduction in parking. While the 2015 Planning Board special permit had reduced the parking by 10%, this application now seeks an overall reduction of 16% of the required off-street parking. However, the proposed plan does not accurately identify current tenants in the plaza, and does not accurately indicate existing parking requirements. Until this is corrected, it will be impossible to determine a proper reduction percentage for the special permit. It should also be noted that the original landscaping required under the previous special permit has not been completed and/or maintained, and the current plan is incomplete as to landscaping. At minimum, all landscaping should be installed as part of this current special permit approval.

The proposed plan is indicating the elimination of the directional right-turn only median in the main access driveway to the site on Medway Street/Rte. 109. The existing configuration has been effective in reducing left-turns exiting the site from this driveway and therefore must be maintained. The proposed closing of the easterly driveway to the gasoline station is appropriate, however the proposed internal access modifications, between the overall plaza parking lot and the gasoline station, should be scrutinized to avoid encouraging short-cut trips through the pump-island area to Medway Street/Rte. 109.

I recommend that the public hearing be continued to allow sufficient time for the above noted items and relevant agency comments to be addressed.

Respectfully,


Larry L. Dunkin, MCRP
Town Planner



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

July 7, 2020

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: 91 Medway Street (including 139 Medway) – Milford Plaza (Kohl's)
Special Permit / Parking Reduction – Site Plan

Dear Mrs. McCarthy:

The submittal is for a Special Permit to allow for the reduction of parking for the entire Milford Plaza (Kohl's). The major changes under this submittal are associated with replacing the existing Shell Gas Station (139 Medway Street) with a larger gas station, inclusive of a 5,000 S.F. building. The site consists of a 14.75 Acre parcel of land Zoned Highway Industrial B (IB), Assessors Map 43, block 0, Lot 5A. The overall Plaza has gone through Special Permit / Site Plan approval for major renovations in 2015 and several minor Site Plan approvals since (2015).

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

1. The parking calculations used in the overall analysis is not updated to reflect the current and/or proposed uses. This information should be updated in order to have the accurate calculations in percentage reduction that is needed (i.e. Papa Gino's was used in the overall base calculations which is no longer in the Plaza, there are also vacancies throughout the Plaza, etc.). The current proposal is for a 16% reduction in parking. The site currently has a 10% reduction from previously approved Special Permits.
 - a. Following a site inspection, the Plaza appears to have 8 different uses: Retail, Dentist Office, Bank, Hair Dressers / Salon, Restaurants, Gas Station, Automotive and a Laundromat. This meets the minimum threshold (of 6 uses) to allow for up to a 20% reduction in parking.
2. The submitted Landscaping Plan does not show any information as to how the Plaza conforms to the Landscaping Requirements in the Zoning By-Law Sect. 3.4.4(d).

3. The current proposal **does** close one of the two existing curb cuts (eastern one) along Medway Street (Route 109) that are “in front” of the existing gas station. The turning patterns of the fuel delivery truck should be provided. The existing “Main” curb cut, associated with the Plaza has a traffic island with a right turn only for vehicles exiting the Plaza along with internal traffic / directional signage, this information should be added to the site plans (in more detail).
4. Once the truck turning patterns are provided the area where the new proposal meets the existing parking areas may need some further discussion, specifically the parking spaces, drive isles and their possible connections to Route 109. Measures should be taken (in the proposed layout) to discourage vehicles from “cutting through” the new gas station to access Route 109.
5. The site falls under redevelopment and does increase its open space, therefore the peak flow rates are slightly decreased and the newly installed drainage system is designed to achieve 89% removal rate of the TSS.

The above items should be further discussed prior to an approval.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Dean', is written over the typed name.

Michael Dean, P.E.
Town Engineer



MILFORD FIRE DEPARTMENT

21 BIRCH STREET
MILFORD, MASSACHUSETTS 01757

MARK A. NELSON, CHIEF
MICHAEL J. DETORE, 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

July 7, 2020

RE: 91 Medway Rd, Special Permit-Parking Reduction

Applicant: Nouria Energy Retail, Inc.
326 Clark Street
Worcester, Massachusetts 01606
Owner: GP Milford Realty Trust
1 Hartfield Boulevard, Suite 102
East Windsor, Connecticut

Dear Mr. Dunkin:

The Milford Fire Department has reviewed the site plan for 91 Medway Road and has the following comments and questions.

Is a canopy planned for the fuel island? I want to make sure there is adequate overhead clearance so a fire engine can navigate on the east side of the fuel island and be able to clear the canopy.

The closest hydrant is across the roadway, which includes four lanes of traffic. This hydrant is not optimal for the gas station and proposed convenience store. Utilization of this hydrant would severely impact traffic. I recommend an additional hydrant installation located near the main vehicle entrance.

Is a propane cylinder exchange program planned for this location?

The applicant can contact me if there are questions regarding underground storage tank removals or a flammable storage license amendment due to increased fuel quantities. We can also assist with information for becoming a self-service station if a special permit is issued.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson

TOWN OF MILFORD
ZONING BOARD OF APPEALS
TOWN HALL
52 MAIN STREET
MILFORD, MASSACHUSETTS 01757

(508) 634-2302

TOWN OF MILFORD
CLERK
2020 MAY 29 PM 1:10

DECISION

This decision is issued on the application of Nouria Energy Retail, Inc., 326 Clark Street, Worcester, MA 01606 for a Special Permit pursuant to Section 2.3 of the Zoning By-Law in relation to a parcel of land located at 139 Medway Road in Milford, consisting of 642,369 square feet of land, more or less, which parcel is owned by GP Milford Realty Trust, 1 Hartfield Boulevard, Suite 102, East Windsor, CT 06088. The relief is sought in order to permit the operation of a self-service gasoline station with an attendant-serviced pump island under the terms of the By-Law.

Upon receipt of the above petition a public hearing was scheduled for Thursday, May 21, 2020 at 7:10 P.M. via remote participation pursuant to Governor Baker's March 12, 2020 Order suspending certain provisions of the Open Meeting Law, G.L. c. 30A, § 18 due to the novel COVID 19 pandemic. 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, Vice-Chairman John Mastroianni, members David Pyne, John Dagnese, and Mark L. Calzolaio. The petitioner was present remotely 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 642,369 square feet of lot area, is located in the Industrial B- Highway Commercial (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 of two employees shall be stationed to work the store during all operating hours;
2. The Special Permit is conditional upon the Applicant obtaining further satisfactory approval by the Milford Planning Board and Milford Fire Department.
3. A minimum 2% price reduction from full-service dispensing to self-service dispensing is to be maintained at all times;
4. Proper pump and service signage needs to be replaced and displayed at all times;

5. Full-service pumps 2 and 4 (the furthest easterly pumps closest to the market/store) shall be designated as full-service pumps; serviced by a gas station attendant at all times while the station is open;
6. 3' x 4' signs designating pumps as self-service shall be placed on half-moon concrete bollards in front of all self-service pumps.

MILFORD ZONING BOARD OF APPEALS

David R. Consigli

David R. Consigli, Chairman

May 29, 2020

**DECISION
MILFORD PLANNING BOARD
SPECIAL PERMIT
REDUCTION OF OFF-STREET PARKING
"MILFORD PLAZA"
91 Medway Street, Milford, MA**

RECEIVED
TOWN CLERK'S OFFICE
2015 DEC 16 AM 10:37
MILFORD, MASS

Decision of the Planning Board of the Town of Milford, Massachusetts (hereinafter the BOARD) on the application of GP-Milford Realty Trust, One Hartfield Boulevard, East Windsor, CT 06088 (hereinafter the APPLICANT) for a Special Permit to reduce the off-street parking requirement for the shopping center redevelopment proposed on a 14.75 acre site at 91 Medway Street as shown on Assessors Map 43, Block 0, Lot 5A located within an IB Highway Industrial Zone. The subject premises is shown on a 14 sheet amended site plan entitled "Amended Site Plan & Special Permit Plan, Main Building Façade Upgrade & New Building, Milford Plaza, 91 Medway Road, Milford, Massachusetts", Dated November 30, 2015, revised through December 14, 2015 by Guerriere and Halnon, Inc., 333 West Street, Milford, Mass. 01757. The application was formally received by the BOARD on November 30, 2015.

More specifically, the Special Permit is sought pursuant to Section 1.10, Section 3.4.1(b)3, and other relevant provisions of the Milford Zoning Bylaw in order to allow for a 10% reduction of required off-street parking spaces on the subject property. Upon receipt of the application, the BOARD scheduled a Public Hearing thereon for 7:01 PM on December 15, 2015 at the Milford Town Hall, 52 Main Street, Milford, MA. Due notice of the time, place and subject matter of the application was provided, as required by law.

The matter came on for hearing at the time and place set forth above. BOARD members present throughout the public hearing were Joseph Calagione, John Cook, Patrick Kennelly, Marble Mainini, and Lena McCarthy. The APPLICANT was present along with several representatives including their engineer, Peter Lavoie of Guerriere and Halnon, Inc. Evidence was taken, and following additional discussion and public input the BOARD closed the Public Hearing and took the matter under advisement.

FINDINGS OF FACT:

At the December 15, 2015 meeting, after due consideration of the exhibits submitted and the entire record of proceedings introduced and accepted in this matter, the BOARD made the following findings of fact:

F-1. The subject premises is a 14.75 acre parcel of land located at 91 Medway Street as shown on Assessors Map 43, Block 0, Lot 5A and is within an IB Highway Industrial Zone. The subject premises is shown on a 14 sheet amended site plan entitled "Amended Site Plan & Special Permit Plan, Main Building Façade Upgrade & New Building, Milford Plaza, 91 Medway Road, Milford, Massachusetts", Dated November 30, 2015, revised through December 14, 2015 by Guerriere and Halnon, Inc., 333 West Street, Milford, Mass. 01757.

F-2. The parking reduction Special Permit is sought specifically under Section 3.4.1(b)3 Shared Parking, of the Milford Zoning Bylaw in order to allow for a 10% reduction of required off-street parking spaces on the subject property as it relates to the proposed amended site plan referred to in finding #F-1 herein.

F-3. The proposed redevelopment of the subject property will include the following distinguishable uses: retail, restaurant, bank, tire center, and gasoline service station, thus meeting the threshold requirements of Section 3.4.1(b)3 for a 10% reduction in parking.

F-4. A grant of the parking reduction Special Permit, subject to all of the conditions of this permit, complies with the requirements of Section 1.10, Section 3.4.1(b)3, and other relevant provisions of the Milford Zoning Bylaw.

F-5. As set forth above, the Special Permit, with the following conditions herein, conforms to all of the general and specific provisions of the Zoning By-Law relating to Shared Parking, and otherwise.

F-6. The parking reduction, being specifically allowed by Special Permit in the Zoning By-Law, is in harmony with the purpose and intent thereof.

F-7. The parking reduction will not create undue traffic congestion or impair pedestrian safety.

F-8. The parking reduction will not cause substantial harm to the neighborhood nor create any nuisance or hazard affecting the health, safety or general welfare of the citizens of Milford.

A **MOTION** was made to **GRANT** the Parking Reduction Special Permit subject to the following conditions:


1. A 10% reduction shall be applied to the off-street parking calculations as relates to the proposed redevelopment of the subject property as shown on a 14 sheet amended site plan entitled "Amended Site Plan & Special Permit Plan, Main Building Façade Upgrade & New Building, Milford Plaza, 91 Medway Road, Milford, Massachusetts", Dated November 30, 2015, revised through December 14, 2015 by Guerriere and Halnon, Inc., 333 West Street, Milford, Mass. 01757.

2. Future modifications and/or amendments to the plan referred to in condition #1 herein may be approved without amendment to this Special Permit provided, however, that the number of distinguishable uses is not reduced to less than three, and that the number off-street parking spaces remains otherwise compliant.

MOTION CARRIED UNANIMOUSLY

Dated this 15th day of December, 2015

MILFORD PLANNING BOARD


Lena McCarthy, Chairman

10. Pursuant to what provisions(s) of the zoning by-law do you seek a special permit and for what purpose(s): **3.4.1(b)3 – 20% Parking reduction for shared parking featuring six or more disparate uses. See Parking Calculations included herewith and on Bohler Engineering Plan Sheet C-301.**
11. Explain the reasons you assert that:
- (a) *the special permit sought is in harmony with the general purpose and intent of the zoning by-law:* **The by-law allows a reduction of parking when spaces will be shared by multiple different uses that will typically require parking at different times of the day, therefore not overburdening the parking lot. This plaza's uses include retail, restaurants, salon, Laundromat, automobile service, and gasoline station, among others. The active hours for each are generally different and the parking will be adequate under the rationale of the by-law's reduction guidelines.**
- (b) *the proposed use of the premises will not create undue traffic congestion or impair pedestrian safety:* **The premises are actively in use without incident. The applicant has worked with engineers to create a traffic flow and parking locations that will improve the site to the benefit of pedestrians and drivers in the parking the lot and at the access points.**
- (c) *the proposed use of the premises will not cause harm to the neighborhood or create a nuisance or hazard affecting the health, safety or general welfare of the public:* **The applicant is proposing improvements to an existing plaza. Visual changes to the plaza will be minimal and the proposed plan should be easier to navigate, therefore promoting safety and the general welfare of the plaza's customers.**
12. *If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.*

I hereby certify that the above statements are true to the best of my/our knowledge and belief.

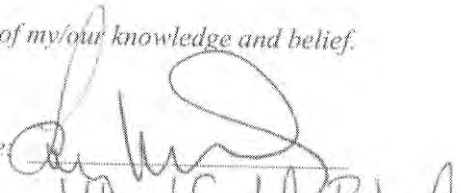
Applicant
Signature: _____



Address: 326 Clark St, Worcester, MA 01606

Telephone: 508-762-3727

Owner
Signature: _____



Address: 1 Hartfield Blvd
E Windsor, CT 06038

Attorney (if any) **Mayer, Antonellis, Jachowicz & Haranas, LLP**
Address: **288 Main Street, Milford, MA**
Telephone: **508-473-2203; JMA@majhllp.com**

BE SURE THAT ALL QUESTIONS HAVE BEEN ANSWERED FULLY. IF MORE SPACE IS NECESSARY TO ANSWER ANY QUESTION(S), FEEL FREE TO USE AND ATTACH ADDITIONAL SHEETS.

3, 4



August 4, 2020

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

**Re: Response to Comments
Proposed Delivery Vehicle Storage Facility
21 & 26 Beaver Street
Milford, Massachusetts**

Dear Mr. Mainini:

Tetra Tech (TT) has prepared this letter in response to the comments raised by the Town's engineering consultant, Green International Affiliates, Inc. (Green International), regarding the Traffic Impact and Access Study (dated April 2020) prepared by TT for the proposed delivery vehicle storage facilities to be located at 21 and 26 Beaver Street in Milford, Massachusetts. Green International has prepared two separate reviews of the Traffic Impact and Access Study (TIAS), one for each of the proposed parking lots, as outlined in *Engineering Peer Review for Traffic and Parking at the Proposed Delivery Vehicle Storage Facility at 21 Beaver Street* and *Engineering Peer Review for Traffic and Parking at the Proposed Delivery Vehicle Storage Facility at 26 Beaver Street* comment letters both dated July 10, 2020.

It is our understanding that the Town's consultant generally concurs with the study methodology and findings of the TIAS. However, Green International has requested additional documentation regarding some of the assumptions used in the study, including verification of the vehicle trip generation rates used for the proposed delivery vehicle storage facilities based on the existing Platinum Park facility located on Route 16 in Milford, MA.

Since the filing of the TIAS, the proposed project has been reduced from the previously proposed parking supply of 845 spaces to the currently proposed parking supply of 555 spaces. The proposed reduction in parking supply combined with the lower trip generation rates observed at the existing Platinum Park delivery vehicle storage facility, indicates that the currently proposed project will generate significantly less traffic increases than projected in the TIAS. The TIAS as submitted provides a conservative "worst-case" assessment of potential traffic impacts associated with the project and no additional traffic mitigation beyond those identified in the TIAS is warranted.

This letter documents our responses to Green International's July 10, 2020 comment letters.

Comment 1: "Green generally concurs with the intersections included in the scope of study area, however, given approximately 10% of development trips will be utilizing the intersection of Route 109 and 16, the proponent should also consider the impacts of development to that intersection as well."

Response: The study area intersections chosen for inclusion in the TIAS were developed in consultation with Town of Milford Planning staff. Based on the traffic projections presented in the April 2020 Traffic Impact and Access Study (TIAS), the proposed delivery vehicle storage facility will generate 49 vehicles per hour (vph) through the Route 109/Route 16 intersection during the weekday morning peak hour and 50 vph during the weekday evening peak hour. This amounts to less than one additional vehicle per minute through the intersection and is not expected to materially impact intersection operations.

The TIAS was based on a larger project building program with a total of 845 total parking spaces (415 spaces on the west side of Beaver Street and 430 spaces on the east side). The project has since been reduced and now includes a total of 555 parking spaces (263 spaces on the west side lot and 292 spaces on the east side lot), which will greatly reduce potential project-related impacts on the surrounding area roadways. In addition, the vehicle trip generations rates observed at the existing Platinum Park Delivery Vehicle Storage (a similar existing facility) are substantially lower than the vehicle trips rates used in the TIAS. A more detailed discussion of the observed vehicle trips rates at the existing Platinum Park delivery vehicle storage facility is provided in response to Comment 6.

Comment 2: “Green recommends reviewing the most recent three-year data available (2017-2019) on the MassDOT IMPACT portal website for the study area intersections, to determine whether or not there has been any noticeable changes to the crash rates.”

Response: The crash analysis presented in the TIAS did not include the 2018 and 2019 crash data because the Massachusetts Department of Transportation (MassDOT) has not yet finalized (closed) the data for 2018 and 2019. As outlined in MassDOT’s guidance for use of the crash database, “Any crash records or data provided for the years after 2017 are subject to change at any time and are not to be considered up-to-date or complete. As such, open years of crash data are for informational purposes only and should not be used for analysis.”

However, as requested, Tetra Tech has reviewed the 2018 and 2019 open crash data (as currently reported by MassDOT) and prepared a summary table of 2017 through 2019 crash data provided in the Attachments. A brief discussion of the supplemental crash data is provided below.

The Route 109/Beaver Street intersection continues to be the only study area intersection with a crash rate (2.06) that exceeds the State-wide (0.78) and District-wide (0.89) averages. The intersection experienced a slight increase in crashes in 2018 when compared to 2017 and 2019. This may be due to traffic increases associated with the opening of the major retail tenants at Milford Crossing shopping plaza. In 2019, the number of crashes dropped back closer to the 2017 levels. The reduction in crashes may be due in part to traffic safety improvements implemented at the intersection in the latter part of 2019. These safety improvements include providing a dedicated left-turn only lane on the Route 109 eastbound approach and traffic signal timing and phasing adjustments to provide protected/permissive phasing for these left-turn movements.

Comment 3: “Green otherwise concurs with the sight distance criteria calculations, measured stopping sight distance, and mitigation proposed to improve sight distance.”

Response: No response required.

Comment 4: “Green recommends re-evaluating the background growth rate and adjusting projected volumes and analyses accordingly.”

Response: The background traffic growth assumptions used in the TIAS were developed in consultation with Town Planning Staff (in meetings held in October 2019 and February 2020) and the MassDOT District 3 office. The background traffic growth included a general background traffic growth rate of one-half percent per year (applied over a seven-year forecast period from 2020 to 2027) as well as traffic increases associated with 13 site specific background development projects identified by the Town of Milford Planning Department.

Tetra Tech also consulted the regional planning commission for the Town of Milford, the Massachusetts Central Transportation Planning Staff (CTPS), to confirm the appropriate background traffic growth rate to be used in the study. The CTPS regional traffic model indicated annual traffic growth rates ranging from 0.4 percent per year to 0.7 percent per year for key roadway segments within the study area. The combination of the 0.5 percent annual traffic growth rate and the 13 site specific background developments included in the development of the 2027 No Build (without project) traffic volumes presented in the TIAS result in an overall traffic growth rate that is well in excess of the CTPS regional traffic model and provides a reasonable, if not conservative, estimate of potential traffic growth in the study area. A copy of the correspondence between Tetra Tech and CTPS regarding the development of the background traffic growth used in the TIAS is provided in the Attachments.

Comment 5a: *“Green recommends incorporating the proposed terminal in the background review of trip changes associated with #3 Industrial Way.”*

Response: The proposed parking terminal at 3 Industrial Road is anticipated to serve as a queueing lot for existing delivery vehicle trips already heading to the existing Amazon distribution facility located at 12 Industrial Road, and therefore, no new traffic is anticipated as a result of the project. The Traffic Impact Assessment for the proposed vehicle queueing lot at 3 Industrial Road is provided in the Attachments.

Comment 5b: *“The Applicant should review if any trips anticipate from the proposed warehouse at 1 National Street will be carried along Route 109 through the study area.”*

Response: The background development projects included in the TIAS analysis were determined in consultation with Town Planning Staff. The background projects include approved projects not yet constructed, projects that are under construction but not occupied at the time of the traffic counts used in TIAS (collected in November 2019) and known existing vacancies in the study area. A graphical summary of the 13 background development projects included in the development of the future No build (Without Project) peak hour traffic volumes is provided in the Attachments.

Based on a review of the Supplemental Traffic Evaluation (May 19, 2020) for 1 National Street prepared by MDM Transportation Consultants, Inc. (MDM), the proposed development is expected to generate approximately 126 vehicle trips (36 entering trips and 90 exiting trips) during the weekday morning peak hour and 5 vehicle trips (2 entering trips and 3 exiting trips) during the weekday evening peak hour, with less than half of these trips (40 percent or less) potentially passing through the study area included in the TIAS for the Beaver Street delivery vehicle storage facility. This would result in a maximum of 50 vehicles or less during the weekday commuter peak hours. These minor traffic increases are not expected to materially impact the study area intersections.

Comment 6: *“Green has reviewed the proposed trip generation and while the trip generation projections used generally follow industry standards, there are existing facilities that serve the same purpose within Milford along Route 16. Traffic data from these facilities should be utilized to provide more accurate local data for this proposed use type.”*

Response: As requested, to confirm the trip generation characteristics for a similar existing facility as the proposed project, Tetra Tech collected weekday morning and weekday evening commuter peak period traffic counts at the existing Platinum Park delivery vehicle storage facility driveway located on Route 16 in Milford, Massachusetts. The traffic count data is provided in the Attachments.

The traffic counts indicate that the existing Platinum Park delivery storage facility generates substantially less traffic per delivery vehicle storage space than the vehicle trip generation rates used in the TIAS. Table 1 provides a comparison of the trip generation estimates reported in the TIAS versus the revised trip generation estimates based on the trip generation rates observed at Platinum Park, applied to the currently proposed delivery vehicle storage facility with a total of 555 parking spaces (263 spaces on the west side and 292 spaces on the east side). Trip generation are provided in the Attachments.

Table 1 Project Trip Generation Comparison

Time Period	Total Project Trips 845 Spaces (April 2020 TIAS) ¹			Total Project Trips 555 Spaces (Observed Trip Rates) ²			Net Trip Reduction		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Weekday Morning Peak Hour									
Passenger Cars	201	0	201	59	4	63	-142	+4	-138
<u>Delivery Vans</u>	<u>0</u>	<u>201</u>	<u>201</u>	<u>4</u>	<u>49</u>	<u>53</u>	<u>+4</u>	<u>-152</u>	<u>-148</u>
Total	201	201	402	63	53	116	-138	-148	-286
Weekday Evening Peak Hour									
Passenger Cars	0	201	201	8	38	46	+8	-163	-155
<u>Delivery Vans</u>	<u>201</u>	<u>0</u>	<u>201</u>	<u>34</u>	<u>2</u>	<u>36</u>	<u>-167</u>	<u>+2</u>	<u>-165</u>
Total	201	201	402	42	40	82	-159	-161	-320

1) Based on empirical trip generation data presented in *Traffic Impact Assessment, Delivery Vehicle Storage Facility, Milford, MA* (dated July 16, 2019 as revised August 13, 2019) prepared by TEC, Inc. for a similar delivery vehicle storage facility (Platinum Park) as reported in the April 2020 TIAS for the proposed delivery vehicle storage facility on Beaver Street (Tetra Tech).

2) Based on observed trip generation rates calculated from manual turning movement counts collected at the Platinum Park (PP) driveway on Route 16 on July 13, 2020 and July 14, 2020.

As shown in Table 1, applying the vehicle trip generation rates observed at the existing Platinum Park delivery vehicle storage facility to the currently proposed Beaver Street storage facility (with a total of 555 spaces) indicates that the project would generate approximately 116 vehicle trips (63 entering trips and 53 exiting trips) during the weekday morning peak hour and 82 vehicle trips (46 entering tips and 36 exiting trips) during the weekday evening peak hour. The revised trip generation estimates are substantially lower than assumed in the TIAS. Consequently, the TIAS as submitted, is expected to provide a conservative estimate of the potential traffic increases associated with the currently proposed project.

Comment 7: “Green has reviewed the proposed trip distribution and concurs with the information provided for both regional flow and the trips between the proposed parking facility and the warehouse on Industrial Road.”

Response: No response required.

Comment 8: “The Level of Service analysis provided in the Appendix does not appear to match the information provided in Tables 8 and 9 in the report. The Applicant should explain this discrepancy.”

Response: The No Build, Build and Build Mitigated capacity analysis worksheets provided in the appendix of the TIAS had been labeled with the incorrect design year (should be 2026 not 2039). However, Tetra Tech has confirmed that the Level of Service analysis results reported in Tables 8 and 9 of the TIAS are consistent with the Synchro queue and HCM level of service results provided in capacity analysis worksheets.

Comment 9: “The Applicant should review the extent of changed traffic volumes, not just for the proposed site, associated with the restriping of Beaver Street into a two-way roadway.”

Response: The proposed conversion of Beaver Street to two-way traffic flow would be limited to the section of Beaver Street between the proposed project site driveways and Birch Street. There are no active or proposed uses on Beaver Street between the project site driveways and Birch Street. Therefore, no traffic volume changes besides the project-related trips are anticipated as a result of converting this portion of Beaver Street to two-way traffic flow.

Comment 10: *“The plans provided in the TIAS and provided for either alternative depicted in the presentation do not depict accessible parking spaces. The Applicant should explain how accommodations for accessibility will be provided.”*

Response: The site plans have been revised to provide two (2) ADA-accessible parking spaces adjacent to the multipurpose building (guard shack/restroom).

Comment 11: *“The Alternative Site Layout in the presentation depicts a “Multi-Purpose Building” on the site. The Applicant should describe what this building is and if it is anticipated to produce additional trips.”*

Response: The multi-purpose building is intended as an accessory use to the delivery vehicle storage facility; specifically, the building will serve the facility’s security staff and will provide restrooms for the delivery vehicle drivers. As such, the proposed multi-purpose building is not expected to generate any appreciable additional trips on the surrounding areas roadways.

Comment 12: *“The Applicant proposes to restripe Beaver Street and retime the Route 109 at Beaver Street traffic signal to permit two-way flow on this segment of roadway, to conduct post-occupancy monitoring to determine the need for a traffic signal at the intersection of Beaver Street at Birch Street, and to monitor conditions along the study intersections along Route 109 to determine the need for retiming. Green agrees with the mitigation items proposed and suggests they become conditions of approval.”*

Response: No response required.

Comment 13: *“Green recommends that the Applicant propose mitigation actions that demonstrate consistency with the Complete Streets Policy and Plan.”*

Response: The Proponent has committed to implementing the following off-site improvements to mitigate the project’s traffic-related impacts:

- *Restripe the Beaver Street northbound approach to Route 109 to provide a separate left-turn lane, shared through/right-turn lane and an exclusive right-turn lane.*
- *The proponent will work with the Town of Milford and MassDOT post-occupancy to evaluate potential traffic signal timing adjustments at this intersection to optimize traffic flow at the Route 109 intersections with Beaver Street and the I-495 northbound and southbound on/off ramps.*
- *The proponent will work with the Town of Milford, post-occupancy, to evaluate potential traffic signal timing adjustments at this intersection to optimize traffic flow at the Route 109/Birch Street intersection.*
- *The proponent will work with the Town of Milford to provide temporary Police Officer control at the Beaver Street/Birch Street intersection during the critical weekday commuter peak hours. The proponent will also monitor traffic volumes at the intersection post occupancy and install a permanent traffic signal, if warranted, under future conditions.*

The proposed project has been significantly reduced from the initially proposed 845 spaces evaluated in the TIAS to the currently proposed project with a total of 555 parking spaces. In addition, the vehicle trip generation rates assumed in the TIAS are substantially higher than the observed vehicle trip generation rates for the existing Platinum Park delivery vehicle storage facility. Applying the observed vehicle trip generation rates to the currently proposed Beaver Street storage facility indicates that the currently proposed project would generate approximately 116 vehicle trips (63 entering trips and 53 exiting trips) during the weekday morning peak hour and 82 vehicle trips (46 entering tips and 36 exiting trips) during the weekday evening peak hour. The revised vehicle trip generation estimates are substantially lower than assumed in the TIAS. Consequently, the TIAS as submitted, is expected to provide a conservative estimate of the potential traffic increases associated with the currently proposed project.

While we agree with the Town's goals of the Complete Streets Policy and plan, no additional traffic mitigation measures beyond the mitigation identified in the TIAS are proposed or warranted as part of the currently proposed project.

We trust the information provided in this letter has addressed the outstanding comments raised by the Town's traffic consultant. If you have any questions or require any further information please feel free to call.

Very truly yours,

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

Robert I. Woodland, PE

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August 7, 2020

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

**Re: Supplemental Response to Comments
Proposed Delivery Vehicle Storage Facility
21 & 26 Beaver Street
Milford, Massachusetts**

Dear Mr. Mainini:

Tetra Tech (TT) has prepared this supplemental response to the comments raised by the Town's engineering consultant, Green International Affiliates, Inc. (Green International), regarding the Traffic Impact and Access Study (dated April 2020) prepared by Tetra Tech (TT) for the proposed delivery vehicle storage facilities to be located at 21 and 26 Beaver Street in Milford, Massachusetts. Green International has prepared two separate reviews of the Traffic Impact and Access Study (TIAS), one for each of the proposed parking lots, as outlined in *Engineering Peer Review for Traffic and Parking at the Proposed Delivery Vehicle Storage Facility at 21 Beaver Street* and *Engineering Peer Review for Traffic and Parking at the Proposed Delivery Vehicle Storage Facility at 26 Beaver Street* comment letters, both dated July 10, 2020.

This letter provides an update to the vehicle trip generation estimates presented in our previous response to comments (dated August 4, 2020) to reflect the recent traffic monitoring report *Platinum Park Transportation Terminal – Traffic Generation* (dated July 30, 2020) prepared The Engineering Corp (TEC) for a similar existing facility in Milford, Massachusetts. The TEC traffic generation study was based on Automatic Traffic Recorder (ATR) counts collected at the existing Platinum Park facility driveway for an eight-week period (from May 18, 2020 to July 16, 2020). It is our understanding that there were 240 delivery vehicle spaces in use at the Platinum Park facility at the time of the TEC traffic counts.

The TEC Traffic Generation Study concluded that the observed vehicle trip generation rates at the existing Platinum Park delivery vehicle storage facility were approximately equal to or less than initially projected and that the study area intersection improvements, as outlined in the TEC's original Traffic Impact Analysis for the Platinum Park facility were sufficient to mitigate the site generated traffic.

Revised Trip Generation Estimates - Currently Proposed Beaver Street Delivery Vehicle Storage Facility

The Traffic Impact and Access Study (TIAS) for proposed Delivery Vehicle Storage Facility Beaver Street, Milford Massachusetts was based on a larger project building program with a total of 845 total parking spaces (415 spaces on the west side of Beaver Street and 430 spaces on the east side). The project has since been reduced and now includes a total of 555 parking spaces (with 263 spaces on the west side lot and 292 spaces on the east side lot), which will greatly reduce potential project-related traffic increases on the surrounding area roadways. A comparison of the trip generation estimates reported in the TIAS versus the revised trip generation estimates for the currently proposed delivery vehicle storage facility based on the observed trip generation rates at Platinum Park facility is presented in Table 1.

Tetra Tech
Marlborough Technology Park, 100 Nickerson Road, Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201 tetratech.com

Table 1 Project Trip Generation Comparison

Time Period	Total Project Trips 845 Spaces (April 2020 TIAS) ¹	Total Project Trips 555 Spaces (Observed Trip Rates) ²	Net Trip Reduction
Weekday Daily			
Enter	1,690	941	-749
Exit	<u>1,690</u>	<u>941</u>	<u>-749</u>
Total	3,380	1,882	-1,498
Weekday Morning Peak Hour			
Enter	201	111	-90
Exit	<u>201</u>	<u>173</u>	<u>-28</u>
Total	402	284	-118
Weekday Evening Peak Hour			
Enter	201	111	-90
Exit	<u>201</u>	<u>111</u>	<u>-90</u>
Total	402	222	-180

- 1) Based on empirical trip generation data presented in *Traffic Impact Assessment, Delivery Vehicle Storage Facility, Milford, MA* (dated July 16, 2019 as revised August 13, 2019) prepared by TEC, Inc. for a similar delivery vehicle storage facility (Platinum Park) as reported in the April 2020 TIAS for the proposed delivery vehicle storage facility on Beaver Street (Tetra Tech).
- 2) Based on observed trip generation rates presented in *Platinum Park Transportation Terminal – Traffic Generation* (dated July 30, 2020) prepared The Engineering Corp (TEC) for a similar existing facility in Milford, applied to the currently proposed 555 space delivery vehicle storage facility

As shown in Table 1, applying the TEC observed vehicle trip generation rates at the existing Platinum Park delivery vehicle storage facility to the currently proposed Beaver Street storage facility (with a total of 555 spaces) indicates that the currently proposed project would generate approximately 284 vehicle trips (111 entering trips and 173 exiting trips) during the weekday morning peak hour and 222 vehicle trips (111 entering tips and 111 exiting trips) during the weekday evening peak hour.

The proposed reduction in parking supply combined with the trip generation rates observed at the existing Platinum Park delivery vehicle storage facility, indicates that the currently proposed project will generate significantly less traffic increases than projected in the TIAS. Consequently, the April 2020 TIAS as submitted provides a conservative “worst case” assessment of potential traffic impacts associated with the project and no additional traffic mitigation beyond those identified in the TIAS is warranted or recommended.

We trust the information provided in this letter will prove useful to the Town in its review of the project. If you have any questions or require any further information please feel free to call.

Very truly yours,

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

Robert I. Woodland, PE

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Vehicle Trip Generation Summary
Proposed Delivery Vehicle Storage Facility
 21 & 26 Beaver Street, Milford, MA
 (Assuming a Total of 555 Spaces)

Based on Platinum Park Observed Trip Generation Rates

Time Period	Platinum Park Observed Trip Rate (Per Space) ¹	21 Beaver Street (263 Parking Spces) Vehicle Trips	26 Beaver Street (292 Parking Spces) Vehicle Trips	Total (555 Parking Spaces) Vehicle Trips
Weekday Daily				
Enter	1.695	446	495	941
Exit	<u>1.695</u>	<u>446</u>	<u>495</u>	<u>941</u>
Total	3.39	892	990	1882
Weekday AM Peak Hour				
Enter	0.20	53	58	111
Exit	<u>0.31</u>	<u>82</u>	<u>91</u>	<u>173</u>
Total	0.51	135	149	284
Weekday PM Peak Hour				
Enter	0.20	53	58	111
Exit	<u>0.20</u>	<u>53</u>	<u>58</u>	<u>111</u>
Total	0.40	106	116	222

1) Based on observed trip generation rates presented in *Platinum Park Transportation Terminal - Traffic Generation* (dated July 30, 2020) prepared by The Engineering Corp (TEC) for a similar existing facility in Milford, applied to the currently proposed 555 space delivery vehicle storage facility.



GREEN INTERNATIONAL AFFILIATES, INC.

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July 10, 2020

21 Beaver Street
Town Engineer – Planning & Engineering Department
Town of Milford
52 Main Street, Room 5
Milford, MA 01757

Subject: **Engineering Peer Review for Traffic
and Parking at the Proposed
Delivery Vehicle Storage Facility at
21 Beaver Street**

Dear Mr. Dean:

On behalf of the Town of Milford (the Town), Green International Affiliates, Inc. (Green) is submitting this letter report of the findings from our engineering peer review of the application package for the proposed delivery vehicle storage facility at 21 Beaver Street. The scope of our review included a review of the traffic study, as it relates to vehicular access and parking at the proposed site and off-site impacts.

This review included an examination of the following documents submitted in support of the proposed project:

- Report titled “Traffic Impact and Access Study – Proposed Delivery Vehicle Storage Facility, Beaver Street, Milford, Massachusetts”, prepared by Tetra Tech, Inc., dated April 7, 2020.
- Presentation titled “Proposed Delivery Vehicle Storage Facility – Beaver Street”, prepared by Tetra Tech, Inc., dated May 5, 2020.

In addition to the above documents, Green visited the project site and the surrounding roadways on July 2, 2020 to gain a better understanding of the existing conditions and the context of the proposed project. Our review evaluated the documents for consistency with MassDOT’s “Transportation Impact Assessment (TIA) Guidelines” (March 13, 2014), typical industry practice for traffic studies, the Town of Milford’s Zoning Bylaw and General Bylaw, and Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (AAB) design standards.

Green offers the following comments resulting from our review of the above documents:

May 2020 Traffic Impact and Access Study

1. The Preliminary Traffic Evaluation included the following six study intersections:
 - Medway Road (Route 109)/Birch Street (signalized)
 - Route 109/Beaver Street (signalized)
 - Route 109/I-495 SB Ramps (signalized)

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21 Beaver Street
July 10, 2020

- Route 109/I-495 NB Ramps (signalized)
- Beaver Street/Birch Street (unsignalized)
- Beaver Street/Proposed Project Site Driveways (unsignalized)

Green generally concurs with the intersections included in the scope of study area, however, given approximately 10% of development trips will be utilizing the intersection of Route 109 and 16, the proponent should also consider the impacts of development to that intersection as well.

2. Crash data were presented from information provided by MassDOT for the years 2015-2017 for the study intersections. During the three-year period that was examined, the Route 109 at Beaver Street intersection was stated to have experienced an above average crash rate. However, there have been changes made to the intersection in 2019 that may have had an impact on this condition.

Green recommends reviewing the most recent three-year data available (2017-2019) on the MassDOT IMPACT portal website for the study area intersections, to determine whether or not there has been any noticeable changes to the crash rates.

3. Sight distances were reviewed looking to the south in the TIAS. From the site driveway looking north the intersection with Route 109 is visible as observed in the field. Intersection sight distance for the driveway location for 21 Beaver Street looking to the south was measured by Green to be approximately 200 feet, which less than the minimum AASHTO required distance of 270 feet due to roadside vegetation growing on the inside of a horizontal curve immediately south of the site. Green otherwise concurs with the sight distance criteria calculations, measured stopping sight distance, and mitigation proposed to improve sight distance.
4. Future conditions were evaluated to a seven-year horizon, consistent with MassDOT TIA guidelines and local industry practice. A background growth rate of 0.5% was used based on an average of individual annual growths between 2010 and 2016 at a permanent MassDOT count station on I-495 near the site. A more accurate determination of multi-year growth is to compare the most recent average annual volume with that of the first year to determine an exponential growth, rather than averaging growth rates between individual consecutive years which may be affected by short-term fluctuations. Comparing just the 2016 and 2010 volumes yields an average of 1.7% annual growth. Green recommends re-evaluating the background growth rate and adjusting projected volumes and analyses accordingly.
5. Background trips from nearby projects were either added (for new developments) or subtracted (for parking facilities no longer proposed to be used) in the analyses of future conditions. Green generally concurs with the methodology, but has comments on several items:
 - a. It is unclear if the proposed transportation terminal at #3 Industrial Way was incorporated into the background traffic flow review, considering that the TIAS states that “the vehicle trips associated with Amazon’s prior use of these [including 1-3 Industrial Road] remote parking lots have been removed from the future ... traffic volumes.” Green recommends incorporating the proposed terminal in the background review of trip changes associated with #3 Industrial Way.
 - b. The Applicant should review if any trips anticipate from the proposed warehouse at 1 National Street will be carried along Route 109 through the study area. Approximately 60 trips to/from that site are anticipated to use Depot Street north of National Street are anticipated to occur during the morning and evening weekday peak hours.

21 Beaver Street
July 10, 2020

6. Green has reviewed the proposed trip generation and while the trip generation projections used generally follow industry standards, there are existing facilities that serve the same purpose within Milford along Route 16. Traffic data from these facilities should be utilized to provide more accurate local data for this proposed use type.
7. Green has reviewed the proposed trip distribution and concurs with the information provided for both regional flow and the trips between the proposed parking facility and the warehouse on Industrial Road.
8. The Level of Service analysis provided in the Appendix does not appear to match the information provided in Tables 8 and 9 in the report. The Applicant should explain this discrepancy.
9. The Applicant should review the extent of changed traffic volumes, not just for the proposed site, associated with the restriping of Beaver Street into a two-way roadway.

Site Plans

10. The plans provided in the TIAS and provided for either alternative depicted in the presentation do not depict accessible parking spaces. The Applicant should explain how accommodations for accessibility will be provided.
11. The Alternative Site Layout in the presentation depicts a “Multi-Purpose Building” on the site. The Applicant should describe what this building is and if it is anticipated to produce additional trips.

Mitigation

12. The Applicant proposes to restripe Beaver Street and retime the Route 109 at Beaver Street traffic signal to permit two-way flow on this segment of roadway, to conduct post-occupancy monitoring to determine the need for a traffic signal at the intersection of Beaver Street at Birch Street, and to monitor conditions along the study intersections along Route 109 to determine the need for retiming. Green agrees with the mitigation items proposed and suggests they become conditions of approval.
13. The Town of Milford is in the process of approving a Project Prioritization Plan for the MassDOT Complete Streets Funding Program. The projects that the Town is including in the Prioritization Plan at or within 1,000 feet of the study intersections include:
 - Road diet of Route 109 between Route 16 and I-495, by replacing the two inside lanes with a two-way left-turn-only lane and by striping bicycle lanes.
 - Intersection improvements at the Route 109 / Beaver Street intersection, including retiming, (re)construction of pedestrian curb ramps and pedestrian signal equipment, restriping Beaver Street to permit two-way vehicle flow, and review of exclusive left-turn lanes on the major approaches.

Green recommends that the Applicant propose mitigation actions that demonstrate consistency with the Complete Streets Policy and Plan. This could include incorporating the above changes proposed in the Complete Streets program into the mitigation proposed in the TIAS at the Route 109 / Beaver Street intersection.

21 Beaver Street
July 10, 2020

If either the Town staff or the Applicant's engineer would like to discuss any of these comments further, please feel free to contact me at 978-923-0400.

Sincerely,
Green International Affiliates, Inc.



Corinne Tobias, P.E., PTOE
Transportation Planning Project Manager

cc: K. Ishikura, Green
W. Scully, Green
W. Wong, Green

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GREEN INTERNATIONAL AFFILIATES, INC.

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July 10, 2020

26 Beaver Street
Town Engineer – Planning & Engineering Department
Town of Milford
52 Main Street, Room 5
Milford, MA 01757

Subject: **Engineering Peer Review for Traffic and Parking at the Proposed Delivery Vehicle Storage Facility at 26 Beaver Street**

Dear Mr. Dean:

On behalf of the Town of Milford (the Town), Green International Affiliates, Inc. (Green) is submitting this letter report of the findings from our engineering peer review of the application package for the proposed delivery vehicle storage facility at 26 Beaver Street. The scope of our review included a review of the traffic study, as it relates to vehicular access and parking at the proposed site and off-site impacts.

This review included an examination of the following documents submitted in support of the proposed project:

- Report titled “Traffic Impact and Access Study – Proposed Delivery Vehicle Storage Facility, Beaver Street, Milford, Massachusetts”, prepared by Tetra Tech, Inc., dated April 7, 2020.
- Presentation titled “Proposed Delivery Vehicle Storage Facility – Beaver Street”, prepared by Tetra Tech, Inc., dated May 5, 2020.

In addition to the above documents, Green visited the project site and the surrounding roadways on July 2, 2020 to gain a better understanding of the existing conditions and the context of the proposed project. Our review evaluated the documents for consistency with MassDOT’s “Transportation Impact Assessment (TIA) Guidelines” (March 13, 2014), typical industry practice for traffic studies, the Town of Milford’s Zoning Bylaw and General Bylaw, and Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (AAB) design standards.

Green offers the following comments resulting from our review of the above documents:

May 2020 Traffic Impact and Access Study

1. The Preliminary Traffic Evaluation included the following six study intersections:
 - Medway Road (Route 109)/Birch Street (signalized)
 - Route 109/Beaver Street (signalized)
 - Route 109/I-495 SB Ramps (signalized)

26 Beaver Street
July 10, 2020

- Route 109/I-495 NB Ramps (signalized)
- Beaver Street/Birch Street (unsignalized)
- Beaver Street/Proposed Project Site Driveways (unsignalized)

Green generally concurs with the intersections included in the scope of study area, however, given approximately 10% of development trips will be utilizing the intersection of Route 109 and 16, the proponent should also consider the impacts of development to that intersection as well.

2. Crash data were presented from information provided by MassDOT for the years 2015-2017 for the study intersections. During the three-year period that was examined, the Route 109 at Beaver Street intersection was stated to have experienced an above average crash rate. However, there have been changes made to the intersection in 2019 that may have had an impact on this condition.

Green recommends reviewing the most recent three-year data available (2017-2019) on the MassDOT IMPACT portal website for the study area intersections, to determine whether or not there has been any noticeable changes to the crash rates.

3. Sight distances were reviewed looking to the south in the TIAS. From the site driveway looking north the intersection with Route 109 is visible as observed in the field. Green generally concurs with the sight distance criteria calculations, measured stopping sight distance, and mitigation proposed to improve sight distance.
4. Future conditions were evaluated to a seven-year horizon, consistent with MassDOT TIA guidelines and local industry practice. A background growth rate of 0.5% was used based on an average of individual annual growths between 2010 and 2016 at a permanent MassDOT count station on I-495 near the site. A more accurate determination of multi-year growth is to compare the most recent average annual volume with that of the first year to determine an exponential growth, rather than averaging growth rates between individual consecutive years which may be affected by short-term fluctuations. Comparing just the 2016 and 2010 volumes yields an average of 1.7% annual growth. Green recommends re-evaluating the background growth rate and adjusting projected volumes and analyses accordingly.
5. Background trips from nearby projects were either added (for new developments) or subtracted (for parking facilities no longer proposed to be used) in the analyses of future conditions. Green generally concurs with the methodology, but has comments on several items:
 - a. It is unclear if the proposed transportation terminal at #3 Industrial Way was incorporated into the background traffic flow review, considering that the TIAS states that “the vehicle trips associated with Amazon’s prior use of these [including 1-3 Industrial Road] remote parking lots have been removed from the future ... traffic volumes.” Green recommends incorporating the proposed terminal in the background review of trip changes associated with #3 Industrial Way.
 - b. The Applicant should review if any trips anticipate from the proposed warehouse at 1 National Street will be carried along Route 109 through the study area. Approximately 60 trips to/from that site are anticipated to use Depot Street north of National Street are anticipated to occur during the morning and evening weekday peak hours.
6. Green has reviewed the proposed trip generation and while the trip generation projections used generally follow industry standards, there are existing facilities that serve the same purpose within

26 Beaver Street
July 10, 2020

Milford along Route 16. Traffic data from these facilities should be utilized to provide more accurate local data for this proposed use type.

7. Green has reviewed the proposed trip distribution and concurs with the information provided for both regional flow and the trips between the proposed parking facility and the warehouse on Industrial Road.
8. The Level of Service analysis provided in the Appendix does not appear to match the information provided in Tables 8 and 9 in the report. The Applicant should explain this discrepancy.
9. The Applicant should review the extent of changed traffic volumes, not just for the proposed site, associated with the restriping of Beaver Street into a two-way roadway.

Site Plans

10. The plans provided in the TIAS and provided for either alternative depicted in the presentation do not depict accessible parking spaces. The Applicant should explain how accommodations for accessibility will be provided.

Mitigation

11. The Applicant proposes to restripe Beaver Street and retime the Route 109 at Beaver Street traffic signal to permit two-way flow on this segment of roadway, to conduct post-occupancy monitoring to determine the need for a traffic signal at the intersection of Beaver Street at Birch Street, and to monitor conditions along the study intersections along Route 109 to determine the need for retiming. Green agrees with the mitigation items proposed and suggests they become conditions of approval.
12. The Town of Milford is in the process of approving a Project Prioritization Plan for the MassDOT Complete Streets Funding Program. The projects that the Town is including in the Prioritization Plan at or within 1,000 feet of the study intersections include:
 - Road diet of Route 109 between Route 16 and I-495, by replacing the two inside lanes with a two-way left-turn-only lane and by striping bicycle lanes.
 - Intersection improvements at the Route 109 / Beaver Street intersection, including retiming, (re)construction of pedestrian curb ramps and pedestrian signal equipment, restriping Beaver Street to permit two-way vehicle flow, and review of exclusive left-turn lanes on the major approaches.

Green recommends that the Applicant propose mitigation actions that demonstrate consistency with the Complete Streets Policy and Plan. This could include incorporating the above changes proposed in the Complete Streets program into the mitigation proposed in the TIAS at the Route 109 / Beaver Street intersection.



TOWN OF MILFORD
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ldunkin@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Larry L. Dunkin, MCRP
Town Planner

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**Site Plan Review**
(**PMG Northeast LLC.**
(**97 Cedar Street**
(**Map 28 Lot 3**
(**IB Zone**
(

Dear Mdm. Chairman:

The applicant requests site plan approval for the gas station redevelopment being proposed on the subject property. At their July 22, 2020 meeting, the ZBA granted a special permit for a self-service gas station at this location (see attached ZBA Decision).


The gas station is to be demolished and redeveloped as a self-service gas station with drive-thru restaurant and convenience store. This redevelopment will eliminate the northerly driveway onto Cedar Street, and relocate the Fortune Blvd. driveway to the east. A full 300' queue and safety lane are being provided for the drive-thru pick-up window, including the two exiting spaces. Landscaping appears to be in compliance except for the number of tree plantings, which cannot be reduced without a variance from the ZBA.

Of some concern are the following:

1. A septic system is being proposed for the project when there is an 8" sanitary sewer main in Fortune Blvd. The project should connect to the town sanitary sewer.
2. The combined loading zone/dumpster area are to be accessible only through required parking spaces.
3. If there is to be a propane cylinder exchange it must be shown on the site plan.

I recommend approval subject to all relevant departmental comments being addressed.

Respectfully,


Larry L. Dunkin, MCRP
Town Planner



OFFICE OF PLANNING
AND ENGINEERING

TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757
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mdean@townofmilford.com

Michael Dean, P.E.
Town Engineer

August 4, 2020

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: 97 Cedar Street – Proposed Gas Station with Convenience Store
Site Plan Review

Dear Mrs. McCarthy:

The submittal is for a Site Plan Review for a proposed Gas Station with Convenience Store, which will replace the existing “Gulf” Station located at 97 Cedar Street (south east corner of Cedar Street and Fortune Blvd.). The proposal will result in an entirely new site layout with a larger / modern gas station, inclusive of a 3,993 S.F. Building / Convenience Store and a Drive-Thru with a total of 18 parking spaces.

The site consists of a 1.64 Acre parcel of land Zoned Highway Industrial B (IB), Assessors Map 28, Block 0, Lot 3. The Applicant is PMG Northeast LLC, 2900 Telestar CT, Falls Church, VA 22042.

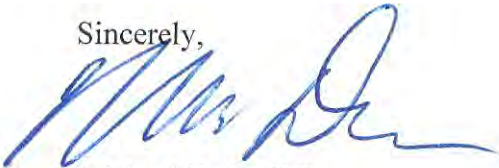
Following a review of the submitted documents I offer the following comments:

1. The submitted documents reference seeking a “Waiver” regarding the required number of Trees to be located in the landscape buffer strip (along the front of the property). This is a zoning regulation and is typically not allowed to be reduced.
2. The plans show a proposed Septic System servicing the facility. There is Town Sewer located in Cedar Street.
3. The proposed loading area should be further discussed as it has potential to conflict with pedestrians and parked vehicles (using the site).

4. There is no soil testing located in the proposed Detention Basin which is required by the Stormwater Management Regulations.
5. The proposed drainage connection from the proposed underground detention system is tying into the back of an existing catch basin located in Fortune Boulevard. More information pertaining to the existing drainage, in Cedar Street and Fortune Boulevard should be added to the plans (all rims, inverts, pipe sizes, connections and flow direction). Once the additional information (pertaining to the existing drainage) is shown then the final drainage connection should be determined. This is typically to a drain manhole or a new drain manhole, not into an existing catch basin.
6. Typically, a transformer pad is required, there is not one shown.
7. Interior traffic / directional signage should be added to the site to direct traffic (using the site) to use Cedar Street exit for "Route 495".
8. The Traffic Impact Study (TIS) states or references "Optimize signal timing directive". This should be discussed further with the applicant's representatives to determine precisely what this means, as some portions of the intersection (Cedar Street, Fortune Blvd. & Dilla Street) will be operating at a Level of Service (LOS) "F". If phasing or other mitigating measures are going to take place there should be plans or other documents defining what these changes will be. A Traffic Peer Review may then be warranted.

The above items should be further discussed prior to an approval.

Sincerely,



Michael Dean, P.E.
Town Engineer



MILFORD FIRE DEPARTMENT

21 BIRCH STREET
MILFORD, MASSACHUSETTS 01757

MARK A. NELSON, CHIEF
MICHAEL J. DETORE, 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

August 4, 2020

RE: 97 Cedar Street

Applicant: PMG northeast LLC
2900 Telstar Ct.
Falls Church, VA 22042
Owner: Same

Dear Mr. Dunkin:

The Milford Fire Department has reviewed the site plan for 97 Cedar Street and has the following comments and questions:

- Is a propane cylinder exchange program planned for this location?

The applicant can contact me if there are questions regarding underground storage tank removals or a flammable storage license amendment, if fuel quantities will increase. We can also assist with information regarding self-service gas station requirements.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson



Town of Milford
Highway Department
Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: August 4, 2020
Subject: Site Plan Review
97 Cedar St

I have reviewed the above mentioned site plan and offer the following:

I would recommend a concrete sidewalk with vertical granite curb be installed on the north side of the property (Fortune Blvd.) and the west side of the property (Cedar St.). This will work in combination with our future sidewalk expansions on both Streets.

All road opening permits and trench permits must be obtained at the Milford Highway Department.



Milford Water Company

66 Dilla Street Milford, MA 01757

508-473-5110 Fax 508-478-7997

E-Mail milfordwater@milfordwater.com

www.milfordwater.com

July 28, 2020

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

Re: **Site Plan Review – 97 Cedar Street Milford, MA
PMG Northeast LLC – (Dated 7/27/2020)**

Milford Water Company (MWC) requests the following plan amendments;

- Contractor must meet with MWC prior to starting any water line installations.
- Only MWC approved materials may be used for the project.
- **MWC specifications must be followed. (www.milfordwater.com)**
- MWC inspector is required for the project.
- MWC water lines must be laid in their own trench with no other utilities in the trench or within 5 feet of MWC water line.
- Materials used for this project is 2" copper K pipe.
- Pipe bury will be 4 ½ -5 feet deep in 12" sand bed with 12" of compacted gravel per specifications topped with select fill.
- All water lines within 10' of sewer must be sleeved with full stick of plastic pipe one size diameter larger and sealed.
- MWC is a MADEP full compliant Cross Connection company. All building water lines are subject to point of use Cross Connection compliance per specifications.
- As part of Milford Water Company's Water Conservation Plan no irrigation systems of any kind may be connected to the MWC water system.
- Any existing water service lines to be abandoned must be terminated at the water main.
- MWC will perform a survey of premises at completion of construction.

Respectfully submitted,

Vincent P Farese

Vincent P Farese
Operations Manager, Milford Water Company



Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

50 Chestnut Ridge Road, Suite 101
Montvale, NJ 07645
T: 845.352.0411
F: 845.231.6321
www.maserconsulting.com

August 7, 2020

VIA UPS

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: Proposed Gas Station with Convenience Store
97 Cedar Street, Milford, MA
MC Project No. 19000308A

Dear Ms. McCarthy:

Our office is in receipt of a review letter prepared by Michael Dean, P.E., Town Engineer, dated August 4, 2020 as well as a review letter prepared by Larry Dunkin, MCRP, Town Planner, dated August 11, 2020 regarding the above referenced project. Below please find our responses to the comments outlined in said letters. The comments have been repeated again for clarity.

Town Engineer Comments:

1. The submitted documents reference seeking a “Waiver” regarding the required number of Trees to be located in the landscape buffer strip (along the front of the property). This is a zoning regulation and is typically not allowed to be reduced.
Response: The Town Planner, Larry Dunkin, has advised that due to an anomaly at the property’s boundary with the adjoining property to the west, the frontage for 97 Cedar Street is less than what is shown on the plans. Under the revised calculation, the total frontage is approximately 402.2 linear feet, requiring 15 trees. The Landscape Plan shall be revised to provide the required number of trees and all calculations for frontage shall be updated on the plans. It is worth nothing that this change does not result in any additional waivers or variances.
2. The plans show a proposed Septic System servicing the facility. There is Town Sewer located in Cedar Street.
Response: We have coordinated with the Town to obtain additional existing mapping. The Utility Plan shall be revised by removing the proposed septic system and instead connect to the existing sanitary sewer.
3. The proposed loading area should be further discussed as it has potential to conflict with pedestrians (using the site) and parked vehicles.
Response: PMG typically coordinates trash removal and loading for off-peak hours so as to avoid potential conflicts.



4. There is no soil testing located in the proposed Detention Basin which is required by the Stormwater Management Regulations.

Response: Geotechnical explorations at the site will be scheduled and will include soil testing in the detention basin location. Results will be provided to the Town.

5. The proposed drainage connection from the proposed underground detention system is tying into the back of an existing catch basin located in Fortune Boulevard. More information pertaining to the existing drainage in Cedar Street and Fortune Boulevard, should be added to the plans (all rims, inverts, pipe sizes, connections and flow direction). Once the additional information, pertaining to the drainage is shown then the final drainage connection should be determined. This is typically to a drain manhole or a new drain manhole, not into an existing catch basin.

Response: It is our understanding that the existing drainage in Cedar Street and Fortune Boulevard ultimately drains to the south and west. The Grading and Drainage Plan shall be revised to reflect this information and include a revised connection from the proposed drainage basin on-site as well.

6. Typically, a transformer pad is required, there is not one shown.

Response: The anticipated load for the site will not require a transformer.

7. Interior traffic / directional signage should be added to the site to direct traffic (using the site) to use Cedar Street exit for "Route 495".

Response: The Layout Plan shall be revised to include the requested interior traffic/directional signage.

8. The Traffic Impact Study (TIS) states or references "Optimize signal timing directive". This should be discussed further with the applicant's representatives to determine precisely what this means, as some portions of the intersection (Cedar Street, Fortune Blvd. & Dilla Street) will be operating at a Level of Service (LOS) "F". If phasing or other mitigating measures are going to take place there should be plans or other documents defining what these changes will be. A Traffic Peer Review may then be warranted.

Response: The signal timing at the intersection of Cedar Street with Fortune Boulevard/Dilla Street was optimized in the analysis to show that by moving around some of the green time between phases, a better overall LOS and delay can be achieved from the retiming. Our office will coordinate with the Town to provide an updated signal directive that can be implemented by the Town.



Town Planner Comments:

- The loading zone and dumpster area, which are proposed to be combined, and are to be accessible only through required parking spaces, and if there is to be a propane cylinder exchange it must be shown on the site plan.
Response: PMG typically coordinates trash and loading on off-peak hours so as to avoid potential conflicts. A propane cylinder exchange will be proposed and added to the plans.
- A septic system is being proposed for the project when there is an 8" sanitary sewer main in Fortune Blvd. The project should connect to the town sanitary sewer.
Response: We have coordinated with the Town to obtain additional existing mapping. The Utility Plan shall be revised by removing the proposed septic system and instead connect to the existing sanitary sewer.

While we feel the above responses adequately addresses the comments received to date, we will be prepared to provide additional clarification at the upcoming Planning Board meeting, if requested. Should you need any additional information prior to the meeting, please do not hesitate to contact our office.

Very truly yours,

MASER CONSULTING

A handwritten signature in black ink, appearing to read 'J. B. Cokeley', is written over the typed name and title.

Jesse B. Cokeley, P.E.
Principal Associate

JBC/sjf
Enclosures

MASER ENGINEERING
www.maserengineering.com
Customer Service: 950-282-1100
www.maserengineering.com

- NEW JERSEY
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- TENNESSEE
- COLORADO

Professional Seal: State of New Jersey, No. 12573, Exp. 12/31/25
Professional Seal: State of North Carolina, No. 24237, Exp. 12/31/25

NO.	DESCRIPTION	DATE
1	PRELIMINARY PLANNING BOARD (PLPB) APPLICATION FOR A DEMOLITION PERMIT	06/08/2025
2	FINAL DEMOLITION PLAN	06/08/2025

PROFESSIONAL SEAL
SEAL OF THE BOARD OF PROFESSIONAL ENGINEERS
STATE OF NEW JERSEY
No. 12573, Exp. 12/31/25

PRELIMINARY/FINAL MAJOR SITE PLAN FOR PMG NORTHEAST LLC

97 CEDAR STREET
TAX ID NO. 25403

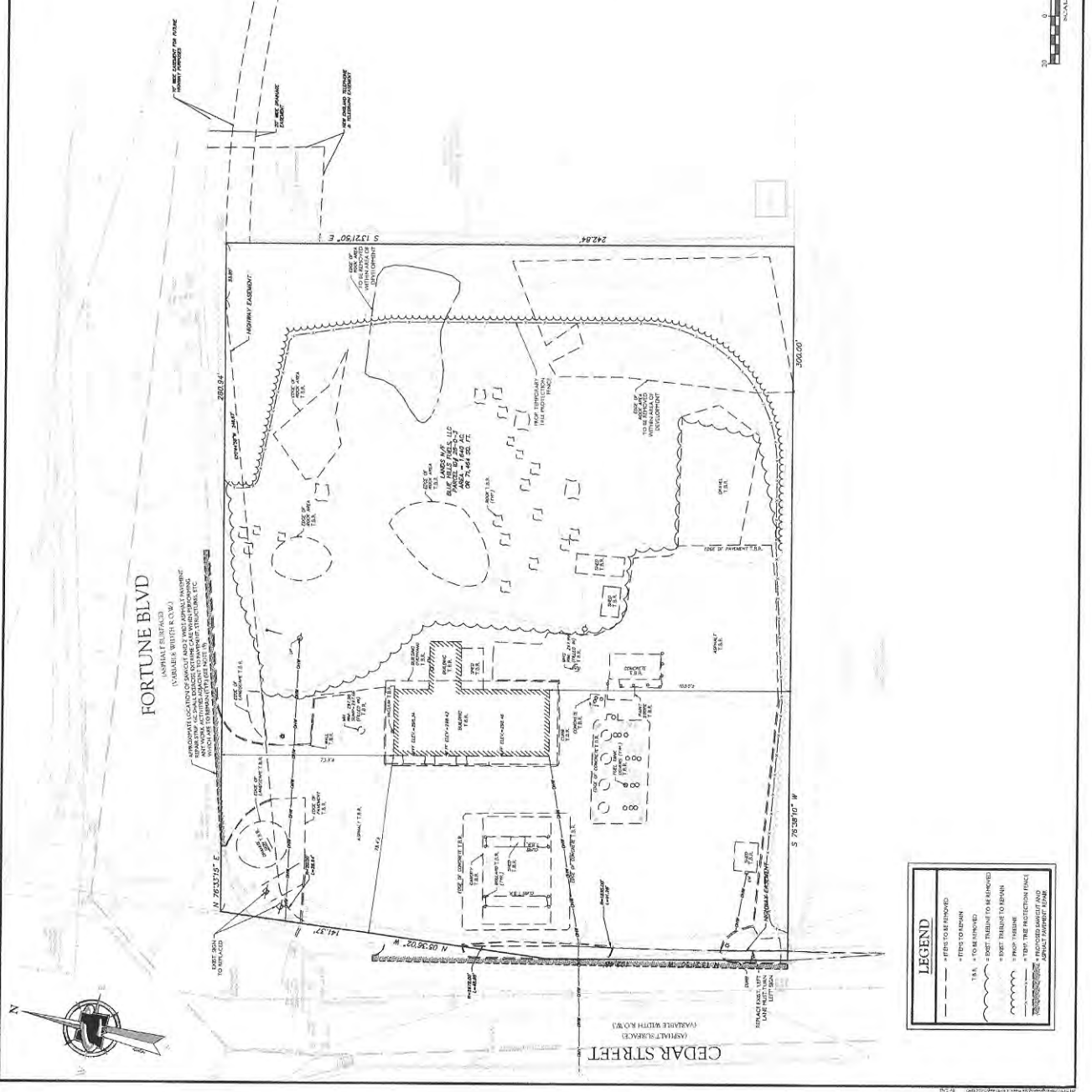
TOWN OF MILFORD WORCESTER COUNTY MASSACHUSETTS

DEMOLITION PLAN

2 of 13

DEMOLITION NOTES:

- THIS PLAN APPROVES THE FOLLOWING DISCREPANCY AND INCORPORATION:
 A. DISCREPANCY AND INCORPORATION: CITY OF BOSTON RECORD PLAN OF THE TOWN OF MILFORD, 1975 AS SHOWN ON SHEET 1 OF THE PLANNING BOARD APPLICATION.
 B. DISCREPANCY AND INCORPORATION: CITY OF BOSTON RECORD PLAN OF THE TOWN OF MILFORD, 1975 AS SHOWN ON SHEET 1 OF THE PLANNING BOARD APPLICATION.
 C. DISCREPANCY AND INCORPORATION: CITY OF BOSTON RECORD PLAN OF THE TOWN OF MILFORD, 1975 AS SHOWN ON SHEET 1 OF THE PLANNING BOARD APPLICATION.
- THE GENERAL PLAN IS INTENDED TO DEMONSTRATE THE LOCATION, DIMENSIONS, AND CHARACTER OF THE DEMOLITION TO BE PERFORMED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE TOWN OF MILFORD AND THE STATE OF MASSACHUSETTS AND ALL NECESSARY FEDERAL, STATE, AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE TOWN OF MILFORD AND THE STATE OF MASSACHUSETTS AND ALL NECESSARY FEDERAL, STATE, AND LOCAL AGENCIES.
- ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE DEMOLITION PLAN, THE DEMOLITION SPECIFICATIONS, AND ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE TOWN OF MILFORD AND THE STATE OF MASSACHUSETTS AND ALL NECESSARY FEDERAL, STATE, AND LOCAL AGENCIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMONSTRATING TO THE TOWN OF MILFORD AND THE STATE OF MASSACHUSETTS AND ALL NECESSARY FEDERAL, STATE, AND LOCAL AGENCIES THAT THE DEMOLITION WILL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE TOWN OF MILFORD AND THE STATE OF MASSACHUSETTS AND ALL NECESSARY FEDERAL, STATE, AND LOCAL AGENCIES.
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NOTE: THIS SCALE DRAWING IS FOR CONSTRUCTION.



Property Information
Property ID 28-0-3
Location 97 CEDAR ST
Owner PMG NORTHEAST LLC



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Milford, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated March 2018
Data updated 11/16/2018



Traffic Impact Study

PMG Milford
97 Cedar Street
Town of Milford, Worcester County, Massachusetts

July 22, 2020

Prepared For
PMG Northeast LLC
2900 Telestar Court
Falls Church, VA 22042

Prepared By
Maser Consulting P.A.
331 Newman Springs Road, Suite 203
Red Bank, NJ 07701
732.383.1950





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APPENDICES

Appendix A.....	Traffic Figures
Appendix B.....	Traffic Count Data
Appendix C.....	Trip Generation Calculations
Appendix D.....	Synchro Capacity Analysis Summary Sheets



I. INTRODUCTION

The following report has been prepared for PMG Northeast LLC (“Applicant”) in association with a proposed self-service gasoline service station and 3,993 SF convenience market with drive-through (“Project”) in Milford, Worcester County, Massachusetts. The subject site is situated at 97 Cedar Street, Tax No. 28-0-3, and is located at the southeast corner of the intersection of Cedar Street (Route 85) with Fortune Boulevard/Dilla Street. The subject site is currently developed as a gas station and automobile repair shop. The subject property is located within the Highway Industrial (IB) Zoning District. The site location map is included as **Figure 1** in **Appendix A**.

Access to the existing site is currently provided via two (2) full movement driveways along Cedar Street (Route 85) and one (1) full movement driveway along Fortune Boulevard. Under the Build Condition the Applicant proposes several improvements:

First, the Project consolidates the two (2) existing full movement driveways along Cedar Street (Route 85) into one full movement driveway.

Second, instead of two Cedar Street driveways that are currently 50’ and 155’ from the intersection, the new driveway will be 170’ from the Cedar Street and Fortune Boulevard/Dilla Street Intersection.

Third, while the full movement driveway along Fortune Boulevard will be relocated from 40’ to 100’ from the intersection. The proposed Site Plan is provided as **Figure 2** in **Appendix A**.

This study presents an evaluation of the current and future traffic conditions in the vicinity of the site. Specific elements included in this study are:

- ❑ An inventory of the roadway facilities in the vicinity of the Project, including the existing physical and traffic operating characteristics;
- ❑ Determination of Existing Conditions;
- ❑ Site Generated Trips described in the ITE Trip Generation Manual, 10th Edition;
- ❑ Trip Distribution and Assignment;
- ❑ Forecast of 2022 No Build Traffic Volumes;
- ❑ Peak Hour Capacity Analysis for the 2022 No-Build Conditions;
- ❑ Forecast of the 2022 Build Traffic Volumes;
- ❑ Peak Hour Capacity Analysis for the 2022 Build conditions;
- ❑ Site Access and Parking Assessment; and
- ❑ Summary and Conclusion.



II. EXISTING ROADWAY CONDITIONS

A field investigation was conducted adjacent to the Project site to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations, and existing vehicular/pedestrian traffic patterns. The following is a brief description of the roadways studied:

Cedar Street (Route 85) is an urban principal arterial under Town of Milford's jurisdiction with a general north-south orientation. Within the Project vicinity, the roadway provides one (1) travel lane in each direction. There is no posted speed limit.

Fortune Boulevard/Dilla Street is a local road under Town of Milford's jurisdiction with a general east-west orientation. Within the Project vicinity, the roadway provides one (1) travel lane west of Cedar Street (Route 85) and two (2) travel lanes east of Cedar Street (Route 85). The posted speed limit is 30 MPH.

The following is a brief description of the intersection studied:

Cedar Street (Route 85) and Fortune Boulevard/Dilla Street is a four-leg intersection controlled by a five-phase traffic signal operating on a variable cycle length. The eastbound approach of Dilla Street provides an exclusive left turn lane and a shared left turn/through/right turn lane. The westbound approach of Fortune Boulevard provides a shared left turn/through lane, an exclusive through lane, and a channelized right turn lane. The northbound approach of Cedar Street (Route 85) provides an exclusive left turn lane and a shared through/right turn lane. The southbound approach of Cedar Street (Route 85) provides two (2) exclusive left turn lanes, an exclusive through lane, and an exclusive right turn lane.



III. EXISTING TRAFFIC CONDITIONS

Traffic volume data for the roadway network adjacent to the subject property was obtained through manual turning movement counts (MTMC) on Thursday, September 19, 2019 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, and Saturday, September 21, 2019 from 11:00 AM to 1:00 PM at the following intersections:

- Cedar Street (Route 85) with Fortune Boulevard/Dilla Street
- Cedar Street (Route 85) with Existing site Driveways
- Fortune Boulevard with Existing Site Driveway

The data collection efforts and the network peak hours are detailed in **Table 1**.

Table 1 – Data Collection Efforts and Established Peak Hours

Peak Period	Date Collected	Traffic Count Time Frame	Established Peak Hour
Weekday Morning	Thursday, September 19, 2019	7:00AM – 9:00AM	7:45AM – 8:45AM
Weekday Evening		4:00PM – 6:00PM	4:30PM – 5:30PM
Saturday Midday	Saturday, September 21, 2019	11:00 AM – 1:00 PM	12:00PM – 1:00PM

Figure 3, located in **Appendix A**, details the existing traffic volumes. The MTMC summary sheets are provided in **Appendix B**.



IV. TRIP GENERATION & DISTRIBUTION

The ability of any roadway network to serve anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by The Project and add them to the No Build traffic volumes for the peak hours.

Trip generation estimates for the Project were made utilizing data published under Land Use Code (LUC) 960 – Super Convenience Market/Gas Station¹ in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, Tenth Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. The count data was used to determine the trip generation estimates for the existing site. Additionally, a 20% increase was applied to the trip generation estimates for LUC 960 in order to account for the drive-thru portion of the site.

Passby Trip Credit

Pass-By Trips are those trips which are not made for the sole purpose of patronizing the proposed development and are currently within the existing traffic volumes. An example of a pass-by trip would be a motorist, whose existing commuting route makes use of the adjacent roadway, that directly intersects a proposed driveway. After the development is constructed, this motorist may elect to make an intermediate shopping trip at the subject development while conducting their normal commuting trip. This trip is not 'new' to the roadway network, as it already existed prior to the development being constructed. The only impact this trip would have on the roadway network would be the increase in traffic for ingress and egress movements at the proposed site driveway.

Within the ITE publication *Trip Generation Handbook, 3rd Edition*, pass-by rates have been established for individual land uses. These rates are published as a percentage of the total site generated traffic. They are based on numerous site studies where surveys were conducted to determine if the trip was a primary destination or an intermediate trip. It is noted ITE does not provide pass-by rates for LUC 960 so the pass-by rates for most closely related use, Convenience Market with Gasoline Pumps (LUC 853) were utilized. The pass by rates for LUC 853 are 63% and 66% during the AM and PM peak hours, respectively. It is noted there is no published pass-by percentage for convenience markets for the Saturday midday peak hour, however a pass-by percentage of 50% was assumed. **Table 2** details the anticipated trips for the Project.

¹ Land Use Code (LUC) 960 – Super Convenience Market/Gas Station is defined as a gasoline/service station that has a convenience market with a gross floor area greater than 3,000 SF and at least 10 fueling positions.



Table 2 – Peak Hour Site Generated Trips

ITE Land Use		Size	AM Peak			PM Peak			SAT Peak		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing	Convenience Market with Gasoline Pumps	2,125 SF	43	39	82	34	47	81	30	32	62
Proposed	960 – Super Convenience Market/Gas Station	3,993 SF	166	166	332	138	138	276	127	128	255
		20% Increase	199	199	398	166	166	332	152	154	306
Difference			+156	+160	+316	+132	+119	+251	+122	+122	+244
Pass-By Trips (63% AM, 66% PM, 50% SAT)			100	100	200	83	83	166	61	61	122
Project Trip Generation			56	60	116	49	36	85	61	61	122

Trip Distribution

Trip distribution methodology is developed based on a variety of factors. These factors include the existing travel patterns within the adjacent roadway network, adjacent land uses, proposed land use, development locations, driveway locations and the proximity of major arterials within the project vicinity.

The following trip distribution patterns were established upon a review of the adjacent roadway network traffic volumes and existing adjacent land uses.

Table 3 – Trip Distribution

To/From	Distribution		
	AM	PM	SAT
Cedar Street (Route 85) – North of Site	35%	35%	35%
Cedar Street (Route 85) – South of Site	10%	10%	10%
Fortune Boulevard – East of Site	15%	30%	25%
Dilla Street – West of Site	40%	25%	30%
Total	100%	100%	100%

The site generated trips were implemented into the roadway network based upon the anticipated distributions. The primary and pass-by site generated trips are illustrated as **Figure 4** through **Figure 8** within **Appendix A**.



V. FUTURE TRAFFIC CONDITIONS

To determine the traffic impact of the development, an estimate of the traffic operational characteristics at the Build date without the construction of the Project (or “No Build” condition) is made. The existing volumes have been projected to the Build year of 2022.

Base Conditions

A general background growth rate was applied to the transient traffic volumes in the study area to account for general increase in traffic due to regional population and employment growth by the build year. The 2022 No Build traffic volumes were forecasted by applying a background growth rate based on existing counts conducted along Cedar Street (Route 85) and Fortune Boulevard/Dilla Street and data published by the Massachusetts Department of Transportation (MassDOT). Based on the published data, a growth rate of 1% was calculated and applied to the existing traffic volumes.

Adjacent Developments

The Milford Planning Board was contacted to determine if any developments in the vicinity of the subject property would increase adjacent roadway traffic volumes. There were no approved projects in the vicinity of the site.

2022 No Build Conditions

The 2022 No Build volumes equate to the 2022 Base volumes, as there are no planned developments within the vicinity of the site. The 2022 No Build volumes are presented in **Figure 9** of **Appendix A**.

2022 Build Conditions

The 2022 Build volumes were forecasted by adding the site generated traffic from the proposed development to the 2022 No Build traffic volumes within the roadway network. The 2022 Build traffic volumes are summarized as **Figure 10** of **Appendix A**.



VI. HCM CAPACITY ANALYSIS

The peak hour traffic operations within the project vicinity were evaluated at the study intersections. The analyses were performed using *Synchro Trafficware*; a traffic analysis and simulation program. The results of these analyses provide Levels of Service (LOS), volume/capacity descriptions and average seconds of delay for the intersection movements.

The efficiency with which an intersection operates is a function of volume and capacity. The capacity of an intersection is the volume of vehicles it can accommodate during a given time period. LOS is a qualitative measure describing operational conditions within a traffic stream in terms of traffic characteristics such as freedom to maneuver, traffic interruption, comfort and convenience. Six LOS are defined for each type of facility with analysis procedures available. Levels of Service range from "A" through "F", with "A" representing excellent conditions with no delays and failure and deficient operations denoted by Level "F". The Highway Capacity Manual (HCM) LOS criteria for signalized and unsignalized intersections are summarized in the following table.

Table 4 – HCM: Signalized and Unsignalized LOS/Delay Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized Intersection	Unsignalized Intersection
A	< 10	< 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

The following table details the level of service for the 2022 No Build and Build conditions. The capacity analysis calculation worksheets are provided in **Appendix D**.



Table 5 – Intersection Level of Service Summary

Intersection	Movement		2022 No Build						2022 Build					
			AM Peak		PM Peak		SAT Peak		AM Peak		PM Peak		SAT Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Cedar Street (Route 85) (NB/SB) with Fortune Boulevard/Dilla Street (EB/WB)	EB	L	F	97.4	D	54.1	D	50.4	F	106.9	E	56.2	D	44.4
		L/T/R	F	94.9	E	63.2	E	75.0	F	107.7	E	69.7	E	64.3
	WB	L/T	F	450.6	D	53.0	E	63.4	F	177.9	E	67.0	E	72.0
		R	E	57.2	D	51.3	D	47.8	D	54.4	E	58.7	D	48.9
	NB	L	D	51.1	E	79.7	E	73.4	D	54.2	E	77.5	E	74.3
		T/R	E	55.8	D	51.5	D	51.1	E	67.4	D	54.2	E	60.8
	SB	L	E	68.5	F	224.0	E	77.3	E	79.5	E	69.9	E	64.2
		T	C	25.6	E	72.4	D	54.6	C	26.7	E	62.6	E	66.4
		R	C	25.9	D	47.2	D	41.0	C	26.5	D	44.5	D	43.3
	Overall		F	101.9	E	71.2	E	58.7	F	80.5*	E	60.8*	E	59.5*
Cedar Street (Route 85) (NB/SB) with North Site Driveway (WB)	WB	L/R	a	9.9	b	10.9	b	11.2	-	-	-	-	-	
Cedar Street (Route 85) (NB/SB) with South Site Driveway (WB)	WB	L/R	a	9.9	c	16.5	b	10.6	b	11.2	c	15.2	b	12.0
	SB	L/T	a	0.1	a	0.1	a	0.1	a	1.1	a	0.6	a	0.6
Site Driveway (NB) with Fortune Boulevard (EB/WB)	WB	L/T	a	0.4	a	0.3	a	0.4	a	2.2	a	1.5	a	1.5
	NB	L/R	b	11.1	b	11.3	b	11.1	b	11.7	b	11.4	b	11.2

Note: uppercase indicates signalized intersection; lowercase indicates unsignalized intersection
* Optimized signal timing directive

The following are discussions pertaining to each of the intersections analyzed. All capacity analysis calculation worksheets are appended. It should be noted the existing percentage of trucks and peak hour factors were used in all analysis. The following is a summary of the findings for each location.

Cedar Street (Route 85) with Fortune Boulevard/Dilla Street

2022 No Build

Under the No Build condition, all intersection movements will operate at Levels of Service “E” or better during all peak hours studied with the exception of the eastbound movement and the westbound left turn/through movement which will exceed capacity during the weekday morning peak hour and the southbound left turn movement which will exceed capacity during the weekday evening peak hour. The intersection will operate at overall Levels of Service “F”, “E”, and “E” during the weekday morning, evening, and Saturday midday peak hours, respectively.



2022 Build Analysis

Under the Build condition, it is proposed to optimize the traffic signal timing directive. With the proposed improvements, the overall levels of service will be improved or maintained when compared to the No Build levels of service. Specifically, the westbound left turn/through and southbound left turn delays will be significantly improved when compared to the No Build delays.

Cedar Street (Route 85) with North Site Driveway

2022 No Build Analysis

Under the No Build condition, the driveway will operate at Levels of Service “B” or better during all peak hours studied.

2022 Build Analysis

Under the Build condition, this driveway will be consolidated with the other driveway on Cedar Street (Route 85) into one full movement driveway, addressed below.

Cedar Street (Route 85) with South Site Driveway

2022 No Build Analysis

Under the No Build condition, the westbound approach of the site driveway will operate at Levels of Service “C” or better during all peak hours studied.

2022 Build Analysis

Under the Build condition, it is proposed to consolidate the two (2) existing full movement driveways along Cedar Street (Route 85) into one full movement driveway. With the proposed modifications, all intersection movements will continue to operate at or near No Build levels of service.

Site Driveway with Fortune Boulevard

2022 No Build Analysis

Under the No Build condition, the driveway will operate at Levels of Service “B” or better during all peak hours studied.

2022 Build Analysis

Under the Build condition, all intersection movements will continue to operate at or near No Build levels of service.



VII. QUEUE ANALYSIS

Drive-Thru Queue Analysis

The Town of Milford sets forth a stacking requirement of 15 spaces (300') for restaurant drive-thru windows. It is proposed to provide 15 stacking spaces (305') from the proposed pick-up window, thus satisfying the stacking requirement. Additionally, it is proposed to provide an adjacent 12' wide by-pass lane.

Cedar Street (Route 85) Northbound Queue Analysis

The peak hour queue lengths were evaluated along the northbound approach Cedar Street (Route 85) at its intersection with Fortune Boulevard/Dilla Street to determine the impact at the proposed site driveway along Cedar Street (Route 85). Based on the average queue lengths, the proposed development will not have a noticeable impact on the queues with the increases of approximately one (1) vehicle during the peak periods studied. As previously mentioned, it is proposed to consolidate the two (2) existing driveways along Cedar Street (Route 85) to one (1) driveway. Additionally, it is proposed to relocate the driveway along the southern portion of the site frontage to increase the spacing distance to the intersection of Cedar Street (Route 85) and Fortune Boulevard/Dilla Street.



VIII. SUMMARY AND CONCLUSIONS

The Traffic Impact Study prepared by Maser Consulting evaluated the impact the Project will have on the adjacent roadway network in the Town of Milford, Worcester County, Massachusetts. In addition, the proposed site design is sufficient to accommodate the anticipated site generated traffic. The findings of the Traffic Impact Study are summarized as follows:

1. The Applicant proposes to raze the existing automobile service center with gasoline pumps and develop a 3,993 SF convenience market with gasoline pumps and drive-through.
2. Access to the existing site is currently provided via two (2) full movement driveways along Cedar Street (Route 85) and one (1) full movement driveway along Fortune Boulevard. Under the Build condition, it is proposed to consolidate the two (2) existing full movement driveways along Cedar Street (Route 85) into one full movement driveway approximately 170' from the intersection. In addition, the driveway along Fortune Boulevard will be moved to a location 100' from the intersection.
3. Under the Build condition, all movements at the intersection of Cedar Street (Route 85) with Fortune Boulevard/Dilla Street will continue to operate at or near No Build levels of service during all peak hours studied.
4. Under the Build condition, all movements at the intersection of Cedar Street (Route 85) with South Site Driveway will continue to operate at or near No Build levels of service.
5. Under the Build condition, all movements at the intersection of Site Driveway with Fortune Boulevard will continue to operate at or near No Build levels of service.

MEMORANDUM

TO: Town of Milford Planning Board
Larry Dunkin, Town Planner
Michael Dean, PE, Town Engineer

DATE: July 30, 2020

FROM: Elizabeth Oltman, PE

PROJECT NO.: T0909/924

RE: Platinum Park Transportation Terminal – Traffic Generation

Lyman Realty Trust has retained TEC, Inc. (TEC) to prepare an assessment of the post-occupancy site traffic generation by Platinum Park, a delivery vehicle storage facility (or "transportation terminal") to be located along East Main Street (Route 16) in Milford, Massachusetts. Access to the site is provided via a full-access/egress driveway (Platinum Way) along the south side of East Main Street, immediately east of Interstate 495. The post-occupancy traffic monitoring is a condition of the original site plan approval of the subject property by the Town of Milford.

The approved site plan for Platinum Park consisted of 481 parking spaces for 420 delivery vehicles. The traffic impact of the development was originally evaluated within the *Traffic Impact Assessment* submitted to the Milford Planning Board, prepared by TEC, Inc., dated August 13, 2019¹. The 481 parking spaces were constructed in early 2020. Currently, 240 delivery vehicles are parked at the facility.

This memorandum details the traffic volume currently generated by the Platinum Park delivery vehicle storage facility and provides a comparison with the previously approved traffic volumes projected within the planning documents for the site plan approval and the adjacent roadway improvements.

Count Program

In order to obtain both daily and peak hour traffic volumes generated by Platinum Park, the following count program was performed:

- Automatic Traffic Recorder (ATR) counts were conducted at the driveway access onto East Main Street to identify the traffic generated by the delivery vehicle storage facility for eight weeks between Monday, May 18, 2020 and Thursday, July 16, 2020.

A detailed summary of the ATRs, partitioned into 15-minute intervals, are attached.

¹ *Traffic Impact Assessment, Delivery Vehicle Storage Facility, Milford Massachusetts*, TEC, Inc., August 13, 2019

Platinum Park Transportation Terminal Trip Generation

The results of the ATR counts were compiled to determine the traffic volumes generated by the 240 delivery vehicles parked at the delivery vehicle storage facility during the weekday morning peak commuter hour, the weekday evening peak commuter hour and on an average weekday.

The data previously provided by the end user of the facility projected shift times and delivery pickup schedules. The facility was projected to have drivers arriving in two shifts: the primary shift arriving between 7:00 AM and 9:30 AM and a midday shift arriving between 11:30 AM and 12:30 PM. Shifts last for approximately nine (9) hours, with the delivery vehicles returning between 4:30 PM and 7:00 PM and between 8:00 PM and 9:30 PM. The peak hours of traffic generation for the facility, under occupied conditions, occur between 8:00 AM and 10:00 AM and between 6:00 PM and 8:00 PM, slightly later than but generally overlapping with the commuter peak hour of the adjacent street system.

Table 1 summarizes the average traffic currently generated by the facility over the eight weeks counted and the ratio of trips per vehicle. The weekly average breakdown is attached.

Table 1 – Average Trip Generation – 240 vehicles

<u>Time Period</u>	<u>Average Trip Generation ^a</u>	<u>Trips per Vehicle ^b</u>
<i>Weekday Daily</i>	814	3.39
<i>Weekday Morning</i>		
IN	47	0.20
OUT	74	0.31
TOTAL	121	0.51
<i>Weekday Evening</i>		
IN	49	0.20
OUT	48	0.20
TOTAL	97	0.40

^a Weekday average between Monday, May 18, 2020 and Thursday, July 16, 2020

^b Based upon 240 delivery vehicles

Table 1 indicates that the delivery vehicle storage facility is generating weekday daily trips at a ratio of 3.39 trips per vehicle, less than originally projected rate of 4 daily trips as identified within the original Traffic Impact Assessment: The original study assumed two trips for the drivers' passenger vehicles and two trips for each delivery vans. Using the actual, calculated ratios of the peak hour and daily trips per vehicle generated by the facility, TEC projected the trip generation for the originally approved capacity of 420 delivery vehicles. This projection was then compared with the traffic projections for the facility within the original Traffic Impact Study. Table 2 provides a comparison of the traffic currently generated by the delivery vehicle storage facility project to

420 vehicles with the traffic projection provided to the Town of Milford Planning Board in August 2019.

Table 2 –Trip Generation Comparison

<u>Time Period</u>	<u>Projected Trip Generation ^a</u>	<u>Actual Trip Generation ^b</u>	<u>Difference</u>
<i>Weekday Daily</i>	1,680	1,424	-256
<i>Weekday Morning</i>			
IN	100	82	-18
OUT	<u>100</u>	<u>129</u>	+29
TOTAL	200	211	+11
<i>Weekday Evening</i>			
IN	100	86	-14
OUT	<u>100</u>	<u>84</u>	-16
TOTAL	200	170	-30

^a Based on empirical data detailed within the original Traffic Impact Assessment

^b Ratios from Table 1 applied to 420 vehicles

A review of Table 2 indicates that the calculated increase in traffic volumes generated by the delivery vehicle storage facility are approximately 11 vehicles more (5 percent change) during the weekday morning peak hour and 30 vehicles less (15 percent change) during the weekday evening peak hour as compared to the originally projected traffic volumes during each of the peak commuter hours. The traffic volumes projected within the 2019 Traffic Impact Assessment were therefore appropriate for the planning of the site and the off-site roadway improvements.

Conclusion

The Platinum Park delivery vehicle storage facility generates traffic at a ratio at or less than originally projected during the approval process of the site plans and the adjacent roadway improvement project. The study area intersection improvements, as outlined within TEC’s original Traffic Impact Analysis, therefore remain sufficient to mitigate site generated traffic and no further mitigation is warranted or recommended.

Trip Generation Breakdown

Shifts
 7:00 AM - 10:00 AM
 11:00 AM - 1:00 PM
 4:30 PM - 7:00 PM/8:00 PM

Peak Hours
 AM Peak Hour
 Midday Peak Generator
 PM Peak Hour
 Daily

	Monday 5/18			Tuesday 5/19			Wednesday 5/20			Thursday 5/21			Friday 5/22			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
AM Peak Hour	63	96	159	54	84	138	51	109	160	46	94	140	42	83	125	51	93
Midday Peak Generator	22	55	77	7	36	43	11	52	63	7	48	55	40	7	47	23	31
PM Peak Hour	47	47	94	43	51	94	44	58	102	47	46	93	41	39	80	44	48
Daily	512	553	1065	444	461	905	479	495	974	436	493	929	432	390	822	461	478

Shifts
 7:00 AM - 10:00 AM
 11:00 AM - 1:00 PM
 4:30 PM - 7:00 PM/8:00 PM

Peak Hours
 AM Peak Hour
 Midday Peak Generator
 PM Peak Hour
 Daily

	Monday 5/25			Tuesday 5/26			Wednesday 5/27			Thursday 5/28			Friday 5/29			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
AM Peak Hour	47	72	119	60	86	146	55	87	142	34	85	119	55	98	153	50	86
Midday Peak Generator	37	5	42	11	39	50	42	4	46	7	45	52	38	3	41	27	19
PM Peak Hour	52	50	102	55	44	99	41	43	84	50	48	98	63	53	116	52	48
Daily	373	390	763	436	420	856	418	406	824	411	419	830	393	438	831	406	415

Shifts
 7:00 AM - 10:00 AM
 11:00 AM - 1:00 PM
 4:30 PM - 7:00 PM/8:00 PM

Peak Hours
 AM Peak Hour
 Midday Peak Generator
 PM Peak Hour
 Daily

	Monday 6/1			Tuesday 6/2			Wednesday 6/3			Thursday 6/4			Friday 6/5			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
AM Peak Hour	34	90	124	49	60	109	44	79	123	56	93	149	33	69	102	43	78
Midday Peak Generator	35	7	42	26	22	48	4	39	43	42	8	50	4	33	37	22	22
PM Peak Hour	51	51	102	53	55	108	65	57	122	46	46	92	45	44	89	52	51
Daily	351	385	736	383	413	806	413	439	852	394	458	852	333	433	766	377	426

Shifts
 7:00 AM - 10:00 AM
 11:00 AM - 1:00 PM
 4:30 PM - 7:00 PM/8:00 PM

Peak Hours
 AM Peak Hour
 Midday Peak Generator
 PM Peak Hour
 Daily

	Monday 6/8			Tuesday 6/9			Wednesday 6/10			Thursday 6/11			Friday 6/12			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
AM Peak Hour	54	76	130	58	80	138	61	68	129	50	56	106	58	69	127	56	70
Midday Peak Generator	7	30	37	10	37	47	7	49	56	10	36	46	13	36	49	9	38
PM Peak Hour	46	49	95	51	42	93	53	46	99	39	39	78	56	57	113	49	47
Daily	381	366	747	426	408	834	430	459	889	408	402	810	378	373	751	405	402

Shifts	Monday 6/15			Tuesday 6/16			Wednesday 6/17			Thursday 6/18			Friday 6/19			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
7:00 AM - 10:00 AM	53	68	121	41	86	127	46	80	126	54	72	126	44	64	108	48	74
11:00 AM - 1:00 PM	10	35	45	24	35	59	16	33	49	17	35	52	12	41	53	16	36
4:30 PM - 7:00 PM/8:00 PM	49	47	96	50	40	90	46	43	89	41	51	92	52	51	103	48	46
Daily	374	378	752	410	412	822	394	435	829	410	395	805	392	352	744	396	394

Peak Hours
AM Peak Hour
Midday Peak Generator
PM Peak Hour
Daily

Shifts	Monday 6/22			Tuesday 6/23			Wednesday 6/24			Thursday 6/25			Friday 6/26			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
7:00 AM - 10:00 AM	51	67	118	62	49	111	37	104	141	36	86	122	51	70	121	47	75
11:00 AM - 1:00 PM	13	29	42	10	37	47	11	36	47	19	34	53	12	27	39	13	33
4:30 PM - 7:00 PM/8:00 PM	44	52	96	52	47	99	46	43	89	50	43	93	51	51	102	49	47
Daily	380	369	749	418	386	804	424	430	854	435	364	799	365	364	729	404	383

Peak Hours
AM Peak Hour
Midday Peak Generator
PM Peak Hour
Daily

Shifts	Monday 6/29			Tuesday 6/30			Wednesday 7/1			Thursday 7/2			Friday 7/3			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
7:00 AM - 10:00 AM	49	70	119	43	74	117	40	80	120	31	87	118	45	43	88	42	71
11:00 AM - 1:00 PM	14	31	45	25	30	55	17	41	58	29	30	59	32	6	38	23	28
4:30 PM - 7:00 PM/8:00 PM	55	43	98	36	54	97	53	54	107	53	49	102	43	49	92	48	50
Daily	396	360	756	392	387	779	394	440	834	390	399	789	392	362	754	393	390

Peak Hours
AM Peak Hour
Midday Peak Generator
PM Peak Hour
Daily

Shifts	Monday 7/6			Tuesday 7/7			Wednesday 7/8			Thursday 7/9			Friday 7/10			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
7:00 AM - 10:00 AM	50	66	116	48	65	113	40	62	102	50	55	105	34	62	96	44	62
11:00 AM - 1:00 PM	18	34	52	21	35	56	13	29	42	11	34	45	15	27	42	16	32
4:30 PM - 7:00 PM/8:00 PM	54	61	115	68	66	134	38	46	84	47	39	86	60	40	100	53	50
Daily	370	380	750	403	394	797	404	401	805	378	397	775	333	361	694	378	387

Peak Hours
AM Peak Hour
Midday Peak Generator
PM Peak Hour
Daily

Shifts	Monday 7/13			Tuesday 7/14			Wednesday 7/15			Thursday 7/16			Friday 7/17			Week Average	
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
7:00 AM - 10:00 AM	46	46	92	43	49	92	47	61	108	36	82	118	36	82	118	43	60
11:00 AM - 1:00 PM	18	42	60	23	39	62	19	51	70	21	43	64	20	44	64	20	44
4:30 PM - 7:00 PM/8:00 PM	49	47	96	50	46	96	38	43	81	43	43	86	407	431	838	45	45
Daily	386	400	786	435	374	809	465	433	898	407	431	838	423	410	833	423	410

Peak Hours
AM Peak Hour
Midday Peak Generator
PM Peak Hour
Daily

Summary

8-Week Average		
Enter	Exit	Total
47	74	121
19	31	50
49	48	97
405	409	814

Average Ratio for 240 vehicles		
Enter	Exit	Total
0.196	0.308	0.504
0.079	0.129	0.208
0.204	0.2	0.404
1.69	1.7	3.39

8-Week Average for 420 vehicles		
Enter	Exit	Total
82	129	211
33	54	87
86	84	170
710	714	1424



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

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**Amended Site Plan**
(**Little Critters Daycare**
(**96 Medway Street**
(**Map 43 Lot 66**
(**RB Zone**
(

Dear Mdm. Chairman:

The applicant requests change of use site plan approval to allow for a Child Day Care Center on the subject property. The Child Day Care Center is to replace the former church-related math academy previously located in the building.

There are no new buildings or additions proposed, and the parking and drive areas are proposed to remain unchanged. Five parking spaces, however, are striped to back into, and actually partially encroach on to, Messina Street and should be eliminated.

I recommend approval of the amended change of use site plan subject to departmental comments.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner



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

August 5, 2020

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: **96 Medway Street – Little Critters Daycare**
Amended Site Plan Review

Dear Mrs. McCarthy:

The submittal is for an **Amended** Site Plan for the change of use at 96 Medway Street. The site was previously used for some type of Pre-School / Math School Tutoring (as the sign indicates). Prior to that, the site was known as Kids & Company Daycare Facility. The proposed use under this current submittal is for another Daycare Facility.

The site refers to the Town Assessor's Map 43, Block 0, Lot 66, consisting of 0.43 Acres, Zoned Single Family Residential – RB.

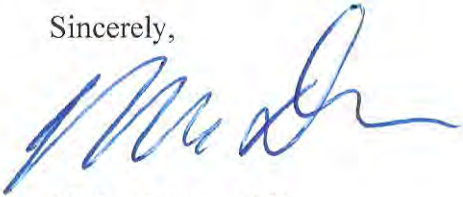
Following a review of the Site Plan, I offer the following comments:

1. The 5 existing parking spaces shown perpendicular to Messina Street, in the south west portion of the site, utilize a portion of the layout of Messina Street, these spaces should either be removed or re-arranged as parallel spaces as the original site plan was approved.
2. Not having any preliminary meetings with the applicant, the need for the 3 existing parking spaces located in the front of the existing building (south east portion of the site) should be further discussed. How does the applicant envision utilizing the 3 spaces, how vital are these spaces to the operation? The reason for this discussion would be to evaluate the need for the existing curb cut along Medway Street. There appears to be adequate access to and from the site via Messina Street.

3. If there is going to be a dumpster (none shown), the location of said dumpster should be discussed as there are residences across the street from the facility along Messina Street.

Following further discussions of the above comments I recommend the approval of the Amended Site Plan.

Sincerely,



Michael Dean, P.E.
Town Engineer



Board Members

Kenneth C. Evans
Leonard A. Izzo
Paul A. Mazzuchelli

BOARD OF HEALTH

TOWN OF MILFORD, MASSACHUSETTS 01757

Jacquelyn A. Murphy, *Director of Public Health*

Telephone: 508-634-2315

July 31, 2020

To: Larry L. Dunkin, AICP

Re: Amended Site Plan Review at 96 Medway Street

The Board of Health has no hesitations or questions about the change of use from a preschool to a daycare.

Please feel free to contact the office with any questions at the contact information below.

Best,
Jackie

Jacquelyn Murphy, DrPH, MPH
Director of Public Health
Board of Health
Town of Milford
52 Main Street (Room 6)
Milford, MA 01757
508.634.2315



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

July 31, 2020

RE: 96 Medway Road
Applicant: Little Critters Daycare, Jennifer Morais
Owner: St. John Academy for Children

Dear Mr. Dunkin:

The Milford Fire Department has reviewed the proposed Waiver of Site Plan for 96 Medway Road and has no recommendations.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson



Town of Milford
Highway Department

Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: August 4, 2020
Subject: Amended Site Plan
96 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

July 28, 2020

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

Re: **Site Plan Waiver - 96 Medway Road Milford, MA**
Little Critters Daycare / Jennifer Morais (Dated 7/22/2020)

Milford Water Company (MWC) after reviewing the plans for **96 Medway Road** submitted by **Little Critters Daycare / Jennifer Morais** 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



G-4554-1

WAIVER OF SITE PLAN 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: 96 Medway Road, Milford, MA
Applicant: Little Critters Daycare / Jennifer Morais
Owner: St. John Academy for Children
Existing use of premises: Preschool
Proposed use of premises: Daycare - no changes are proposed to the size of existing building, impervious surface area, parking, etc.
Number of buildings: 2 / 2
Open space: 25% / 25%
Building area: 23% coverage / 23% coverage
Parking spaces: 12 / 12
Building height: 1-2 Story / 1-2 Story
Employees: /
Lot coverage: 75% / 75%
Traffic generation: /
List and describe all Special Permits, and/or Variances granted for this site (include dates approved):
Special Permit granted pursuant to Section 3.4.6.2 by Milford Zoning Bd of Appeals on April 18, 1989
Variance from Section 2.3 & 2.5 and/or 3.4 granted by Milford Zoning Bd of Appeals on April 18, 1989

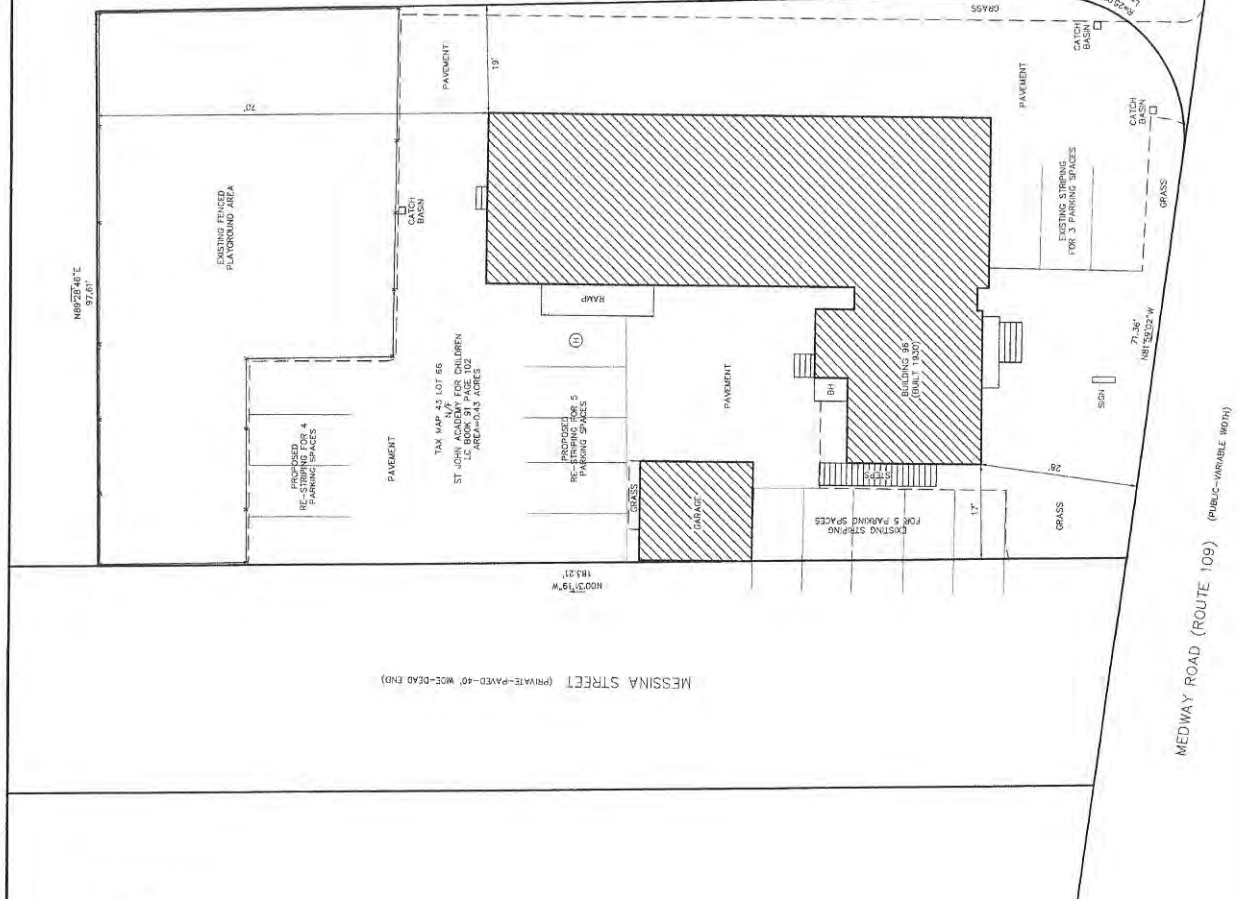
Application Fee: \$100.00

Applicant's Signature Date
Svetlana V Trisping 7/22/2020
Owner's Signature (if different) 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: / / +45 days = / / Fee received: \$ Date Fee received: / /
Copy to: [] Engineer [] Highway [] Fire [] Sewer [] Water [] Con. Com. [] Com. on Disabilities
7-1-2013

SEE UNRECORDED PLAN PREPARED FOR RFS & CO. BOSTON, BOSTON PLANNING BOARD JUNE 5, 1989.
 LEANNE SMITH, APPROVED BY MILFORD FOR RFS & CO.



TYPE	AMOUNT	DATE
LOT 55	15,000	10/10/88
LOT 56	15,000	10/10/88
LOT 57	15,000	10/10/88
LOT 58	15,000	10/10/88
LOT 59	15,000	10/10/88
LOT 60	15,000	10/10/88
LOT 61	15,000	10/10/88
LOT 62	15,000	10/10/88
LOT 63	15,000	10/10/88
LOT 64	15,000	10/10/88
LOT 65	15,000	10/10/88
LOT 66	15,000	10/10/88
LOT 67	15,000	10/10/88
LOT 68	15,000	10/10/88
LOT 69	15,000	10/10/88
LOT 70	15,000	10/10/88
LOT 71	15,000	10/10/88
LOT 72	15,000	10/10/88
LOT 73	15,000	10/10/88
LOT 74	15,000	10/10/88
LOT 75	15,000	10/10/88
LOT 76	15,000	10/10/88
LOT 77	15,000	10/10/88
LOT 78	15,000	10/10/88
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LOT 91	15,000	10/10/88
LOT 92	15,000	10/10/88
LOT 93	15,000	10/10/88
LOT 94	15,000	10/10/88
LOT 95	15,000	10/10/88
LOT 96	15,000	10/10/88
LOT 97	15,000	10/10/88
LOT 98	15,000	10/10/88
LOT 99	15,000	10/10/88
LOT 100	15,000	10/10/88

1) SEE THE FOLLOWING PLANS RECORDED AT THE WORCESTER DISTRICT REGISTRY OF DEEDS--
 PLAN 113288 1988 72 MAY 1989
 L.C. PLAN 113288 1988 72 MAY 1989
 L.C. PLAN 113289 1937
 L.C. PLAN 113290 1937
 L.C. PLAN 113284 1527

2) ZONING DISTRICT-- R9
 MINIMUM LOT AREA-- 15,000 SF
 (EXISTING--16,600 SF)
 MINIMUM LOT WIDTH-- 100'
 (EXISTING 97')
 MINIMUM LOT FRONTAGE-- 60'
 (EXISTING 71.38')
 SETBACKS--
 FRONT 30' (EXISTING 0')
 REAR 25' (EXISTING 70')
 MAXIMUM BUILDING COVERAGE-- 25%
 MAXIMUM BUILDING HEIGHT-- 35' OR 2.5 STOREYS

3) SEE VARIANCE GRANTED BY THE MILFORD BOARD OF ZONING AND RECORDED AS DOCUMENT #2827 IN LAND COURT.

4) THE PROPOSED USE OF THE SUBJECT PROPERTY IS A CHILD DAYCARE CENTER.

OWNER:
 ST. JOHN ACADEMY FOR CHILDREN
 100 WILLOW STREET
 MILFORD, MA 01757
 LAND COURT BOOK 91 PAGE 102

PLAN OF LAND
 96 MEDWAY ROAD (ROUTE 109)
 MILFORD, MASS.
 SCALE: 1" = 100'
 DATE: JULY 31, 2020

GRAPHIC SCALE: 1" = 100'
 0 20 40 60 80 100 FEET
 0 20 40 60 80 100 METERS

Guerniere & Halton, Inc.
 ENGINEERING & LAND SURVEYING
 155 WEEB STREET
 MILFORD, MA 01757
 TEL: (508) 472-8243
 FAX: (508) 472-8243
 www.guermiere.com



Property Information

Property ID 43-0-66
Location 96 MEDWAY RD
Owner ST JOHN ACADEMY FOR CHILDREN



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

Town of Milford, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated March 2018
Data updated 11/16/2018



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

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**Site Plan Waiver**
(**Milford Regional Medical Center**
(**14 Prospect Street**
(**Map 51 Lots 82-88A**
(**OR/RA Zone**
(

Dear Mdm. Chairman:

The applicant requests waiver of site plan approval to allow for the addition of a maintenance building on the subject premises.

Specifically, the proposal is to construct a 50' x 100' maintenance building in the southeasterly corner of the campus. It will be located beside the existing parking lot, north of the vacated portion of Orrin Slip. An underground holding tank is being proposed due to the floor drains in the building. A similar plan for a slightly smaller building had been approved in 2017.

All applicable zoning requirements appear to be met. Therefore, I recommend approval of the site plan waiver as requested.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner



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

August 4, 2020

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: **14 Prospect Street-Milford Regional Medical Center (MRMC)**
Amended Site Plan Review

Dear Mrs. McCarthy:

The submittal is for an **Amended** Site Plan for the construction of a 5,000 S.F. Maintenance Building adjacent to a parking area. Essentially the same plan was approved back in April, 2017. The difference is the proposed building is slightly larger than the 2017 proposal.

The Submitted documents are:

- Application for Amended Site Plan Review.
- Amended Site Plan of Land, Milford, MA, by: Guerriere & Halnon, Inc., Dated May 26, 2016, Revised through 7-30-2020.

Following a review of the above referenced documents I recommend the approval of the Amended Site Plan as submitted.

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

July 31, 2020

RE: Milford Regional Medical Center Maintenance Shed
Applicant: Milford Regional Medical Center
Owner: Same

Dear Mr. Dunkin:

The Milford Fire Department has reviewed the proposed Waiver of Site Plan for 14 Prospect Street and has no recommendations.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson



Town of Milford
Highway Department
Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: August 4, 2020
Subject: Amended Site Plan
14 Prospect Street

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

August 3, 2020

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

Re: **Site Plan Review – 14 Prospect Street Milford, MA
Milford Medical Center – (Dated 7/28/2020)**

Milford Water Company (MWC) requests the following plan amendments;

- Contractor must meet with MWC prior to starting any water line installations.
- Application for water services will need to be filled out, determination of water meter sizes will be done at that time.
- **MWC specifications must be followed. (www.milfordwater.com)**
- MWC is a MADEP full compliant Cross Connection company. All building water lines are subject to point of use Cross Connection compliance per specifications.

Respectfully submitted,

Vincent P Farese

Vincent P Farese
Operations Manager, Milford Water Company



WAIVER OF SITE PLAN 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: 14 Prospect Street
Assessor Map: 49&51 Block: Lot: 51, 82-88
Deed Reference: Book 54330 Page 371
Lot Area: 16.94 Ac Zoning District(s): OR
Applicant: Milford Medical Center Owner: SAME
Existing use of premises: Medical Center
Proposed use of premises: Medical Center
Number of buildings: Existing / Proposed 1 / 2
Building area: 82,450 / 87,450
Building height: n/a / 30'
Lot coverage: 17% / 18%
Open space: Existing / Proposed 45% / 44.5%
Parking spaces: 1,048 / 1,036
Employees: N/A / N/A
Traffic generation: N/A / N/A

Application Fee: \$100.00

Applicant's Signature Date 7/31/2020

Owner's Signature (if different) 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: / / +45 days = / / Fee received: \$ Date Fee received: / /

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



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

August 5, 2020

Lena McCarthy, Chair
Planning Board
52 Main Street
Milford, MA 01757

Re: **Ariana Estates – Definitive Residential Subdivision**
5 – Lot Subdivision (4 new lots & 1 existing)

Dear Mrs. McCarthy:

The submittal is to establish a bond amount and to release the lots from the covenant. The applicant is Lily Bean, LLC.

The applicant’s representative submitted a Bond amount of \$86,399.08 to cover the cost of the remaining construction and the close out of the subdivision.

I am in agreement with the bond amount of \$86,399.08 and recommend releasing the lots once the bond is posted.

Sincerely,

Michael Dean, P.E.
Town Engineer

**MILFORD PLANNING BOARD
CONSTRUCTION COST ESTIMATE**

Subdivision: ARIANA ESTATES	Review Date:	7/22/2020
Street Name : Ariana Circle		
Developer: Lily Bean LLC, Claro Construction Corp		
Project Engineer: G&H		
CONSTRUCTION ITEM	QUANTITY	UNIT COST EST. COST
1. Bituminous Concrete Surface Course		
1-1/2" Depth, 30' Wide	344 lf	\$42 \$14,448.00
Raise structures to Final Grade	0 ea	\$300 \$0.00
2. Curbing		
Type VA Granite (straight)	144 lf	\$59 \$8,496.00
Type VA Granite (curved)	548 lf	\$72 \$39,456.00
3. Sidewalks		
Cement Concrete	135 lf	\$38 \$5,156.30
4. Top Soil & Seeding ROW and sideslopes	50 sy	\$9 \$473.33
Hydroseeding allowance for open areas	1 ea	1,000 \$1,000.00
5. Survey Bounds	6 ea	\$450 \$2,700.00
6. Soil Erosion & Sediment Control		
Allowance to Maintain Silt Fences	100 lf	\$4 \$400.00
7. Engineering and Legal Paperwork		
As-Built Plans	200 lf	\$5 \$1,000.00
COC Request	1 ea	\$500 \$500.00
Street Acceptance Plans	1 ea	\$1,000 \$1,000.00
Deeds and Recording	1 ea	\$500 \$500.00
Sub-Total		\$ 75,129.63
15% Contingency		\$ 11,269.44
TOTAL GUARANTEE REQUIRED		\$ 86,399.08
Estimate Prepared By:	Dale Mackinnon	
Signature:		
Date:	22-Jul-20	

Notes

9970 sy 29 ave width 343.7931 lf
3 drain structures already set at final grade



TOWN OF MILFORD

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508-634-2317 Fax 508-473-2394
ldunkin@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Larry L. Dunkin, MCRP
Town Planner

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**ZBA Variance Referral**
(**Darlene East**
(**21 Cunniff Avenue**
(**Map 39 Lot 3**
(**RB Zone**
(

Dear Mdm. Chairman:

The applicant requests a variance to subdivide the existing conforming lot into two substandard lots to create an additional building lot.

The lot is a 26,210sf regularly shaped, substantially level lot. There are no features related to the property that represent a hardship.

Therefore, I recommend an unfavorable report be forwarded to the Zoning Board of Appeals.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner

TOWN OF MILFORD
PETITION FOR VARIANCE
UNDER THE ZONING BY-LAW

RECEIVED
MILFORD TOWN CLERK

To the Zoning Board of Appeals
Milford, MA 01757

2020 JUL -7 AM 10:09
Date: 7/2/2020

NOTE: All petitions for variances must be accompanied a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or a Registered Land Surveyor (See item B below in the ZBA Instructions to Applicants).

INSTRUCTIONS TO APPLICANTS

- A. All questions on this petition must be answered. Failure to answer any question may result in rejection or denial as an incomplete petition.
- B. All petitions for variances must be accompanied by five (5) copies of a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or Registered Land Surveyor, which plan must set forth the position of all structures thereon, their size and distance from the front, side, and rear boundary of the lot. Said plan must also show the location of proposed additions or structures, dimensions of said additions or structures, and relevant distances to lot lines. Said plan shall show the nearest side of any and all structures on adjacent properties within 30 feet of the subject lot. If applicable, dimensional areas for vehicular parking, for open space and/or recreation must be shown.
- C. All petitions and accompanying documents must be filed in quintuplicate with the Town Clerk.
- D. The filing fee for each petition seeking relief from the Board is \$250, inclusive of the \$25 paid to the Board of Assessors under paragraph E hereof. Checks are to be made payable to the Town of Milford.
- E. The petitioner must also provide a list with the names and addresses of the owners of all abutting land and of abutters to those abutters within 300 feet of the premises, which list must be obtained at the cost of \$25.00 from the Board of Assessors tax listings.
- F. Upon filing of a completed petition with the Town Clerk, the Board of Appeals shall schedule a hearing to be held no sooner than thirty (30) days from the date of filing to allow for newspaper publication and review by other Boards.

The undersigned hereby petitions the Zoning Board of Appeals to vary, in the manner and for the reasons set forth, the application of the provisions of the zoning by-law to the premises as described hereinafter:

Applicant: Darlene East 698 Podunk Rd East Brookfield 01515
(Full Name) (Address)

Owner: Darlene East, Elaine Barnes, Joseph Dias, Steven Dias (siblings)
(Full Name) (Address)

Tenant (if any): N/A
(Full Name) (Address)

1. Location of Premises 21 Cunniff Ave
(Address Number) (Name of Street)

Assessor's: 39 0 3
(Map) (Block) (Lot)

2. Within which Zoning District is the premises located? RB
3. State the Worcester Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner BOOK 54177 Page 363
4. State whether there is in existence any executory option, lease, or purchase and sale agreement with respect to the property None
5. If variance is sought from side line requirements, how far from the side line(s) is (are) the nearest building on abutting premises N/A
6. State present use of premises yard
7. State proposed use of premises single family home
8. Give extent of proposed alterations, if any _____
9. Number of families or housing units for which building is to be arranged 1
10. Have you submitted plans for above to the Building Inspector? no
11. Has a building permit been refused? no
12. What section(s) of the zoning by-law do you ask to be varied? 1-16
MINIMUM LOT SIZE
13. What circumstances exist, relating to the soil conditions, shape or topography of the subject premises, which do not generally affect other land in the zoning district, that would warrant the relief requested? n/a
14. If the variance were not granted, what hardship would be caused by the circumstances described in 13 above? N/A
15. State why you feel the grant of the variance will not cause substantial detriment to the public good Comparable to Street's Lot Sizes

16. If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.

I hereby certify that the above statements are true to the best of my/our knowledge and belief.

Applicant
Signature: Darlene East

Owner
Signature: Darlene East

Address: 698 Podunk Rd
E. Brookfield MA
01515

Address: same

Telephone: _____

Cell phone: 774-277-5450

e-mail: darleast1@gmail.com

Attorney (if any) _____

Address: _____

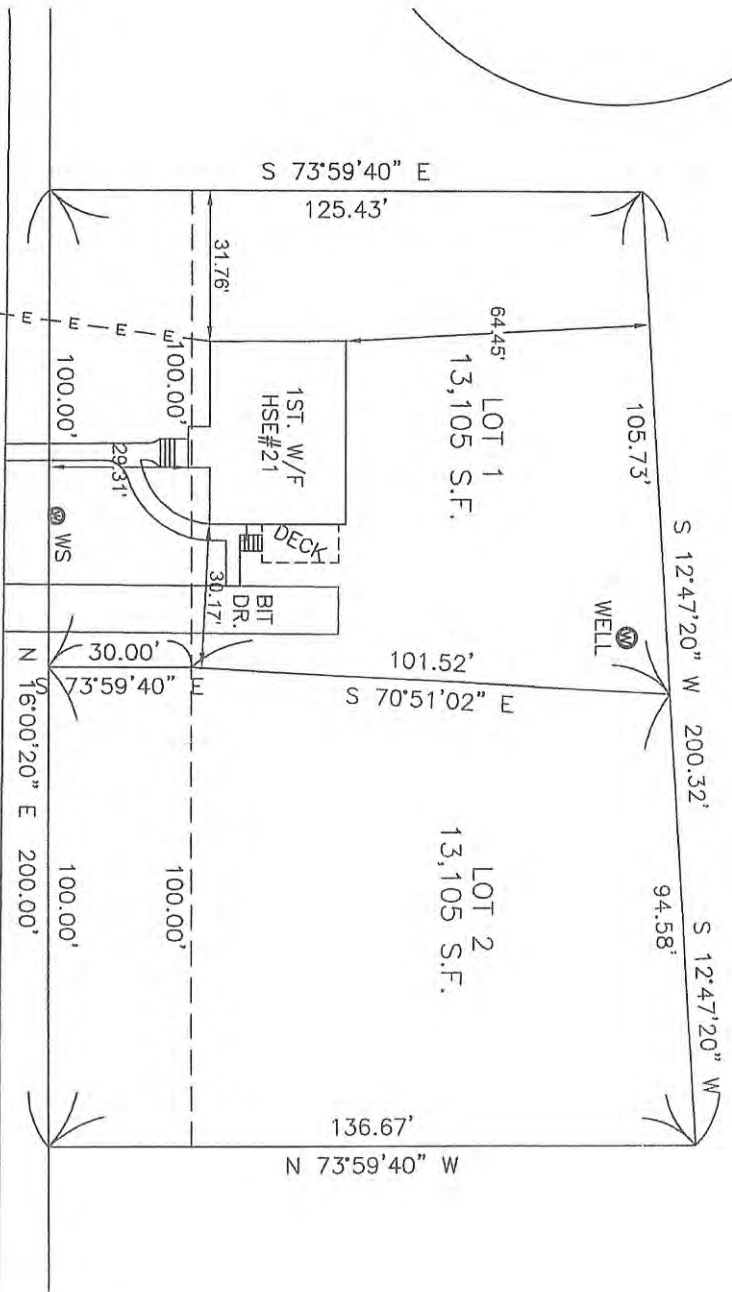
Telephone: _____

e-mail: _____

BE SURE THAT ALL QUESTIONS HAVE BEEN ANSWERED FULLY. IF MORE SPACE IS NECESSARY TO ANSWER ANY QUESTION(S), FEEL FREE TO USE AND ATTACH ADDITIONAL SHEETS.

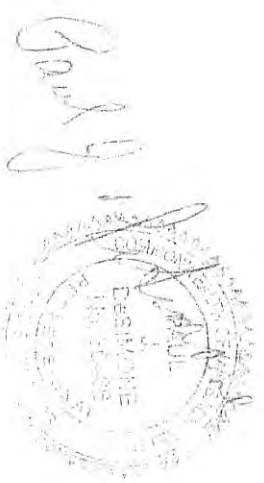


ZONE RB
 AREA 15,000 S.F.
 FRONTAGE 90'
 WIDTH 100'
 SETBACK 30'
 SIDYARD 15'
 REARYARD 25'
 LOT COVERAGE 25%



CUNNIFF SMH
 (50' WIDE)
AVENUE

CROSS
 STREET
 NOT
 BUILT



MILFORD, MA.

PLAN OF LAND
 IN

SCALE: 1"=40' MARCH 16, 2020

OWNER: Manuel & Gloria Dias
 21 Cuniff Ave.
 Milford, Ma. 01757

COLONIAL ENGINEERING INC.
 11 AWL STREET MEDWAY, MA.
 508-533-1644



Property Information	
Property ID	39-0-3
Location	21 CUNIFF AV
Owner	DIAS MANUAL & GLORIA - LE



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

Town of Milford, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated March 2018
Data updated 11/16/2018



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

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**ZBA Variance Referral**
(**Melquisedeque Rezende**
(**94 Purchase Street**
(**Map 34 Blk 26 Lot 1A**
(**RB Zone**
(

Dear Mdm. Chairman:

The applicant requests a variance to construct a 20' x 20' gazebo on the subject property to be 9' from the rear property line, 25' required in the RB zone.

A scaled site plan indicating the location of the proposed gazebo has not been submitted. A smaller gazebo should be considered since there is already a swimming pool in the adjacent yard area. There are no features whatsoever relating to the lot itself that represent a hardship.

Therefore, I recommend an unfavorable report be forwarded to the Zoning Board of Appeals.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner

TOWN OF MILFORD
PETITION FOR VARIANCE
UNDER THE ZONING BY-LAW

RECEIVED
MILFORD TOWN CLERK

2020 JUL -8 PM 1:03

To the Zoning Board of Appeals
Milford, MA 01757

Date: 07/08/2020

NOTE: All petitions for variances must be accompanied a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or a Registered Land Surveyor (See item B below in the ZBA Instructions to Applicants).

INSTRUCTIONS TO APPLICANTS

- A. All questions on this petition must be answered. Failure to answer any question may result in rejection or denial as an incomplete petition.
- B. All petitions for variances must be accompanied by five (5) copies of a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or Registered Land Surveyor, which plan must set forth the position of all structures thereon, their size and distance from the front, side, and rear boundary of the lot. Said plan must also show the location of proposed additions or structures, dimensions of said additions or structures, and relevant distances to lot lines. Said plan shall show the nearest side of any and all structures on adjacent properties within 30 feet of the subject lot. If applicable, dimensional areas for vehicular parking, for open space and/or recreation must be shown.
- C. All petitions and accompanying documents must be filed in quintuplicate with the Town Clerk.
- D. The filing fee for each petition seeking relief from the Board is \$250, *inclusive* of the \$25 paid to the Board of Assessors under paragraph E hereof. Checks are to be made payable to the Town of Milford.
- E. The petitioner must also provide a list with the names and addresses of the owners of all abutting land and of abutters to those abutters within 300 feet of the premises, which list must be obtained at the cost of \$25.00 from the Board of Assessors tax listings.
- F. Upon filing of a completed petition with the Town Clerk, the Board of Appeals shall schedule a hearing to be held no sooner than thirty (30) days from the date of filing to allow for newspaper publication and review by other Boards.

The undersigned hereby petitions the Zoning Board of Appeals to vary, in the manner and for the reasons set forth, the application of the provisions of the zoning by-law to the premises as described hereinafter:

Applicant: Melquisedeque Rezende 94 Purchase st
(Full Name) (Address)

Owner: Melquisedeque Rezende 94 Purchase st
(Full Name) (Address)

Tenant (if any): — —
(Full Name) (Address)

1. Location of Premises 94 Purchase st
(Address Number) (Name of Street)

Assessor's: _____
(Map) (Block) (Lot)

2. Within which Zoning District is the premises located? Residential
3. State the Worcester Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner 31811/38
4. State whether there is in existence any executory option, lease, or purchase and sale agreement with respect to the property no
5. If variance is sought from side line requirements, how far from the side line(s) is (are) the nearest building on abutting premises 9ft from the back line
6. State present use of premises back yard
7. State proposed use of premises Gazebo back yard 20x20 ft
8. Give extent of proposed alterations, if any no applicable
9. Number of families or housing units for which building is to be arranged 1
10. Have you submitted plans for above to the Building Inspector? Yes
11. Has a building permit been refused? Yes
12. What section(s) of the zoning by-law do you ask to be varied? We're applying for a variance permit due to the location where we are proposing the gazebo as it is only 9 feet from the back line of the property.
13. What circumstances exist, relating to the soil conditions, shape or topography of the subject premises, which do not generally affect other land in the zoning district, that would warrant the relief requested? The soil is flat and minimal disruptions will be needed.
14. If the variance were not granted, what hardship would be caused by the circumstances described in 13 above? none
15. State why you feel the grant of the variance will not cause substantial detriment to the public good The gazebo like structure will be located in a fenced in backyard and will not cause any disruptions to neighbors nor will the structure be visible to others who are not in the backyard.

16. If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.

I hereby certify that the above statements are true to the best of my/our knowledge and belief.

Applicant
Signature: _____

Address: 94 Purchase st
Milford MA 01757

Telephone: 774-244-2342

Cell phone: 774-244-2340

e-mail: Tpratis78@hotmail.com

Attorney (if any) _____

Address: _____

Telephone: _____

e-mail: _____

Owner
Signature: _____

Address: 94 Purchase st
Milford MA

BE SURE THAT ALL QUESTIONS HAVE BEEN ANSWERED FULLY. IF MORE SPACE IS NECESSARY TO ANSWER ANY QUESTION(S), FEEL FREE TO USE AND ATTACH ADDITIONAL SHEETS.

Paul Apkarian Architects, Inc.
 architecture • interiors • planning
 www.paai.net
 sce 961 0157 (t) paul@paai.net

Rev	Date	Revised



PROPOSED STRUCTURE
 Franklin Street Fair
 94 Purchase Street
 Milford MA

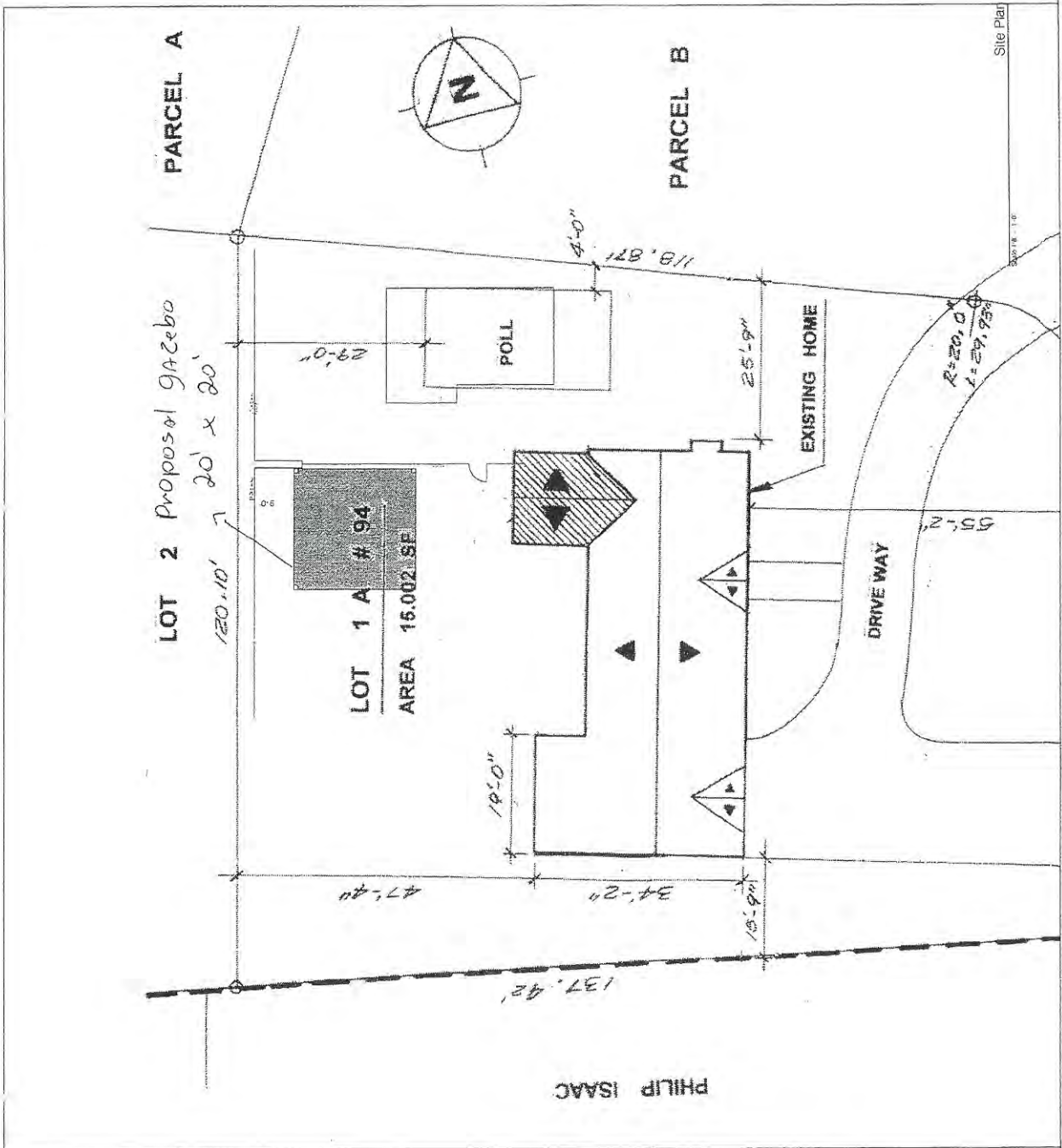
SCALE	1/8" = 1'
DATE	
PROJECT	
CLIENT	
DESIGNER	
DATE	

ARCHITECTURAL

Proposed
 Site Plan

A.1.1

THESE PLANS ARE THE PROPERTY OF PAUL M. APKARIAN ARCHITECTS AND MAY NOT BE COPIED, REPRODUCED OR IN ANYWAY DUPLICATED FOR CONSTRUCTION WITHOUT WRITTEN PERMISSION OF PAUL M. APKARIAN ARCHITECTS



Site Plan

No.	Date	Revisions

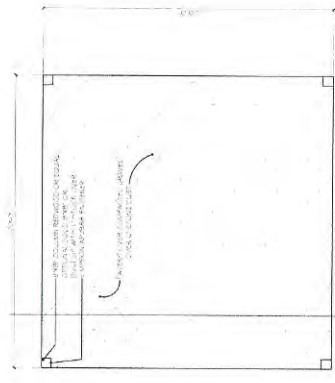


PROPOSED STRUCTURE
 Franklin Street Fare
 94 Purchase Street
 Milford, MA

SCALE	DATE	BY	CHECKED	DATE

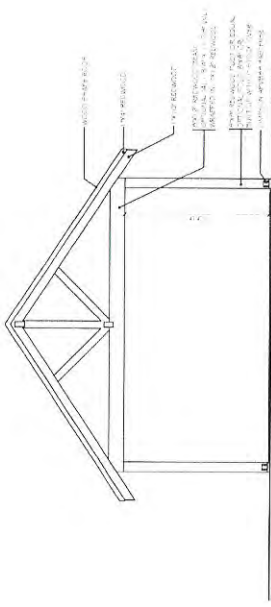
ARCHITECTURAL
 Proposed Exterior Structure
 A.1.0

THESE PLANS ARE THE PROPERTY OF PAUL M. APKARIAN, ARCHITECTS, AND MAY NOT BE COPIED, REPRODUCED OR IN ANYWAY DUPLICATED FOR CONSTRUCTION WITHOUT WRITTEN PERMISSION OF PAUL M. APKARIAN ARCHITECTS



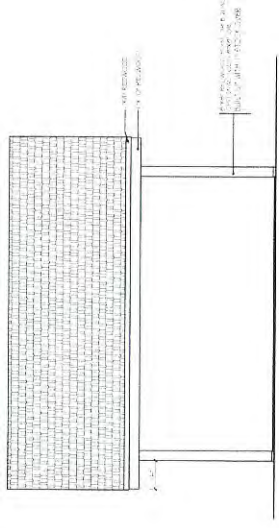
Plan

Scale 1/4" = 1'-0"



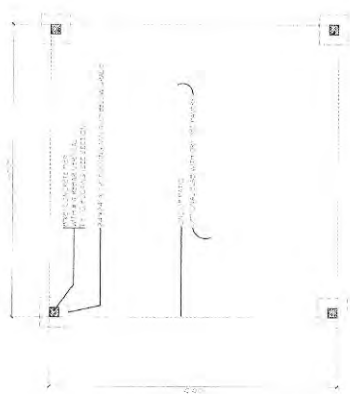
Front/Rear Elevations

Scale 1/4" = 1'-0"



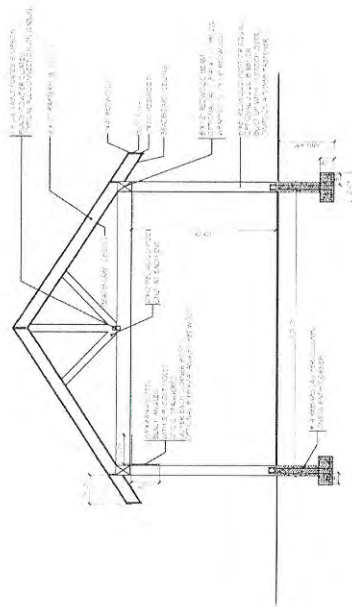
Side Elevations

Scale 1/4" = 1'-0"



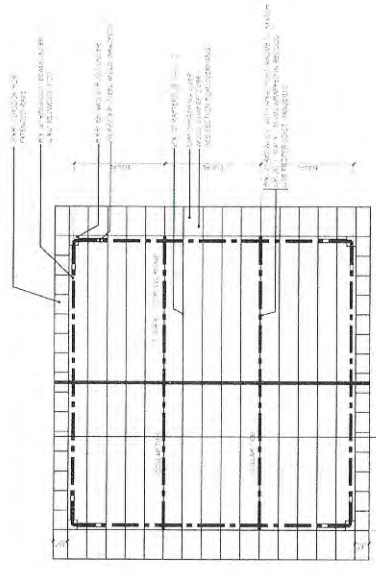
Footings Plan

Scale 1/4" = 1'-0"



Section

Scale 1/4" = 1'-0"




Roof Framing

Scale 1/4" = 1'-0"



Property Information	
Property ID	34-26-1A
Location	94 PURCHASE ST
Owner	REZENDE MELQUISEDEQUE


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**
Town of Milford, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.
Geometry updated March 2018
Data updated 11/16/2018





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

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**ZBA Variance/Special Permit Referral**
(**Warren Heller**
(**61 Exchange Street**
(**Map 48 Lot 580**
(**OR Zone**
(

Dear Mdm. Chairman:

The applicant requests a variance/special permit to convert the existing office use on the subject property to residential. Both office and residential uses are allowed within the OR district. The OR District was created in June of 2010, and this property was rezoned from CA Central Commercial to OR Office Residential in October of 2016. The lot size requirements were changed to 12-16k s.f. for two-family in October of 2005.

The subject property is an undersized lot in the OR zone. The building has been used as a professional (law) office for a number of years. Due to the 12-16k lot size requirement for two-family uses, a variance/special permit application is appropriate because the change is to two residential units with no office being retained. The variance is for the lot size and parking, and the special permit is for the two-family requirements.

Both the lot and the building pre-date zoning, so would otherwise be entitled to a single-family use regardless of lot size. There are no additions being proposed for the building, and there are no non-conformities relating to use. Therefore, I recommend a favorable report be forwarded to the Zoning Board of Appeals.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner

TOWN OF MILFORD
PETITION FOR VARIANCE and/or SPECIAL PERMIT
 UNDER THE ZONING BY-LAW

RECEIVED
 MILFORD TOWN CLERK
 JUL 17 PM 4:08

To the Zoning Board of Appeals
 Milford, MA 01757

Date: July 17, 2020

NOTE: All petitions for variances must be accompanied a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or a Registered Land Surveyor (See item B below in the ZBA Instructions to Applicants).

INSTRUCTIONS TO APPLICANTS

- A. All questions on this petition must be answered. Failure to answer any question may result in rejection or denial as an incomplete petition.
- B. All petitions for variances must be accompanied by five (5) copies of a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or Registered Land Surveyor, which plan must set forth the position of all structures thereon, their size and distance from the front, side, and rear boundary of the lot. Said plan must also show the location of proposed additions or structures, dimensions of said additions or structures, and relevant distances to lot lines. Said plan shall show the nearest side of any and all structures on adjacent properties within 30 feet of the subject lot. If applicable, dimensional areas for vehicular parking, for open space and/or recreation must be shown.
- C. All petitions and accompanying documents must be filed in quintuplicate with the Town Clerk.
- D. The filing fee for each petition seeking relief from the Board is *\$250, inclusive* of the \$25 paid to the Board of Assessors under paragraph E hereof. Checks are to be made payable to the Town of Milford.
- E. The petitioner must also provide a list with the names and addresses of the owners of all abutting land and of abutters to those abutters within 300 feet of the premises, which list must be obtained at the cost of \$25.00 from the Board of Assessors tax listings.
- F. Upon filing of a completed petition with the Town Clerk, the Board of Appeals shall schedule a hearing to be held no sooner than thirty (30) days from the date of filing to allow for newspaper publication and review by other Boards.

The undersigned hereby petitions the Zoning Board of Appeals to vary, in the manner and for the reasons set forth, the application of the provisions of the zoning by-law to the premises as described hereinafter:

<i>Applicant:</i>	<u>Warren S. Heller</u> <i>(Full Name)</i>	<u>6 Lancaster Meadows</u> <i>(Address)</i>
<i>Owner:</i>	<u>Same</u> <i>(Full Name)</i>	<u>West Boylston, MA 01583</u> <i>(Address)</i>
<i>Tenant (if any):</i>	<u>Same</u> <i>(Full Name)</i>	<u></u> <i>(Address)</i>
<i>1. Location of Premises</i>	<u>61 Exchange Street</u>	
	<i>(Address Number)</i>	<i>(Name of Street)</i>
<i>Assessor's:</i>	<u>48</u>	<u>0 580</u>
	<i>(Map)</i>	<i>(Block)</i> <i>(Lot)</i>

2. *Within which Zoning District is the premises located?* Office Residential (OR)
3. *State the Worcester Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner* Book 6565, Page 37
4. *State whether there is in existence any executory option, lease, or purchase and sale agreement with respect to the property* An Offer has been accepted and a Purchase and Sale Agreement is being prepared and will be signed on or before July 24, 2020.
5. *If variance is sought from side line requirements, how far from the side line(s) is (are) the nearest building on abutting premises* approximately 1-2 feet from the 2 abutting lots.
6. *State present use of premises* 2 offices.
7. *State proposed use of premises* 2 single family residences (apartments)
8. *Give extent of proposed alterations, if any* a kitchen and a full bathroom will be added in each proposed residential unit.
9. *Number of families or housing units for which building is to be arranged* Two (2)
10. *Have you submitted plans for above to the Building Inspector?* No.
11. *Has a building permit been refused?* No.
12. *What section(s) of the zoning by-law do you ask to be varied?* Article II, Section 2.5
Intensity of Use Schedule pertaining to minimum lot size, minimum yard requirements and parking requirements for 2 family dwellings. See CONTINUATION sheet as it pertains to Special Permit Application.
13. *What circumstances exist, relating to the soil conditions, shape or topography of the subject premises, which do not generally affect other land in the zoning district, that would warrant the relief requested?* The total lot area is 1,200 sq. ft ±. The building, which covers almost the entire lot, is a prior non-conforming lot. The use was changed in 2016 from the Central Commercial (CA) zone to the Office Residential (OR) zone. The CA zone had no set-back or parking requirements.
14. *If the variance were not granted, what hardship would be caused by the circumstances described in 13 above?* The purpose of the re-zoning in 2016 was to encourage more residential properties in the downtown section of Town. If the variance is not granted, this purpose will be thwarted, as the overwhelming interest of buyers is for residential use and not office use of the property.
15. *State why you feel the grant of the variance will not cause substantial detriment to the public good.* Converting the property to strictly residential use is consistent with the intent of the 2016 zoning change. It is consistent with the majority use of other properties in the new OR Zone and the property will revert to its original residential use that existed from 1850 (when it was built) to 1979 (when it became offices).

16. If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.

I hereby certify that the above statements are true to the best of my/our knowledge and belief.

Applicant
Signature: Warren S. Heller

Owner
Signature: _____

Address: 6 Lancaster Meadows
West Boylston, MA 01583

Address: _____

Telephone: (508) 473-7500

Cell phone: (508) 259-9452

e-mail: warren@hellerlawoffices.com

Attorney (if any) None.

Address: _____

Telephone: _____

e-mail: _____

BE SURE THAT ALL QUESTIONS HAVE BEEN ANSWERED FULLY. IF MORE SPACE IS NECESSARY TO ANSWER ANY QUESTION(S), FEEL FREE TO USE AND ATTACH ADDITIONAL SHEETS.

CONTINUATION (Question no. 12 of Petition For Variance and/or Special Permit)

12. A two family use is allowed in the OR Zoning District, but only upon issuance of a Special Permit. It is arguable that the variance relief sought herein, if granted by the ZBA, only makes the property eligible for a Special Permit. Therefore, this Application is for a **Variance and/or Special Permit** as necessary. There are apparent contradictory provisions in the Zoning By-Law that pertain to this property and that the ZBA may need to consider. They are the following:

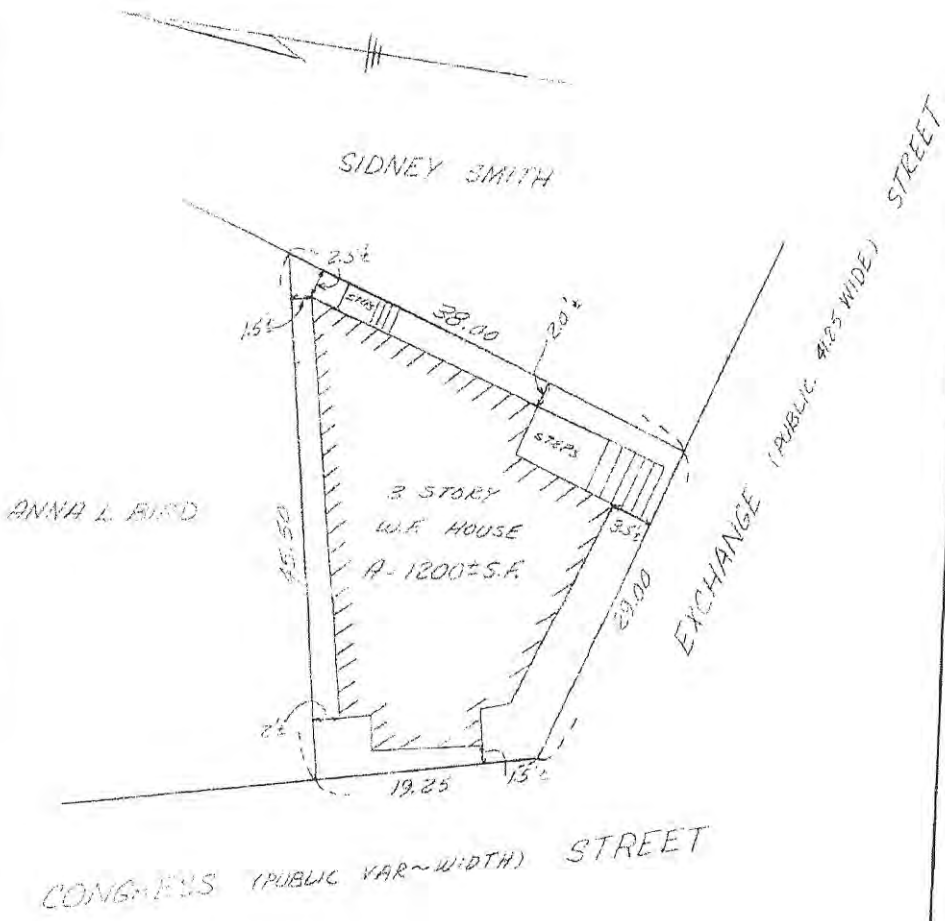
Art. 3.1.3 Extensions – “Any non-conforming structure may be extended, altered or structurally changed upon the issuance of a Special Permit by the Board of Appeals.” I propose altering or structurally changing a non-conforming structure by making 2 offices into 2 apartments; but

Art. 3.1.5 Conforming Uses in Non-Conforming Structures or Sites indicates that a Special Permit is not required provided “that the proposed use is permitted in the subject zoning district.” Residential uses are allowed in the OR Zone.

Art. 3.4.6.3 provides that “The parking requirements of this By-Law shall not apply to the change of use of non-conforming premises for which a Special Permit is issued by the Board of Appeals.”

6-1576

NOT A RECORD PLAN - Offsets are not for the reproduction of property lines
Special Flood Hazard Area (FHA) is NOT Applicable



"I certify that the house is located on the lot as shown and its location is in accordance with the applicable zoning by laws of the Town of Milford, Mass., when constructed."



Frank R. Pirrello, Jr.
Registered Land Surveyor

PLOT PLAN OF LAND IN MILFORD, MASS.


SCALE: 10 feet to an inch
DATE: NOVEMBER 30, 1978

GUERRIERE AND HALNON INC.
ENGINEERING AND LAND SURVEYING
MILFORD — MILLIS — WHITINSVILLE

6-1576



Property Information	
Property ID	48-0-580
Location	61 EXCHANGE ST
Owner	HELLER WARREN S


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Milford, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated March 2018
Data updated 11/16/2018





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

August 11, 2020

Lena McCarthy, Chairman
Milford Planning Board
52 Main Street
Milford, MA 01757

(
(**ZBA Special Permit Referral**
(**Chelsea Boncoeur**
(**58A Dilla Street**
(**Map 27 Lot 72B**
(**RB Zone**
(

Dear Mdm. Chairman:

The applicant requests a special to maintain a supplemental apartment on the subject property.

The application as submitted is incomplete. A scaled floor plan of the house indicating the location of the supplemental apartment has not been submitted. The applicant has indicated that the supplemental unit was in existence when they purchased the house, however I find no record of a special permit having been granted.

Therefore, I recommend an unfavorable report be forwarded to the Zoning Board of Appeals due to the incomplete application.

Respectfully,

Larry L. Dunkin, MCRP
Town Planner

TOWN OF MILFORD
PETITION FOR SPECIAL PERMIT
UNDER THE ZONING BY-LAW

MILFORD TOWN CLERK
2020 JUL -6 AM 8:50

To the Zoning Board of Appeals
Milford, MA 01757

Date: 06/30/2020

NOTE: All petitions for special permits must be accompanied a current plan of the property or lot, prepared and signed by a Certified Civil Engineer or a Registered Land Surveyor (See item B below in the ZBA Instructions to Applicants).

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F. Upon filing of a completed petition with the Town Clerk, the Board of Appeals shall schedule a hearing to be held no sooner than thirty (30) days from the date of filing to allow for newspaper publication and review by other Boards.

The undersigned hereby petitions the Zoning Board of Appeals to grant a special permit for the reasons hereinafter set forth and in accordance with the applicable provisions of the zoning by-law in relation to the following described premises:

Applicant: Chelsea, Carl Boncoeur, Karen Anderson 58A Dilla St. Milford Ma
(Full Name) (Address)

Owner: Chelsea, Carl Boncoeur, Karen Anderson 58A Dilla St Milford Ma
(Full Name) (Address)

Tenant (if any): _____

1. Location of Premises 58A Dilla St Milford Ma
(Address Number) (Name of Street)

Assessor's: 27 72B
(Map) (Block) (Lot)

2. Within which Zoning District is the premises located? RB
3. State the Worcester Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner Book 58877 Page 308
4. State present use of premises residential
5. State proposed use of premises residential

6. Give extent of proposed alterations None

7. Number of families or housing units for which building is to be arranged _____

8. Have you submitted plans for above to the Building Inspector? _____

9. Has a permit been refused? _____

10. Pursuant to what provisions(s) of the zoning by-law do you seek a special permit and for what purpose(s) renewal of the previous inlaw permit

11. Explain the reasons you assert that:

(a) the special permit sought is in harmony with the general purpose and intent of the zoning by-law Property was purchased with the understanding that the lower inlaw unit was grandfathered in when and want to continue to use that space for my mother and current owner Karen Anderson

(b) the proposed use of the premises will not create undue traffic congestion or impair pedestrian safety none

(c) the proposed use of the premises will not cause harm to the neighborhood or create a nuisance or hazard affecting the health, safety or general welfare of the public none

12. If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.

I hereby certify that the above statements are true to the best of my/our knowledge and belief.

Applicant CBoncom
Signature: [Signature]
Karen Anderson
Address: 58A Dillo Street
Milford, MA 01707

Owner CBoncom
Signature: [Signature]
Karen Anderson
Address: _____

Telephone: 781-330-9701
Cell phone: _____
e-mail: Chelseaanderson3@gmail.com

Karen Anderson
58A Dillo St.
Milf

Attorney (if any) _____
Address: _____
Telephone: _____
e-mail: _____

BE SURE THAT ALL QUESTIONS HAVE BEEN ANSWERED FULLY. IF MORE SPACE IS NECESSARY TO ANSWER ANY QUESTION(S), FEEL FREE TO USE AND ATTACH ADDITIONAL SHEETS.

to whom it may concern,

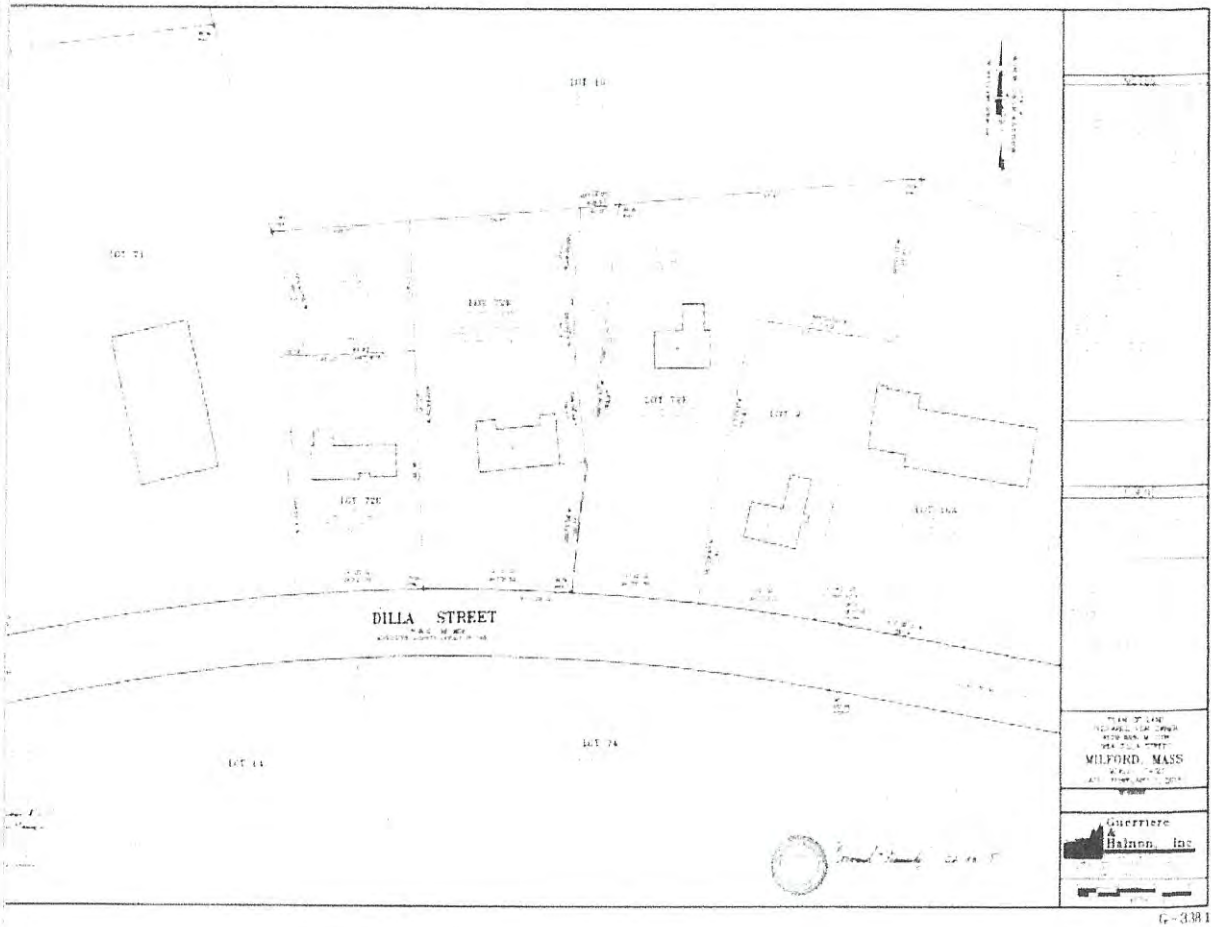
I am writing this letter as it has been difficult for me to reach anyone by phone. I am currently refinancing my house and apparently need a permit for the in law and 3rd kitchen in my house. I bought this house in 2018 and was told during the purchase that it was a permitted in law. The next year (2019) I refinanced with no issues and no mention of a permit. Now this year I am refinancing again and am being told I need a new permit. With these hard times, the rate that I have locked in now will help my family tremendously, but unfortunately this is all pending on this permit. Anything you can do to speed up this process would be greatly appreciated. Please let me know if there is anything I can do.

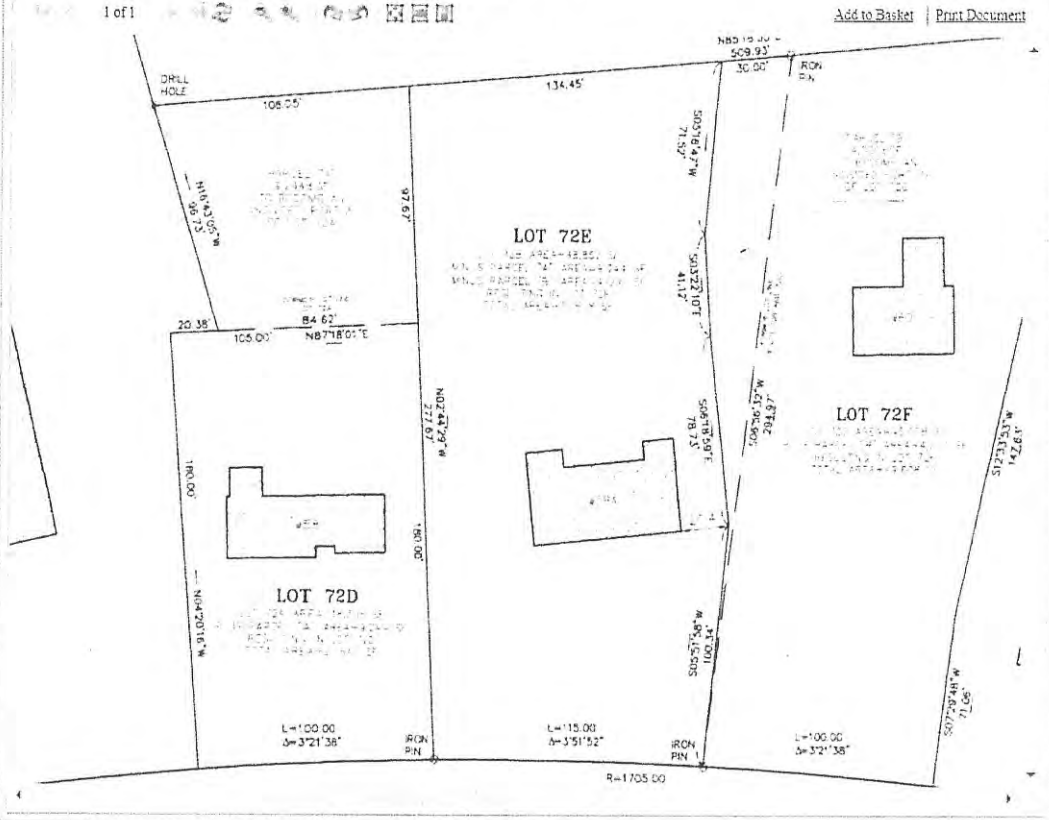
Also per directions on the permit process request my neighbors are Doreen Morin at 58 Dilla St, and Lauren Pratt at 66 Dilla St.

Thank you so much,
Chelsea Boncoeur
58 Dilla Street
Tel: 781-330-9704

RECEIVED
MILFORD TOWN CLERK
2019 JUL 17 AM 11:12

781-330-9704





1 of 1

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