



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, October 6, 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.) Application of the Planning Board to amend Section 3.9 Sign Regulations of the Zoning Bylaw relating to the definition of Inflatable Signs.
- (7:05 P.M.) Application of the Planning Board to amend Article VI Definitions of the Zoning Bylaw relating to the definition of Massage Parlor.

GENERAL BUSINESS

- (7:00 P.M.)
1. Minutes of previous meeting
 2. 81-P Plans: (none)
 3. *Continued* Site Plan Review: 97 Cedar Street - PMG Northeast LLC
 4. *Continued* Amended Site Plan Review: 156 West Street – Sky Pet Care
 5. Amended Site Plan Review: 23 Maple Street – Kimberly Karolides

TOWN OF MILFORD
Milford, Massachusetts
NOTICE OF MEETING

MILFORD TOWN CLERK
2020 SEP 30 AM 9:12

Board or Commission Planning Board
Date and Time of Meeting Tuesday, October 6, 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:

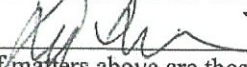
PUBLIC HEARINGS

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- (7:05 P.M.) Application of the Planning Board to amend Article VI Definitions of the Zoning Bylaw relating to the definition of Massage Parlor.

GENERAL BUSINESS

- (7:00 P.M.) 1. Minutes of previous meeting
- 2. 81-P Plans: 21-23, 27 West Street – Nogueira Real Estate
- 3. *Continued* Site Plan Review: 97 Cedar Street - PMG Northeast LLC
- 4. *Continued* Amended Site Plan Review: 156 West Street – Sky Pet Care
- 5. Amended Site Plan Review: 23 Maple Street – Kimberly Karolides

Signature  Dated 9-30-2020

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, September 22, 2020

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

Members absent: Lena McCarthy (Chairman)

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

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

It was 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.

ACKNOWLEDGEMENT: Chairman Kennelly acknowledged receipt of the letter of retirement from Planning Board Clerk Karen Jackson, and expressed the Board's great appreciation for Ms. Jackson's 35 years of dedicated service.

1. Minutes of Previous Meeting: Motion by Mainini, Second by Calagione to approve the minutes of the September 8, 2020 meeting as submitted.

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

2. 81-P Plans: 21-23, 27 West Street – Nogueira Real Estate *Passed Over – no submittal*

3. Continued Site Plan Review: 97 Cedar Street - PMG Northeast LLC. The Chairman noted that the Applicant has granted an extension for this item to the October 6, 2020 meeting.

4. Amended Site Plan Review: 225 East Main Street – National Sign/Aldi Inc. The Town Planner explained that the request is to establish curb side pick-up on the subject property. The proposed pick-up stalls will be designated at 4 existing conventional parking spaces located east of the existing handicap parking spaces, to accommodate orders placed by phone and online. One sign designating the curb side space is proposed in front of each pick-up space. There is adequate parking, and the overall traffic pattern will not be affected with this proposal. In addition, one directional sign is proposed to the west of the entrance drive, and one building mounted directional sign is proposed near the building entrance. The Town Planner recommended approval of the amended site plan. Heather Dudko of National Sign Co. participated remotely on behalf of the applicant.

Motion by Calagione, Second by Cook to approve the amended site plan as submitted.

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

Motion carried unanimously.

5. Amended Site Plan Review: 156 West Street – Sky Pet Care. The Chairman noted that the Applicant has granted an extension for this item to the October 6, 2020 meeting.

6. ZBA Variance Referral: 93 Cedar Street – BTK Enterprises, Inc. The applicant requests a variance from side yard setback requirements to construct a 2,880sf addition to the existing industrial building to be 7' from the side (north) property line, 25' required in the IB district. The proposal is for a one-story addition to the existing steel garage building. The parcel is a long (550'+) narrow lot, having 138' frontage on Cedar Street. The abutting property to the north is the Town transfer station. Given the location of the existing garage building on the lot, the placement of the proposed addition is optimal to maintain adequate on-site circulation. The Town Planner recommended a favorable report be forwarded to the Zoning Board of Appeals, and noted that site plan approval will be required from the Planning Board upon receipt of the ZBA variance.

Motion by Mainini, Second by Cook to forward a favorable report to the Zoning Board of Appeals.

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

Motion carried unanimously.

7. ZBA Variance Referral: 48 Winter Street – Cassia Ludwig. The applicant requests a variance from front yard setback requirements to maintain the 6' high opaque fence within the required front yards, 4' maximum height allowed. The application also seeks to maintain a shed within the required front yard to be 1' from the front property line, 25' required. The parcel is a flat, corner lot, having frontage on both Lincoln Street and Winter Street, and as such has two required front yard setbacks. While the parcel is of a somewhat irregular shape, that has no bearing on being able to meet the setback requirements. The installation of the fence and shed in violation of the zoning bylaw does not constitute a hardship. It should be noted that the prior picket fence complied with both the height limitations and the corner sight requirements of the bylaw. The Town Planner recommended an un-favorable report be forwarded to the Zoning Board of Appeals.

Motion by Mainini, Second by Mainini to forward an un-favorable report to the Zoning Board of Appeals.

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

Motion carried unanimously.

8. ZBA Variance Referral: 127-129 South Main Street – A&R Serrano, Inc. The applicant requests a variance from front yard setback requirements for the further development of the subject property. This application is a follow-up to the variance for 41 Cape Road reviewed at the last meeting. Due to an oversight, the parcel number for this lot was omitted from the notice for that original application, which has been continued by the ZBA to accommodate this filing. When combined with the request for 41 Cape Road, this will provide a complete application for the unified re-development of the two parcels. Upon acquisition of 41 Cape Road by the applicant, the two parcels will be merged. This application focuses on the small northerly addition to the Urgent Care facility located at 127 South Main. The addition will connect the existing Urgent Care facility to the proposed two-story medical office building proposed on 41 Cape Road. The parcel is a triangular corner lot, having frontage on both South Main Street and Cape Road, and as such has two required front yard setbacks. The overall development plan will have no additional access to South Main Street from this parcel, which will greatly benefit traffic flow in the area. The Town Planner recommended a favorable report be forwarded to the Zoning Board of Appeals.

Motion by Mainini, Second by Mainini to forward a favorable report to the Zoning Board of Appeals.

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

Motion carried unanimously.

9. ZBA 40B Referral: 300 Deer Street - Stone Ridge II/Gutierrez Company. This 40B development is being proposed on 17.25 acres at 300 Deer Street (Map 14 Lot 3A). The proposal consists of 296 residential units in three 5-story buildings. All of the units are rental units, with 75 of the units designated affordable. The proposed 40B is within the Stone Ridge Business Park that was originally approved in 2008, which included the extension of Deer Street. In 2018 the ZBA approved a Comprehensive Permit for the “Residences at Stone Ridge”, a 242-unit 40B at 200 Deer Street. This latest 40B development will occupy 17.25 acres, or 21.6% of the overall 80-acre Business Park development. Continuing to build high-density residential uses in the Business Park poses a growing concern for safe and adequate access due the long distance the apartments will be located from Route 85/Cedar Street, and to the access around the new units being limited to only the parking lot drive aisles. Parking is being proposed at a ratio of 1.75 per dwelling unit. The Town Planner recommended a favorable report be forwarded to the Zoning Board of Appeals subject to adequate access being provided to and within the development.

Motion by Calagione, Second by Mainini to forward a favorable report to the Zoning Board of Appeals subject to adequate access being provided.

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

Motion carried unanimously.

10. ZBA Variance Referral: 75 Fruit Street – Frederico Carneiro. The applicant requests a variance from frontage requirements to allow for the division the subject property. The proposal is to divide the existing lot to retain a 8,511sf house lot containing the existing dwelling, and create a separate 8,215sf rear parcel having no frontage. No changes to the front property are proposed. The proposed rear parcel is to be combined with other land of the applicant for future subdivision. The Town Planner recommended a favorable report be forwarded to the Zoning Board of Appeals.

Motion by Mainini, Second by Cook, to forward a favorable report to the Zoning Board of Appeals.

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

Motion carried unanimously.

The Chairman noted that the next meeting of the Planning Board will be on October 6, 2020.

Adjournment: Motion by Cook, Second by Calagione to adjourn the meeting.

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

Motion carried unanimously.

The meeting was adjourned at 7:25 P.M.

Lena McCarthy, Chairman

PUBLIC HEARING #1

ARTICLE _____: To see if the Town will vote to amend Section 3.9 Sign Regulations of the Zoning Bylaw relating to Inflatable Signs as noted hereinafter:

BY ADDING in 3.9.3 Definitions, the words “except for balloons under two feet in diameter.” at the end of the current definition of Inflatable Sign.

Or take any other action related thereto.

(Planning Board)



MILFORD BOARD OF SELECTMEN

Room 11, Town Hall, 52 Main St. (Route 16), Milford, Massachusetts 01757-2679

Phone 508-634-2303 Fax 508-634-2324

TO: MUNICIPAL BOARDS AND DEPARTMENT HEADS

FROM: MILFORD BOARD OF SELECTMEN

RE: ***SPECIAL TOWN MEETING***

DATE: August 11, 2020

THE 2020 SPECIAL TOWN MEETING WILL BE HELD AT THE MILFORD TOWN HALL, 52 MAIN STREET, AT 7:00 PM, ON MONDAY, OCTOBER 26, 2020.

A Pre-Town Meeting forum will be held on Tuesday, October 20, 2020 at the Milford Town Hall at 7:00PM

THIS FORM CAN ALSO BE FOUND ON THE TOWN'S WEBSITE www.milfordma.gov under Town Administrator/Selectmen's Page. Please submit Warrant Articles now. *The warrant will remain open until 12 NOON, THURSDAY, SEPTEMBER 17TH, 2020.*

Reproduce this form for *each warrant article* and submit *one copy only* to the Town Administrator by the deadline date.

COMPLETE SECTIONS A THROUGH D. INCOMPLETE FORMS WILL BE RETURNED.

A. PROPOSED: That the Town vote to...(insert text of article here)

ARTICLE _____: To see if the Town will vote to amend Section 3.9 Sign Regulations of the Zoning Bylaw relating to Inflatable Signs as noted hereinafter:

BY ADDING in 3.9.3 Definitions, the words "except for balloons under two feet in diameter." at the end of the current definition of Inflatable Sign.

Or take any other action related thereto.

B. SOURCE OF FUNDING: Bonding Approp. Transfer N/A AMOUNT: \$ -0-

C. SPONSOR (Board or Official) Planning Board

D. BACKGROUND INFORMATION: Explain in detail why this Article is being proposed.
Include account title(s) and number(s) if transfer of funds is involved.

Because inflatable signs are prohibited, adopting this definition change will allow for small balloon to be displayed where signs are otherwise permitted

For office use: BOS _____ FC _____ CIC _____ DATE _____ W# _____

TOWN MEETING ARTICLE NOTICE

- (a) Official traffic control devices required, maintained, or installed by a Federal, State, or local governmental agency or an active railroad.
- (b) House/building (address) number, including a nameplate displaying the surname of the occupant of a single family residential dwelling.
- (c) Building marker indicating the name of a building and date and incidental information about its construction, which marker is cut into a masonry surface or made of bronze or other permanent material.
- (d) National flags, state or municipal flags, or the official flag of any institution.
- (e) War Veteran markers installed within the public right-of-way at locations designated by the Board of Selectmen as “Memorial Square” intersections.
- (f) Holiday lights and decorations.
- (g) Devices on residential properties that otherwise might be considered signs, but are only intended for the personal enjoyment of the residents thereof, and not intended to attract the attention of the public and not generally visible from a public way.

Banner - Any sign of lightweight fabric or similar material that is affixed to a pole or a building at one or more edges or corners. National, state or municipal flags shall not be considered banners.

Billboard – A large, standardized third-party freestanding outdoor advertising structure, characterized by providing off-premise advertising space intended for viewing from extended distances, generally more than 50 feet.

Community Bulletin Board - A single- or double-faced freestanding sign frame structure with a glass or plastic covered message surface designed for the short-term posting of multiple, individual announcements. A community bulletin board shall not exceed 6 feet in height, and the message surface shall not exceed 24 square feet in area. Postings shall be limited to announcements of local cultural, social, educational or special events or public services.

Freestanding sign - Any sign supported by structures or supports that are placed on, or anchored in, the ground and that are independent from any building or other structure.

~~X~~ **Inflatable Sign** – Any sign capable of being expanded by air or other gas.

Official traffic control devices - devices required, maintained, or installed by a Federal, State, or local governmental agency or an active railroad for the purpose of guiding, directing, warning, or regulating traffic.

Pennant - Any lightweight plastic, fabric, or other material, suspended from a rope, wire, or string, usually in series, designed to move in the wind.

Portable sign - Any sign not permanently attached to the ground or other permanent structure, or a sign designed to be transported, including, but not limited to, signs designed to be transported by means of wheels; signs converted to A or T frames; menu and sandwich board signs.

PUBLIC HEARING #2

ARTICLE _____: To see if the Town will vote to amend Article VI Definitions of the Zoning Bylaw relating to Massage Parlor uses as noted hereinafter:

BY DELETING in Section 4.1 the current definition of Massage Parlor and adopting in lieu thereof the following new definition:

“Massage Parlor - Any establishment in which a person practices an activity of treating the soft tissues of the body by manipulation with the hands through touching, handling, rubbing, or the use of pressure, friction, stroking, percussion, kneading, or vibration by manual or mechanical means, but excluding an athletic club or gymnasium the primary use of which is physical conditioning or athletics, or any establishment such as a hospital or medical clinic where such activity is performed by or under the direction of a licensed medical practitioner, a licensed chiropractor, or a licensed physical therapist.”

Or take any other action related thereto.

(Planning Board)



MILFORD BOARD OF SELECTMEN

Room 11, Town Hall, 52 Main St. (Route 16), Milford, Massachusetts 01757-2679
Phone 508-634-2303 Fax 508-634-2324

TO: MUNICIPAL BOARDS AND DEPARTMENT HEADS
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Reproduce this form for each warrant article and submit one copy only to the Town Administrator by the deadline date.

COMPLETE SECTIONS A THROUGH D. INCOMPLETE FORMS WILL BE RETURNED.

A. PROPOSED: That the Town vote to...(insert text of article here)

ARTICLE _____: To see if the Town will vote to amend Article VI Definitions of the Zoning Bylaw relating to Massage Parlor uses as noted hereinafter:

BY DELETING in Section 4.1 the current definition of Massage Parlor and adopting in lieu thereof the following new definition:

“Massage Parlor - Any establishment in which a person practices an activity of treating the soft tissues of the body by manipulation with the hands through touching, handling, rubbing, or the use of pressure, friction, stroking, percussion, kneading, or vibration by manual or mechanical means, but excluding an athletic club or gymnasium the primary use of which is physical conditioning or athletics, or any establishment such as a hospital or medical clinic where such activity is performed by or under the direction of a licensed medical practitioner, a licensed chiropractor, or a licensed physical therapist.”

Or take any other action related thereto.

B. SOURCE OF FUNDING: Bonding Approp. Transfer N/A AMOUNT: \$ -0-

C. SPONSOR (Board or Official) Planning Board

D. BACKGROUND INFORMATION: Explain in detail why this Article is being proposed.
Include account title(s) and number(s) if transfer of funds is involved.

The current definition is overly vague, and refers to a state statute section which has changed over time.

For office use: BOS _____ FC _____ CIC _____ DATE _____ W# _____

Junk - Any article or material or collection thereof which is worn out, cast off or discarded and which is ready for destruction or has been collected or stored for salvage or conversion. Any article or material which, unaltered or unchanged and without further reconditioning can be used for its original purpose as readily as when new shall not be considered junk. Unregistered inoperable automobiles stored outdoors for more than six months shall be considered junk.

Junk Yard - The use of any area of any lot, whether inside or outside a building, for the storage, keeping or abandonment of junk, or scrap or discarded materials, or the dismantling, demolition or abandonment of automobile (s) or other vehicle (s), boats or machinery or parts thereof.

Livestock or Fowl - Animals or fowl owned or kept by a person, irrespective of the purpose for which they are maintained, but shall not include the keeping of three dogs or three cats, any household pet which is normally kept within a dwelling unit, residential animals the keeping of which is authorized by a special permit issued by the Board of Appeals, or horses kept in conjunction with the operation of a public stable the operation of which is authorized by a special permit issued by the Board of Appeals.

Lot - A continuous parcel of land with legally definable boundaries.

Lot, Corner - A lot which has an interior angle of less than 135 degrees at the intersection of two street lines. A lot abutting a curbed street shall be considered a corner lot if the tangents to the curve at the point of intersection of the side lot lines intersect with an interior angle of less than 135 degrees.

Lot Frontage - That portion of a lot fronting upon a street or public way, to be measured continuously along one street line between its side lot lines and their intersection with the street line, except that the required lot frontage may be reduced by 33% on lots having at least 75% of their frontage on the radius of a cul-de-sac.

Lot, Through - An interior lot having frontage on two parallel or approximately parallel streets.

Lot Width - Distance from lot line to lot line parallel to the street line measured at the back of the required front yard.

Manufacturing - Fabrication, assembly, finishing packaging, processing, or research.

Marijuana Establishments – A marijuana cultivator, marijuana testing facility, marijuana product manufacturer, marijuana retailer, or any other marijuana-related business, but not to include a medical marijuana treatment center.

X
Massage Parlor - Any building or structure in which a person practices an activity which must be licensed by the Board of Health in accordance with Section 51 of Chapter 140 of the General Laws, but excluding an athletic club or gymnasium the primary use of which is physical conditioning or athletics, or any building or structure where such activity is performed by or under the direction of a licensed medical practitioner, or a licensed physical therapist.

Medical Marijuana Treatment Center - An entity, as defined by Massachusetts law only, duly registered by the Massachusetts Department of Public Health, that acquires, cultivates, possesses, processes (including development of related products such as food, tinctures, aerosols, oils, or ointments), transfers, transports, sells, distributes, dispenses, or administers marijuana, products containing

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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

October 1, 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 – **2nd review letter**

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 following information is in response to the review of the revised site plans and the updated / response letter submitted by the Applicants consultant, Maser Consulting, Dated September 16, 2020.

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

1. The proposed drainage connection from the proposed underground detention system has been revised, the original design was tying the proposed underground detention system into the back of an existing catch basin. The revised drainage connection is now tied into, what is shown on the plans, a drain line that is connecting two catch basins. This is still **not an ideal** location to tie an outlet from a detention basin into (a drain line that drains into a catch basin). In my first report, portions of my comment #5 stated:
 - a. *“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.”*

There has been **no** additional existing drainage information added to the plans.

2. In my first report regarding the Traffic Impact Study (TIS), my comment # 8 stated:

- a. *“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.”*

During the first meeting with the Planning Board, the traffic consultant referenced **the Town implementing** the new signal timing directive. Following the Planning Board meeting, Town staff was involved with an informal phone conversation (with applicants’ representatives) and it was made clear that the applicant is responsible for the traffic signal upgrades associated with the intersection of Fortune Blvd., Cedar Street & Dilla Street. Following the phone conversation and the first meeting (with the Planning Board) a response letter has been submitted by the applicant’s representative, Maser Consulting. Under the comment #8, associated with the Traffic Impacts, the letter states:

- b. *“Response: As shown in the Traffic Impact Study prepared by our office, the intersection currently operates with failing levels of service on several movements during peak periods. The Traffic Impact Study indicated that slightly improved delays (with failing levels of service still remaining) could be obtained by reallocating the amount of green time amongst the various signal phases of the intersection. The results of this analysis, which incorporate the impact of this signal optimization, are contained within the appendix of the Traffic Impact Study. **The Applicant is willing to work with the Town’s professionals to provide an updated signal timing directive that can be implemented by the Town since the applicant does not have access nor the expertise to open the signal control box and manually change the signal timing.**”*

Once again, the response references **“can be implemented by the Town”**. The applicant should be responsible to prepare the revised timing / phasing plans and hire contractors that are qualified to implement such upgrades.

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

Sincerely,



Michael Dean, P.E.
Town Engineer



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

October 2, 2020

VIA EMAIL

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:

We are submitting this letter in response to the 2nd review letter prepared by Michael Dean, P.E., Town Engineer, dated October 1, 2020. The comments have been repeated again for clarity.

1. The proposed drainage connection from the proposed underground detention system has been revised, the original design was tying the proposed underground detention system into the back of an existing catch basin. The revised drainage connection is now tied into, what is shown on the plans, a drain line that is connecting two catch basins. This is still **not an ideal** location to tie an outlet from a detention basin into (a drain line that drains into a catch basin). In my first report, portions of my comment #5 stated:
 - a. *“More information pertaining to the existing drainage, in Cedar Street and Fortune Boulevard should be added to the plans (all rims, inverts, pipe sizes, connection 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.”*

There has been **no** additional drainage information added to the plans.

Response: The Applicant’s initial attempts to obtain the existing drainage mapping unfortunately yielded no results. Accordingly, the Applicant will send a survey crew on-site Monday, October 5 with police presence for traffic safety to obtain the requested information. The plans will then be revised to tie into the existing drain line in either Cedar Street or Fortune Boulevard via an existing or new manhole, depending on the on-site observations. We anticipate providing this updated design to Mr. Dean no later than Tuesday, October 6. We respectfully request that an acceptable location for the drainage connection be a condition of approval, should the Planning Board see fit to vote on the application at its October 6 meeting.



2. In my first report regarding the Traffic Impact Study (TIS), my comment # 8 stated:

- a. *“The 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.”*

During the first meeting with the Planning Board, the traffic consultant referenced **the Town implementing** the new signal timing directive. Following the Planning Board meeting, Town staff was involved with an informal phone conversation (with applicants’ representatives) and it was made clear that the applicant is responsible for the traffic signal upgrades associated with the intersection of Fortune Blvd., Cedar Street & Dilla Street. Following the phone conversation and the first meeting (with the Planning Board) a response letter has been submitted by the applicants’ representative, Maser Consulting. Under the Comment #8, associated with the Traffic Impacts, the letter states:

- b. *“Responses: As shown in the TIS prepared by our office, the intersection currently operates with failing levels of service on several movements during peak periods. The TIS indicated that slightly improved delays (with failing levels of service still remaining) could be obtained by reallocating the amount of green time amongst the various signal phases of the intersection. The results of this analysis, which incorporate the impact of this signal optimization, are contained within the appendix of the Traffic Impact Study. **The applicant is willing to work with the Town’s professionals to provide an updated signal timing directive that can be implemented by the Town since the applicant does not have the access nor the expertise to open the signal control box and manually change the signal timing.**”*

Once again, the response references **“can be implemented by the Town”**. The applicant should be responsible to prepare the revised timing/phasing plans and hire contractors that are qualified to implement such upgrades.

Response: The Traffic Impact Study’s capacity analysis has been updated to include the most recent version of the traffic signal timing directive, provided by the Town of Milford, for the intersection of Cedar Street (Route 85) with Fortune Boulevard/Dilla Street, which was not available to the Applicant at the time the Traffic Impact Study was first submitted. The following table details the level of service for the 2022 No Build and Build conditions based on the Town’s directive.



Table 1 – 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	C	27.8	D	39.0	C	25.6	C	30.2	D	38.3	C	25.4
		L/T/R	C	29.4	D	38.6	C	26.4	C	31.4	D	37.6	C	27.8
	WB	L/T	D	39.2	D	43.5	F	96.8	D	39.5	D	41.6	F	96.8
		T	D	35.6	D	38.0	E	71.4	D	36.2	D	36.8	E	71.5
	NB	L	C	30.5	D	37.6	C	31.1	C	31.8	D	38.1	C	32.6
		T/R	C	30.6	C	30.1	C	28.3	C	32.4	C	30.4	C	29.9
	SB	L	C	27.3	C	29.5	C	27.0	C	28.3	C	28.8	C	27.3
		T	C	25.5	D	37.9	C	28.5	C	26.7	D	37.3	C	29.0
		R	B	11.0	B	14.4	B	11.6	B	11.3	B	13.6	B	11.1
		Overall	C	26.2	C	33.3	D	35.7	C	27.6	C	32.6	D	35.7

Under the 2022 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. The 2022 No Build and Build traffic volume figures and capacity analysis worksheets are appended to this letter. Based on our revised analysis, there is no change in level of service or delay from the No Build condition to the Build condition. Therefore, no modification to the signal timing is required.

We believe the above responses adequately addresses the outstanding comments and look forward to providing additional clarification at the October 6th Planning Board meeting. Should you need any additional information prior to the meeting, please do not hesitate to contact our office.

Very truly yours,

MASER CONSULTING

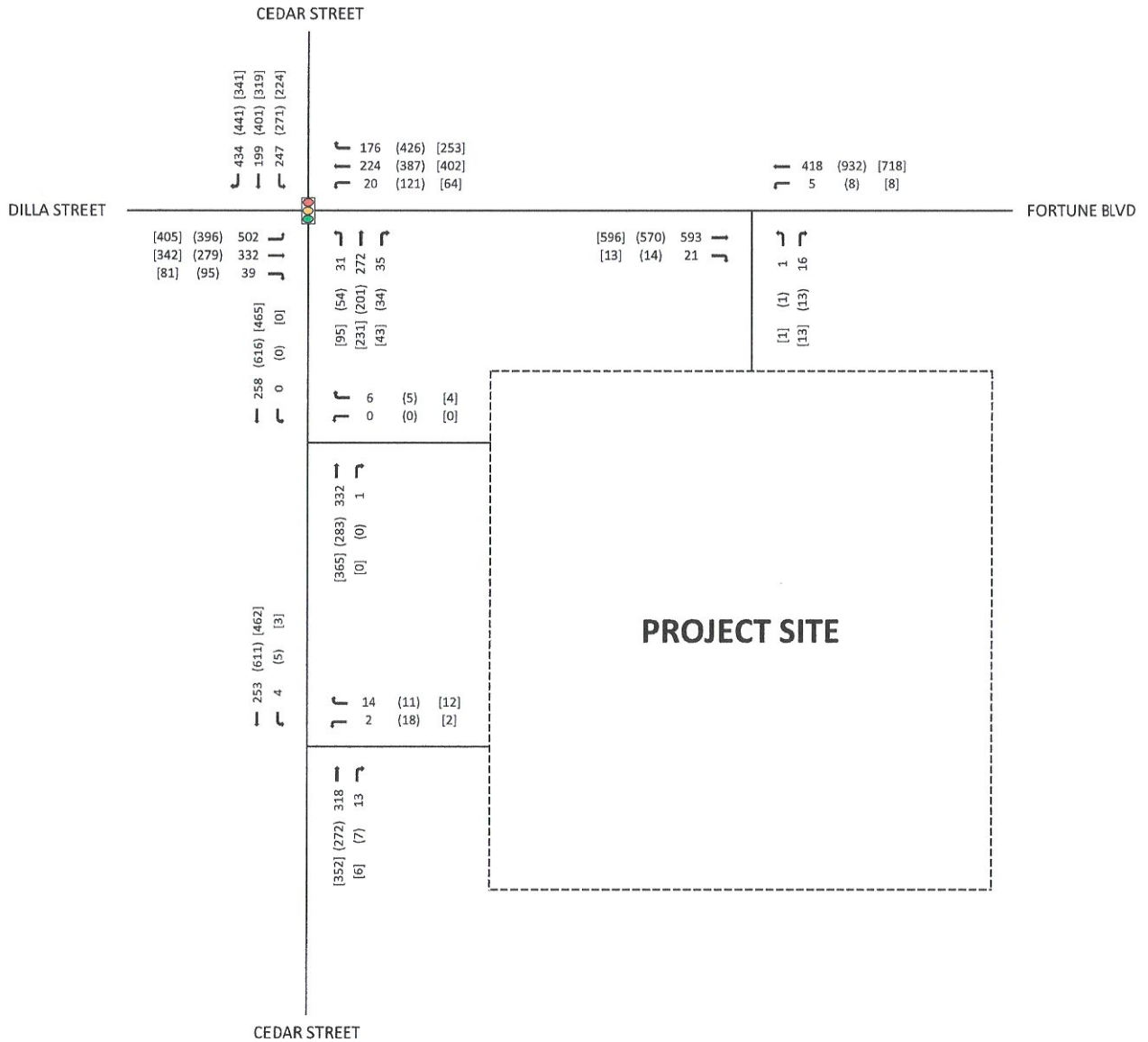
Jesse B. Cokeley, P.E.
Principal Associate

JBC/sjf

Cc: L. Dunkin; M. Dean; B&D; PMG; File (all w/ encl)

Enclosures

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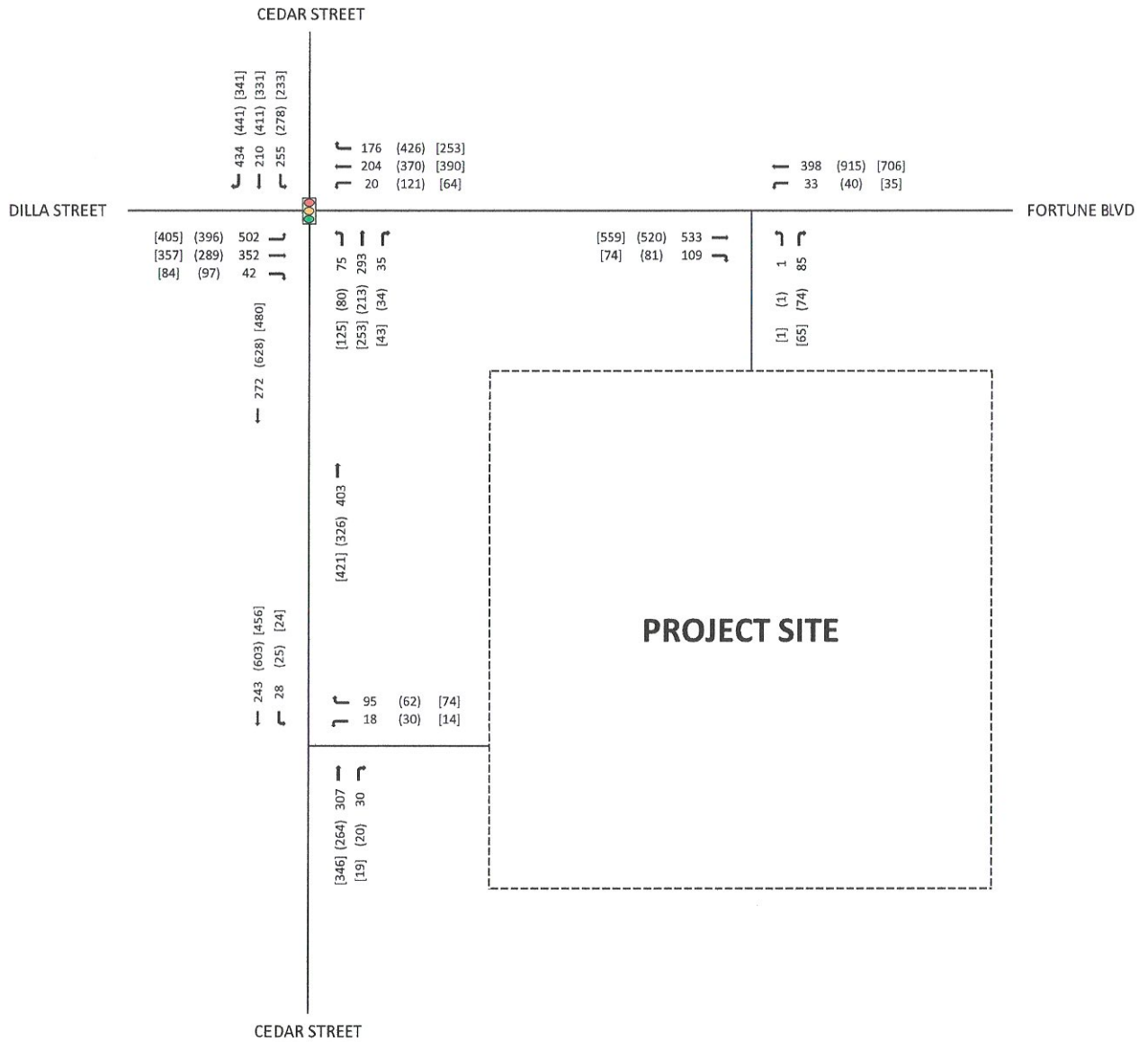
BUILD-YEAR GROWTH RATE	
GROWTH RATE:	1.00%
YEARS:	3
GROWTH FACTOR:	1.030



PMG, Inc.
 MC Project No. 19000308A
 Town of Milford, Worcester County, MA

Legend	
AM Peak Hour: ###	Thru Movement: —
PM Peak Hour: (###)	Turning Movement: ↵
SAT Peak Hour: [###]	

Figure 9
 2022 No Build Conditions
 AM, PM & SAT Peak Hours



PMG, Inc.
 MC Project No. 19000308A
 Town of Milford, Worcester County, MA

Legend	
AM Peak Hour: ###	Thru Movement: —
PM Peak Hour: (###)	Turning Movement: ↵
SAT Peak Hour: [###]	

Figure 10
2022 Build Conditions
 AM, PM & SAT Peak Hours



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	502	332	224	176	31	272	247	199	434
Future Volume (vph)	502	332	224	176	31	272	247	199	434
Lane Group Flow (vph)	470	479	265	191	34	334	268	216	472
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	10.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	40.0	40.0	15.0		20.0	35.0	20.0	35.0	
Total Split (%)	36.4%	36.4%	13.6%		18.2%	31.8%	18.2%	31.8%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.84	0.84	0.73	0.13	0.10	0.81	0.48	0.45	0.40
Control Delay	45.9	44.8	56.1	0.2	31.1	51.0	34.6	36.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	44.8	56.1	0.2	31.1	51.0	34.6	36.9	2.0
Queue Length 50th (ft)	275	276	86	0	17	197	78	129	0
Queue Length 95th (ft)	#526	#530	#166	0	43	309	119	211	40
Internal Link Dist (ft)		935	24			30		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	639	654	385	1417	397	587	661	598	1248
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.73	0.69	0.13	0.09	0.57	0.41	0.36	0.38

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 94.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard

Ø2	Ø1	Ø4	Ø8
35 s	20 s	15 s	40 s
Ø5	Ø6		
20 s	35 s		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↔			↕	↗	↖	↗		↖↗	↕	↗
Traffic Volume (veh/h)	502	332	39	20	224	176	31	272	35	247	199	434
Future Volume (veh/h)	502	332	39	20	224	176	31	272	35	247	199	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1885	1885	1693	1900	1826	1826	1856	1811	1841
Adj Flow Rate, veh/h	474	461	42	22	243	0	34	296	38	268	216	472
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	3	1	1	14	0	5	5	3	6	4
Cap, veh/h	567	533	49	30	345		275	349	45	525	432	868
Arrive On Green	0.32	0.32	0.32	0.10	0.10	0.00	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1781	1675	153	290	3372	1434	1810	1586	204	3428	1811	1560
Grp Volume(v), veh/h	474	0	503	142	123	0	34	0	334	268	216	472
Grp Sat Flow(s),veh/h/ln	1781	0	1828	1871	1791	1434	1810	0	1789	1714	1811	1560
Q Serve(g_s), s	18.9	0.0	19.8	5.6	5.1	0.0	0.0	0.0	13.7	5.2	7.9	14.7
Cycle Q Clear(g_c), s	18.9	0.0	19.8	5.6	5.1	0.0	0.0	0.0	13.7	5.2	7.9	14.7
Prop In Lane	1.00		0.08	0.16		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	567	0	581	192	183		275	0	393	525	432	868
V/C Ratio(X)	0.84	0.00	0.87	0.74	0.67		0.12	0.00	0.85	0.51	0.50	0.54
Avail Cap(c_a), veh/h	815	0	836	245	234		486	0	702	860	710	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	24.5	33.4	33.1	0.0	30.4	0.0	28.6	27.0	25.2	10.8
Incr Delay (d2), s/veh	3.6	0.0	4.9	5.8	2.5	0.0	0.1	0.0	2.0	0.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	8.8	2.8	2.3	0.0	0.6	0.0	5.8	2.1	3.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	29.4	39.2	35.6	0.0	30.5	0.0	30.6	27.3	25.5	11.0
LnGrp LOS	C	A	C	D	D		C	A	C	C	C	B
Approach Vol, veh/h		977			265	A		368			956	
Approach Delay, s/veh		28.7			37.5			30.6			18.8	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	23.3		12.8	12.5	21.8		29.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		10.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	16.7		7.6	7.2	15.7		21.8				
Green Ext Time (p_c), s	0.0	1.5		0.2	0.3	1.1		2.5				

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	396	279	387	426	54	201	271	401	441
Future Volume (vph)	396	279	387	426	54	201	271	401	441
Lane Group Flow (vph)	372	431	529	444	56	244	282	418	459
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	10.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	35.0	35.0	25.0		25.0	35.0	25.0	35.0	
Total Split (%)	29.2%	29.2%	20.8%		20.8%	29.2%	20.8%	29.2%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.75	0.84	0.81	0.28	0.22	0.63	0.54	0.81	0.40
Control Delay	45.3	50.2	51.6	0.5	37.4	44.0	34.0	48.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	50.2	51.6	0.5	37.4	44.0	34.0	48.5	2.7
Queue Length 50th (ft)	244	285	182	0	30	143	77	262	13
Queue Length 95th (ft)	#422	#504	#275	0	67	235	120	#440	58
Internal Link Dist (ft)		935	24			30		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	505	525	706	1568	489	558	741	560	1159
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.82	0.75	0.28	0.11	0.44	0.38	0.75	0.40

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 101.1

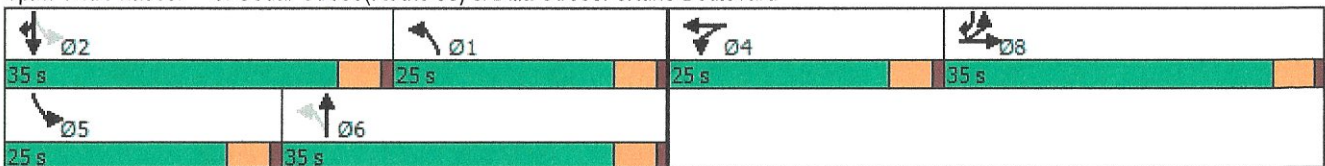
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	279	95	121	387	426	54	201	34	271	401	441
Future Volume (veh/h)	396	279	95	121	387	426	54	201	34	271	401	441
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1885	1885	1856	1856	1885	1885	1841	1870	1870
Adj Flow Rate, veh/h	401	306	99	126	403	0	56	209	35	282	418	459
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	1	1	1	1	3	3	1	1	4	2	2
Cap, veh/h	461	353	114	151	512		220	363	61	499	485	821
Arrive On Green	0.26	0.26	0.26	0.18	0.18	0.00	0.07	0.23	0.23	0.10	0.26	0.26
Sat Flow, veh/h	1781	1364	441	826	2809	1572	1767	1574	264	3401	1870	1585
Grp Volume(v), veh/h	401	0	405	281	248	0	56	0	244	282	418	459
Grp Sat Flow(s),veh/h/ln	1781	0	1806	1844	1791	1572	1767	0	1838	1700	1870	1585
Q Serve(g_s), s	18.7	0.0	18.6	12.8	11.4	0.0	0.0	0.0	10.2	6.1	18.5	17.0
Cycle Q Clear(g_c), s	18.7	0.0	18.6	12.8	11.4	0.0	0.0	0.0	10.2	6.1	18.5	17.0
Prop In Lane	1.00		0.24	0.45		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	461	0	467	336	327		220	0	424	499	485	821
V/C Ratio(X)	0.87	0.00	0.87	0.84	0.76		0.25	0.00	0.58	0.56	0.86	0.56
Avail Cap(c_a), veh/h	616	0	624	425	413		505	0	635	950	647	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	30.7	34.2	33.7	0.0	37.3	0.0	29.6	29.1	30.6	14.2
Incr Delay (d2), s/veh	8.2	0.0	7.9	9.2	4.4	0.0	0.2	0.0	0.5	0.4	7.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	8.9	6.5	5.2	0.0	1.1	0.0	4.5	2.5	9.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	38.6	43.5	38.0	0.0	37.6	0.0	30.1	29.5	37.9	14.4
LnGrp LOS	D	A	D	D	D		D	A	C	C	D	B
Approach Vol, veh/h		806			529	A		300			1159	
Approach Delay, s/veh		38.8			40.9			31.5			26.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	27.5		20.8	13.5	25.0		27.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	20.5		14.8	8.1	12.2		20.7				
Green Ext Time (p_c), s	0.0	2.0		1.0	0.4	0.8		1.8				

Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	405	342	402	253	95	231	224	319	341
Future Volume (vph)	405	342	402	253	95	231	224	319	341
Lane Group Flow (vph)	383	488	490	266	100	288	236	336	359
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	10.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	40.0	40.0	15.0		20.0	35.0	20.0	35.0	
Total Split (%)	36.4%	36.4%	13.6%		18.2%	31.8%	18.2%	31.8%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.67	0.82	1.21	0.17	0.36	0.76	0.44	0.67	0.31
Control Delay	32.8	40.4	151.4	0.2	36.7	46.5	30.6	39.0	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	40.4	151.4	0.2	36.7	46.5	30.6	39.0	1.4
Queue Length 50th (ft)	190	255	~196	0	51	159	59	188	0
Queue Length 95th (ft)	349	#502	#345	0	98	256	95	296	29
Internal Link Dist (ft)		935	24			30		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	682	702	406	1583	435	628	695	647	1265
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.70	1.21	0.17	0.23	0.46	0.34	0.52	0.28

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 89.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

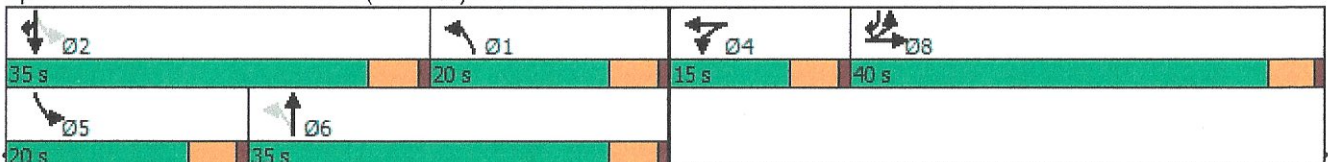
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕			↕	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	405	342	81	64	402	253	95	231	43	224	319	341
Future Volume (veh/h)	405	342	81	64	402	253	95	231	43	224	319	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1870	1856	1856	1885	1885	1870
Adj Flow Rate, veh/h	426	360	85	67	423	0	100	243	45	236	336	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	2	3	3	1	1	2
Cap, veh/h	518	426	101	65	432		262	323	60	512	417	808
Arrive On Green	0.29	0.29	0.29	0.14	0.14	0.00	0.08	0.21	0.21	0.09	0.22	0.22
Sat Flow, veh/h	1795	1474	348	477	3176	1585	1781	1523	282	3483	1885	1585
Grp Volume(v), veh/h	426	0	445	262	228	0	100	0	288	236	336	359
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1861	1791	1585	1781	0	1805	1742	1885	1585
Q Serve(g_s), s	16.2	0.0	16.9	10.0	9.3	0.0	0.0	0.0	11.0	4.4	12.4	10.5
Cycle Q Clear(g_c), s	16.2	0.0	16.9	10.0	9.3	0.0	0.0	0.0	11.0	4.4	12.4	10.5
Prop In Lane	1.00		0.19	0.26		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	518	0	526	254	244		262	0	383	512	417	808
V/C Ratio(X)	0.82	0.00	0.85	1.03	0.94		0.38	0.00	0.75	0.46	0.81	0.44
Avail Cap(c_a), veh/h	856	0	869	254	244		481	0	737	908	770	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	24.6	31.7	31.4	0.0	30.8	0.0	27.1	26.8	27.1	11.4
Incr Delay (d2), s/veh	1.3	0.0	1.9	65.1	40.0	0.0	0.3	0.0	1.1	0.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	7.1	8.9	6.6	0.0	1.6	0.0	4.6	1.8	5.5	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	26.4	96.8	71.4	0.0	31.1	0.0	28.3	27.0	28.5	11.6
LnGrp LOS	C	A	C	F	E		C	A	C	C	C	B
Approach Vol, veh/h		871			490	A		388				931
Approach Delay, s/veh		26.0			85.0			29.0				21.6
Approach LOS		C			F			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	21.2		15.0	11.7	20.6		26.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		10.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+l1), s	2.0	14.4		12.0	6.4	13.0		18.9				
Green Ext Time (p_c), s	0.1	1.8		0.0	0.3	1.0		2.3				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	502	352	204	176	75	293	255	210	434
Future Volume (vph)	502	352	204	176	75	293	255	210	434
Lane Group Flow (vph)	480	495	244	191	82	356	277	228	472
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	10.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	40.0	40.0	15.0		20.0	35.0	20.0	35.0	
Total Split (%)	36.4%	36.4%	13.6%		18.2%	31.8%	18.2%	31.8%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.86	0.86	0.69	0.13	0.22	0.84	0.50	0.55	0.42
Control Delay	48.1	47.9	55.7	0.2	33.4	53.4	37.2	41.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	47.9	55.7	0.2	33.4	53.4	37.2	41.5	2.7
Queue Length 50th (ft)	292	300	81	0	42	215	82	139	12
Queue Length 95th (ft)	#542	#557	#147	0	84	334	121	218	52
Internal Link Dist (ft)		935	24			143		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	624	639	376	1417	399	573	637	570	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.77	0.65	0.13	0.21	0.62	0.43	0.40	0.39

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 96.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard

Ø2	Ø1	Ø4	Ø8
35 s	20 s	15 s	40 s
Ø5	Ø6		
20 s	35 s		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕			↕	↗	↙	↗		↙	↗	↗
Traffic Volume (veh/h)	502	352	42	20	204	176	75	293	35	255	210	434
Future Volume (veh/h)	502	352	42	20	204	176	75	293	35	255	210	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1885	1885	1693	1900	1826	1826	1856	1811	1841
Adj Flow Rate, veh/h	488	465	46	22	222	0	82	318	38	277	228	472
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	3	1	1	14	0	5	5	3	6	4
Cap, veh/h	572	533	53	30	320		297	369	44	524	429	870
Arrive On Green	0.32	0.32	0.32	0.10	0.10	0.00	0.09	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1781	1662	164	315	3346	1434	1810	1600	191	3428	1811	1560
Grp Volume(v), veh/h	488	0	511	131	113	0	82	0	356	277	228	472
Grp Sat Flow(s),veh/h/ln	1781	0	1826	1869	1791	1434	1810	0	1791	1714	1811	1560
Q Serve(g_s), s	20.3	0.0	20.9	5.4	4.8	0.0	0.0	0.0	15.1	5.6	8.7	15.2
Cycle Q Clear(g_c), s	20.3	0.0	20.9	5.4	4.8	0.0	0.0	0.0	15.1	5.6	8.7	15.2
Prop In Lane	1.00		0.09	0.17		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	572	0	586	179	171		297	0	413	524	429	870
V/C Ratio(X)	0.85	0.00	0.87	0.73	0.66		0.28	0.00	0.86	0.53	0.53	0.54
Avail Cap(c_a), veh/h	788	0	808	236	226		471	0	679	832	687	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	25.3	34.8	34.5	0.0	31.6	0.0	29.2	28.0	26.3	11.1
Incr Delay (d2), s/veh	5.1	0.0	6.1	4.7	1.7	0.0	0.2	0.0	3.2	0.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	9.5	2.6	2.1	0.0	1.4	0.0	6.6	2.2	3.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	31.4	39.5	36.2	0.0	31.8	0.0	32.4	28.3	26.7	11.3
LnGrp LOS	C	A	C	D	D		C	A	C	C	C	B
Approach Vol, veh/h		999			244	A		438				977
Approach Delay, s/veh		30.8			38.0			32.3				19.7
Approach LOS		C			D			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	23.7		12.6	12.9	23.3		30.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		10.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	17.2		7.4	7.6	17.1		22.9				
Green Ext Time (p_c), s	0.1	1.6		0.2	0.3	1.2		2.5				

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	396	289	370	426	80	213	278	411	441
Future Volume (vph)	396	289	370	426	80	213	278	411	441
Lane Group Flow (vph)	372	443	511	444	83	257	290	428	459
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	8.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	35.0	35.0	25.0		25.0	35.0	25.0	35.0	
Total Split (%)	29.2%	29.2%	20.8%		20.8%	29.2%	20.8%	29.2%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.74	0.85	0.81	0.28	0.32	0.66	0.55	0.82	0.41
Control Delay	45.1	51.7	52.2	0.5	40.1	45.0	34.4	49.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	51.7	52.2	0.5	40.1	45.0	34.4	49.9	3.8
Queue Length 50th (ft)	244	296	174	0	46	153	79	270	28
Queue Length 95th (ft)	#432	#537	#266	0	92	249	125	#468	88
Internal Link Dist (ft)		935	24			143		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	500	520	699	1568	479	553	737	554	1145
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.85	0.73	0.28	0.17	0.46	0.39	0.77	0.40

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 101.9

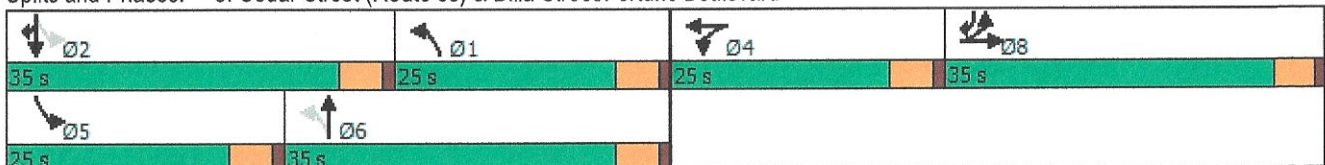
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	289	97	121	370	426	80	213	34	278	411	441
Future Volume (veh/h)	396	289	97	121	370	426	80	213	34	278	411	441
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1885	1885	1856	1856	1885	1885	1841	1870	1870
Adj Flow Rate, veh/h	407	308	101	126	385	0	83	222	35	290	428	459
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	1	1	1	1	3	3	1	1	4	2	2
Cap, veh/h	468	357	117	152	495		206	358	56	509	496	836
Arrive On Green	0.26	0.26	0.26	0.18	0.18	0.00	0.06	0.23	0.23	0.10	0.27	0.27
Sat Flow, veh/h	1781	1359	446	854	2779	1572	1767	1589	251	3401	1870	1585
Grp Volume(v), veh/h	407	0	409	272	239	0	83	0	257	290	428	459
Grp Sat Flow(s),veh/h/ln	1781	0	1805	1842	1791	1572	1767	0	1840	1700	1870	1585
Q Serve(g_s), s	18.7	0.0	18.5	12.2	10.8	0.0	0.0	0.0	10.8	6.1	18.7	16.5
Cycle Q Clear(g_c), s	18.7	0.0	18.5	12.2	10.8	0.0	0.0	0.0	10.8	6.1	18.7	16.5
Prop In Lane	1.00		0.25	0.46		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	468	0	474	328	319		206	0	415	509	496	836
V/C Ratio(X)	0.87	0.00	0.86	0.83	0.75		0.40	0.00	0.62	0.57	0.86	0.55
Avail Cap(c_a), veh/h	624	0	633	431	419		512	0	645	963	656	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	30.1	33.9	33.3	0.0	37.6	0.0	29.8	28.4	30.0	13.4
Incr Delay (d2), s/veh	8.1	0.0	7.5	7.7	3.5	0.0	0.5	0.0	0.6	0.4	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	8.7	6.0	4.9	0.0	1.6	0.0	4.7	2.5	9.1	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	37.6	41.6	36.8	0.0	38.1	0.0	30.4	28.8	37.3	13.6
LnGrp LOS	D	A	D	D	D		D	A	C	C	D	B
Approach Vol, veh/h		816			511	A		340			1177	
Approach Delay, s/veh		37.9			39.4			32.3			26.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	27.7		20.3	13.6	24.3		27.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	20.7		14.2	8.1	12.8		20.7				
Green Ext Time (p_c), s	0.1	2.0		1.1	0.4	0.9		1.8				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	405	357	390	253	125	253	233	331	341
Future Volume (vph)	405	357	390	253	125	253	233	331	341
Lane Group Flow (vph)	383	507	478	266	132	311	245	348	359
Turn Type	Split	NA	NA	Free	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	8	8	4		1	6	5	2	2 8
Permitted Phases				Free	6		2		
Detector Phase	8	8	4		1	6	5	2	2 8
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0		6.0	8.0	6.0	10.0	
Minimum Split (s)	11.0	11.0	11.0		11.0	15.0	11.0	15.0	
Total Split (s)	40.0	40.0	15.0		20.0	35.0	20.0	35.0	
Total Split (%)	36.4%	36.4%	13.6%		18.2%	31.8%	18.2%	31.8%	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Lead/Lag					Lag	Lag	Lead	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	Min	None	Min	
v/c Ratio	0.66	0.84	1.23	0.17	0.46	0.78	0.46	0.78	0.32
Control Delay	33.5	43.3	159.4	0.2	39.1	47.9	32.3	47.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	43.3	159.4	0.2	39.1	47.9	32.3	47.0	2.3
Queue Length 50th (ft)	196	278	~195	0	68	175	62	198	12
Queue Length 95th (ft)	361	#555	#347	0	125	279	102	319	48
Internal Link Dist (ft)		935	24			143		643	
Turn Bay Length (ft)	350			250	200		325		
Base Capacity (vph)	655	675	390	1583	423	604	668	622	1231
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.75	1.23	0.17	0.31	0.51	0.37	0.56	0.29

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 92.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

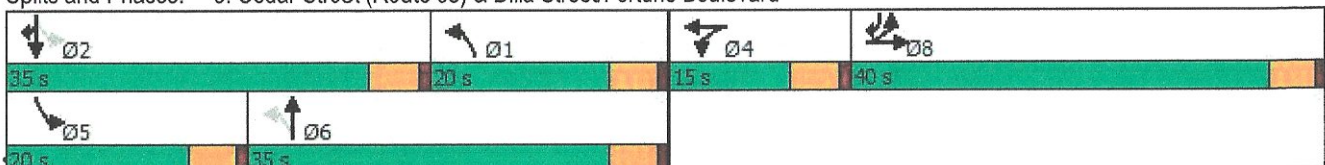
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Cedar Street (Route 85) & Dilla Street/Fortune Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	357	84	64	390	253	125	253	43	233	331	341
Future Volume (veh/h)	405	357	84	64	390	253	125	253	43	233	331	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1870	1856	1856	1885	1885	1870
Adj Flow Rate, veh/h	426	376	88	67	411	0	132	266	45	245	348	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	2	3	3	1	1	2
Cap, veh/h	535	440	103	65	422		248	324	55	511	427	831
Arrive On Green	0.30	0.30	0.30	0.13	0.13	0.00	0.07	0.21	0.21	0.09	0.23	0.23
Sat Flow, veh/h	1795	1477	346	488	3163	1585	1781	1547	262	3483	1885	1585
Grp Volume(v), veh/h	426	0	464	255	223	0	132	0	311	245	348	359
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1861	1791	1585	1781	0	1808	1742	1885	1585
Q Serve(g_s), s	16.4	0.0	18.0	10.0	9.2	0.0	0.4	0.0	12.3	4.6	13.1	10.4
Cycle Q Clear(g_c), s	16.4	0.0	18.0	10.0	9.2	0.0	0.4	0.0	12.3	4.6	13.1	10.4
Prop In Lane	1.00		0.19	0.26		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	535	0	543	248	239		248	0	379	511	427	831
V/C Ratio(X)	0.80	0.00	0.85	1.03	0.93		0.53	0.00	0.82	0.48	0.82	0.43
Avail Cap(c_a), veh/h	839	0	852	248	239		471	0	724	890	755	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	24.8	32.5	32.1	0.0	31.9	0.0	28.2	27.0	27.5	10.9
Incr Delay (d2), s/veh	1.2	0.0	3.0	64.4	39.4	0.0	0.7	0.0	1.7	0.3	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	7.7	8.8	6.5	0.0	2.2	0.0	5.3	1.9	5.8	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	27.8	96.8	71.5	0.0	32.6	0.0	29.9	27.3	29.0	11.1
LnGrp LOS	C	A	C	F	E		C	A	C	C	C	B
Approach Vol, veh/h		890			478	A		443				952
Approach Delay, s/veh		26.6			85.0			30.7				21.8
Approach LOS		C			F			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	22.0		15.0	11.9	20.7		27.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		10.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	15.1		12.0	6.6	14.3		20.0				
Green Ext Time (p_c), s	0.1	1.8		0.0	0.3	1.1		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

October 1, 2020

Milford Planning Board
52 Main Street
Milford, MA 01757

At their meeting of September 30 2020, the Board of Sewer Commissioners unanimously voted to approve PMG Northeast LLC Site Plan for 97 Cedar Street, granting Commercial Wastewater Connection Permit #57.

If you have any questions, please contact this office.

Sincerely,

BOARD OF SEWER COMMISSIONERS

Rudolph Lioce, III
Chairman



Katelyn E. Ciolino
15th Floor
477 Madison Avenue
New York, NY 10022-5802
+1.212.702.5428
kciolino@bdlaw.com

September 16, 2020

VIA UPS

Town of Milford Planning Board
c/o Mr. Larry Dunkin
Office of Planning and Engineering
Milford Town Hall
52 Main Street, Room 05
Milford, MA 01757

Re: *97 Cedar Street, Milford – Supplemental Submission for Application for Site Plan Review*

Dear Larry:

On behalf of the Applicant, PMG Northeast LLC (“PMG”), we are pleased to submit the enclosed supplemental materials for the above-referenced application for site plan review for the redevelopment of 97 Cedar Street with an upgraded gasoline service station and 3,993 SF convenience store with drive through (“Project”). The Applicant appeared before the Planning Board on August 11, 2020 and the Planning Board continued the application so that the Applicant could address comments from the Planning Board, Town Engineer, Town Planner, and Highway Department. The Applicant subsequently conferred with the Town Engineer, Town Planner, and Highway Department, and this submission addresses their and the Planning Board’s comments on the application as set forth below and in the enclosed materials. The Applicant respectfully requests placement on the Planning Board’s October 6, 2020 meeting agenda.

As you will recall, pursuant to Zoning Bylaw, §§ 1.15.2.1 and 3.9.10, PMG seeks site plan review from the Planning Board, including with respect to the proposed free-standing sign for the Project, for its proposed redevelopment. In further support of the requested relief, enclosed please find nine (9) copies of the following:

- (1) Letter from Maser Consulting P.A., dated September 16, 2020, providing updated responses to the review letter prepared by Michael Dean, P.E., Town Engineer, dated August 4, 2020, the review letter prepared by Larry Dunkin, MCRP, Town Planner, dated August 11, 2020, and the Planning Board’s comments received at the August 11, 2020 Planning Board meeting.

September 16, 2020
Page 2

- (2) Preliminary/Major Site Plan for PMG Northeast, LLC, Prepared by Maser Consulting P.A., revised September 16, 2020, updated as follows:
- a. Layout Plan (Sheet 3): The Layout Plan has been updated to add a proposed sidewalk and granite curbing around the perimeter of the site, including ADA ramps at the driveways on Cedar Street and Fortune Boulevard, consistent with the Highway Department's comments. The Layout Plan has also been updated to add signage to direct traffic to use the Cedar Street exit for Route 495 and a sign indicating "Authorized Vehicles Only" parking is permitted in the cross-hatched area above the undergrounds storage tanks.
 - b. Grading Plan (Sheet 4): The Grading Plan has been updated to reflect the results of the infiltration testing performed by Maser Consulting P.A. on August 28, 2020.
 - c. Utilities Plan (Sheet 5): The Utilities Plan has been updated to reflect the proposed sanitary sewer connection to the existing sanitary sewer.
 - d. Landscape Plan (Sheet 6): The Landscape Plan has been updated to reflect the correct site frontage and to propose the required 15 trees for the site.
- (3) Stormwater Pollution Prevention Plan, Prepared by Maser Consulting P.A., dated September 16, 2020, which includes Maser Consulting P.A.'s August 28, 2020 infiltration testing results (4 copies).

We look forward to presenting the Project to the Planning Board. In the meantime, please do not hesitate to contact me with any questions or for additional information.

Very truly yours,



Katelyn E. Ciolino

Enclosures

cc: PMG Northeast, LLC (Via Electronic Mail w/ Encl.)
Maser Consulting, P.A. (Via Electronic Mail w/ Encl.)



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

September 16, 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:

We are submitting this updated letter in response to the review letter prepared by Michael Dean, P.E., Town Engineer, dated August 4, 2020, the review letter prepared by Larry Dunkin, MCRP, Town Planner, dated August 11, 2020, and the Planning Board's comments received at the August 11, 2020 Planning Board meeting. Below please find our responses to these comments. 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 has been revised to provide the required number of trees and all calculations for frontage have been updated on the plans. See Sheet 6, Landscape Plan. 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 has be revised by removing the proposed septic system and instead connect to the existing sanitary sewer. See Sheet 5, Utilities for the revised design.
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: A geotechnical exploration was performed on 8/28/2020 and the infiltration testing results yielded rates in excess of 24 in/hr. Using a factor of safety of two, a rate of 12 in/hr was utilized for this design. An updated Stormwater Report is included within this submission.

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 has been revised to reflect this information and include a revised connection from the proposed drainage basin on-site to a doghouse manhole on the connecting pipe from the two existing catch basins at the intersection of Cedar Street and Fortune Boulevard. See Sheet 4, Grading Plan.

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 was revised to include the requested interior traffic/directional signage. See Sheet 3, Layout Plan.

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: As shown in the Traffic Impact Study prepared by our office, the intersection currently operates with failing levels of service on several movements during peak periods. The Traffic Impact Study indicated that slightly improved delays (with failing levels of service still remaining) could be obtained by reallocating the amount of green time amongst the various signal phases of the intersection. The results of this analysis,



which incorporate the impact of this signal optimization, are contained within the appendix of the Traffic Impact Study. The Applicant is willing to work with the Town's professionals to provide an updated signal timing directive that can be implemented by the Town since the applicant does not have access nor the expertise to open the signal control box and manually change the signal timing.

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 area has been added to Sheet 3, Layout Plan behind the trash enclosure.
- 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 has been revised by removing the proposed septic system and instead connect to the existing sanitary sewer. Please refer to Sheet 5, Utilities for the revised design.

Planning Board Comments:

1. Request for "Authorized Vehicles Only" Sign.
The Applicant has added an "Authorized Vehicles Only" Sign to the cross-hatched area above the underground fuel storage tanks. See Sheet 3, Layout Plan.
2. Complete Streets coordination with Highway Department.
The applicant has coordinated with the Highway Department, Town Engineer, and Town Planner to add the requested granite curbing and sidewalk around the perimeter of the subject property with ADA ramps at the proposed driveways at Cedar Street and Fortune Boulevard.
3. Application to Sewer Commission.
The Applicant submitted a Residential or Commercial Wastewater Connection Permit Application to the Sewer Commission on September 16, 2020. The Applicant is scheduled to appear before the Sewer Commission on September 29, 2020.

We believe the above responses adequately addresses the comments received to date and look forward to providing 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 'JBC/pe', is written over the typed name. The signature is fluid and cursive.

Jesse B. Cokeley, P.E.
Principal Associate

JBC/sjf
Enclosures



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

September 22, 2020

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

(
 (**Amended Site Plan**
 (**Sky Pet Care**
 (**156 West Street**
 (**Map 49 Lot 78**
 (**CC Zone**
 (

Dear Mdm. Chairman:

The applicant requests change of use site plan approval to establish a pet care center on the subject property. The last use of the property was a restaurant.

I have reviewed the site plan and note the following deficiencies:

1. The site plan scale is inaccurate.
2. The site plan should be oriented with north to the top of the sheet.
3. There are limited dimensions shown on the plan.
4. The handicap spaces are not ADA compliant.
5. The handicap ramp is not clearly identified.
6. The parking spaces back into the highway right-of-way.
7. Several of the parking spaces encroach into the highway right-of-way.
8. The number of employees is not stated.

In addition to the above-listed deficiencies, the existing driveway is 110' wide across the entire frontage of the lot. A raised 60'-long median should be installed along the curb line to provide for a one-way traffic pattern. A 25'-wide entrance drive and a 25'-wide exit drive should be retained at each end of the raised median. A sketch plan is attached for reference.

I recommend the site plan review be continued to allow sufficient time for the applicant to address the above noted items and other 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

September 17, 2020

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

Re: **156 West Street – Sky Pet Care**
Amended Site Plan Review

Dear Mrs. McCarthy:

The submittal is for an **Amended** Site Plan for the change of use at 156 West Street, the applicant is Sky Petcare and Spa LLC, 94 Woodland Ave, Milford, MA. The site was previously the long-standing Garden Restaurant. The proposed use under this current submittal is for Pet Grooming and Pet Daycare.

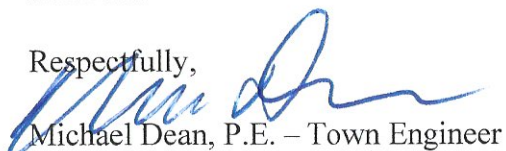
The site refers to the Town Assessor's Map 49, Block 0, Lot 78, consisting of 0.13 Acres, Zoned highway commercial – CC.

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

1. Not having any preliminary meetings with the applicant, the amount of parking spaces needed to operate the proposed facility is unknown. The existing parking layout requires backing out into West Street (Route 140). Discussions as to the number of parking spaces needed to operate the business should take place and then every effort should be taken to create a one-way in and one-way out traffic flow with a narrow island (curbing), parallel and adjacent to the travel lane of Rt. 140. This is to close up the open curb cut and prevent cars from backing out into Route 140.
2. A zoning Chart should be added to the plans and the "Scale" should reflect 1" = 10'.

Following further discussions of the above item #1, I recommend the approval of the Amended Site Plan.

Respectfully,



Michael Dean, P.E. – Town Engineer



Town of Milford
Highway Department

Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: September 16, 2020
Subject: Amended Site Plan
156 West St.

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



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

September 10, 2020

RE: 156 West Street
Applicant: Sky Pet Care and Spa LLC
Owner: Filipe Peroba
9 Woodland Avenue
Milford, MA 01757

Dear Mr. Dunkin:

I reviewed the proposed Amendment to Site Plan for 156 West Street and have no recommendations.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson

October 1, 2020

Milford Planning Board
52 Main Street
Milford, MA 01757

At their meeting of September 30, 2020 the Board of Sewer Commissioners unanimously voted to approve Sky Pet Care and SPA, LLC/Filipe Peroba, Amended Site Plan Review for 156 West Street.

If you have any questions, please contact this office.

Sincerely,

BOARD OF SEWER COMMISSIONERS

Rudolph V. Lioce III
Chairman



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

September 11, 2020

To: Larry L. Dunkin, MCRP

From: Jacquelyn Murphy, DrPH, MPH

Re: 156 West Street - Amended Site Plan Review

The Board of Health has no objections to the amended site plan, updating the use of this space to pet grooming and day care from a restaurant, which it was previously. This site is included on public sewer, not septic, according to our files, and concerns about maintaining a healthy water supply will be addressed by the Milford Water Company.

Please forward any further questions, and thank you for the opportunity to comment.



AMENDMENT TO 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: 156 West Main St Milford MA 01757
(address)
Assessor Map: 49 Block: 0 Lot: 78
Deed Reference: Book 15907 Page 287
Lot Area: Zoning District(s): cc

Applicant: Sky Petcare & Spa LLC
(name)
9a Woodland Ave Milford MA 01757
(address)
5085677435
(phone number)
filipe@skypetcare.ord
(e-mail address)

Owner: Filipe Peroba
(name)
9a Woodland Ave Milford MA 01757
(address)
5085677435
(phone number)
filipeusa22@icloud.com
(e-mail address)

Existing use of premises: restaurant

Proposed use of premises: Pet Grooming

Table with 2 columns: Existing / Proposed and Existing / Proposed. Rows include: Number of buildings, Building area, Building height, Lot coverage, Open space, Parking spaces, Employees, Traffic generation.

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

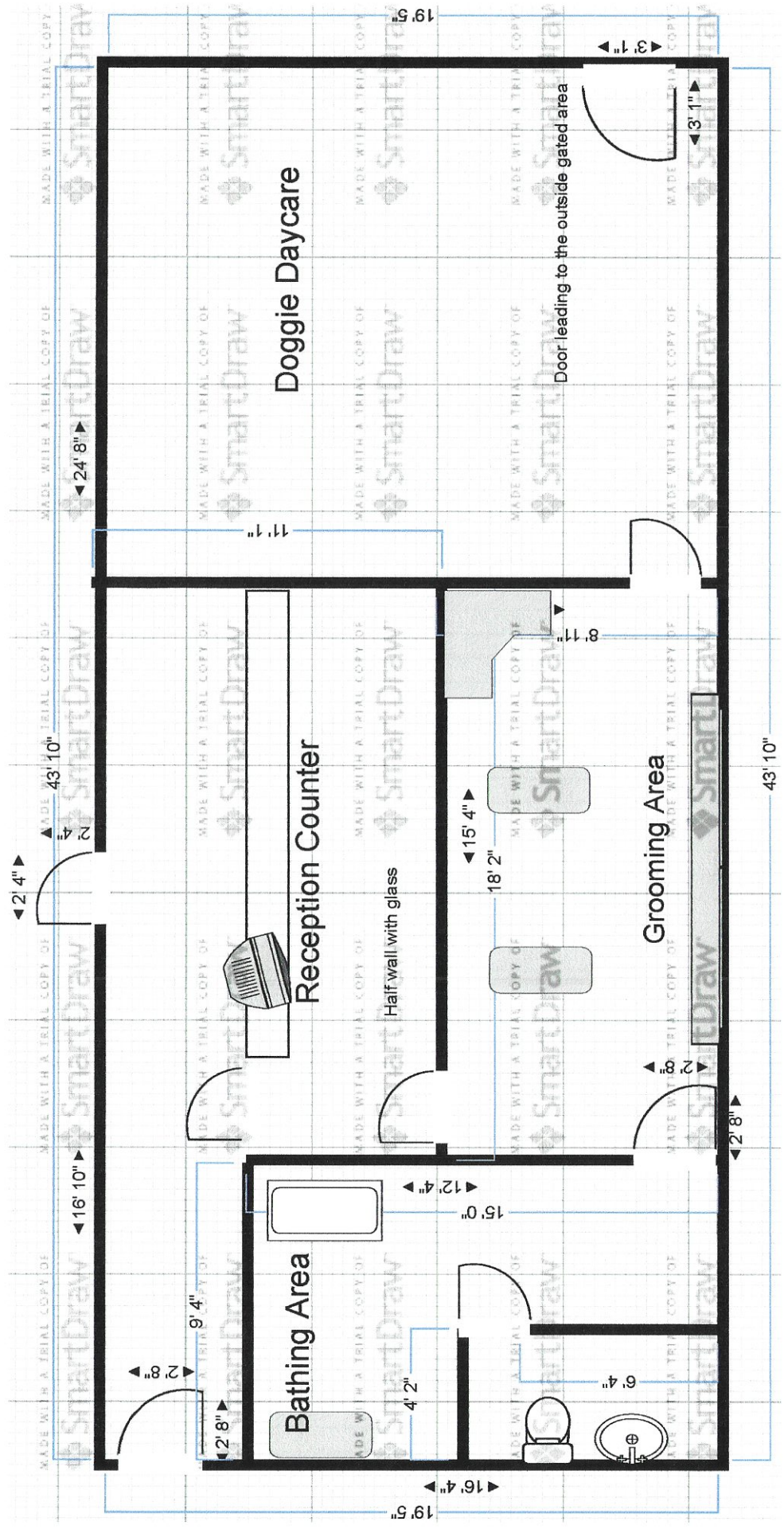
Application Fee: \$100.00

Applicant's Signature [Signature] Date 09/09/2020
Owner's Signature [Signature] Date 9/09/2020

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

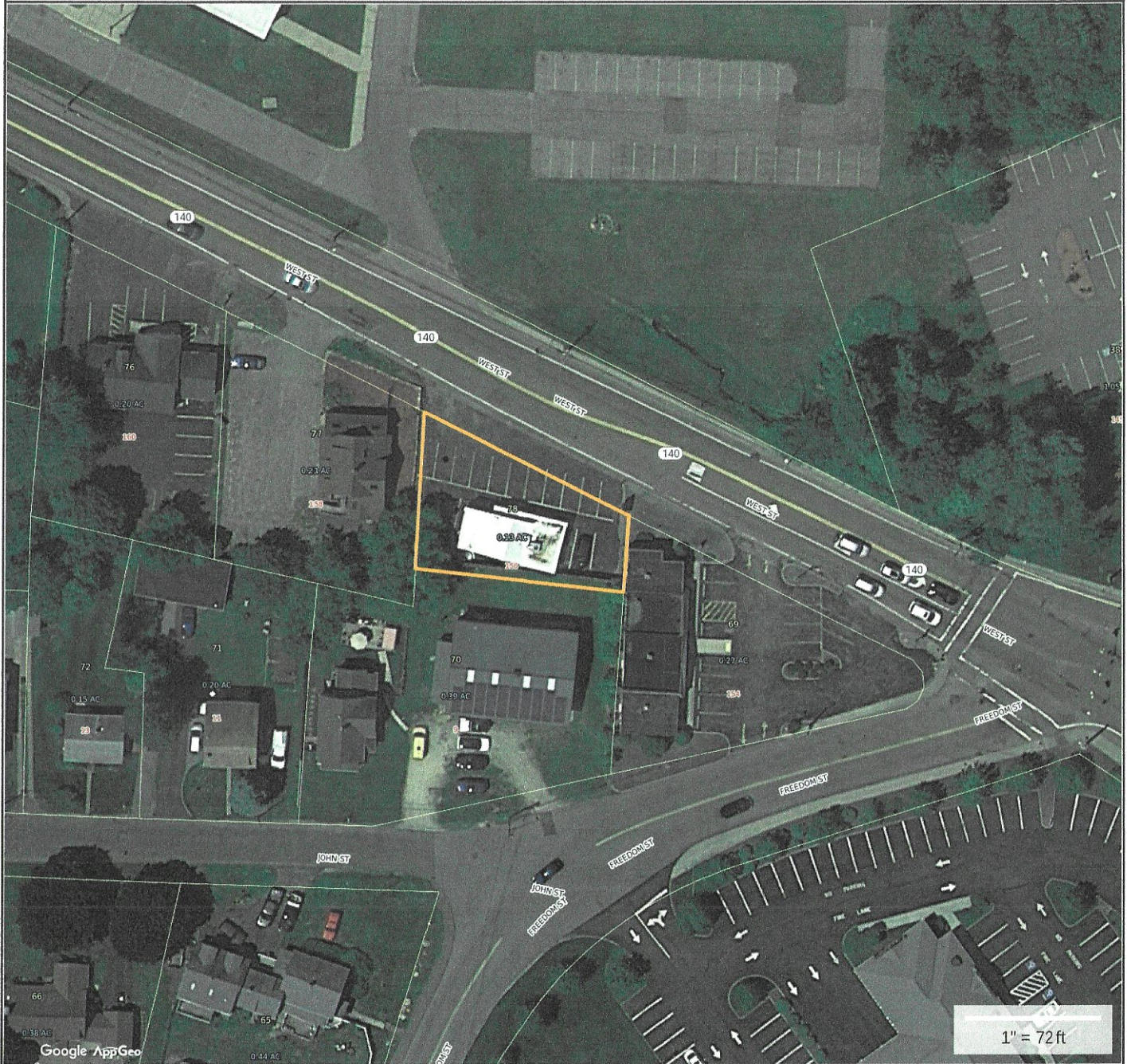
For Planning Board Use Only:
Date received: / / +65 days = / / Fee received: \$ Date Fee received: / /
Copy to: [] Engineer [] Highway [] Fire [] Sewer [] Water [] Con. Com. [] Com. on Disabilities

MADE WITH A TRIAL COPY OF SmartDraw



MADE WITH A TRIAL COPY OF SmartDraw





Property Information

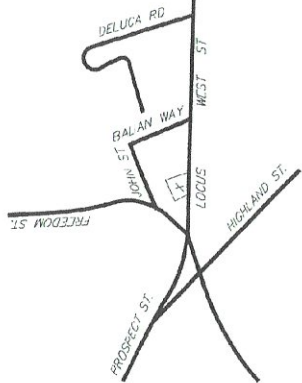
Property ID 49-0-78
Location 156 WEST ST
Owner DALMANIERAS EFTHIMIOS



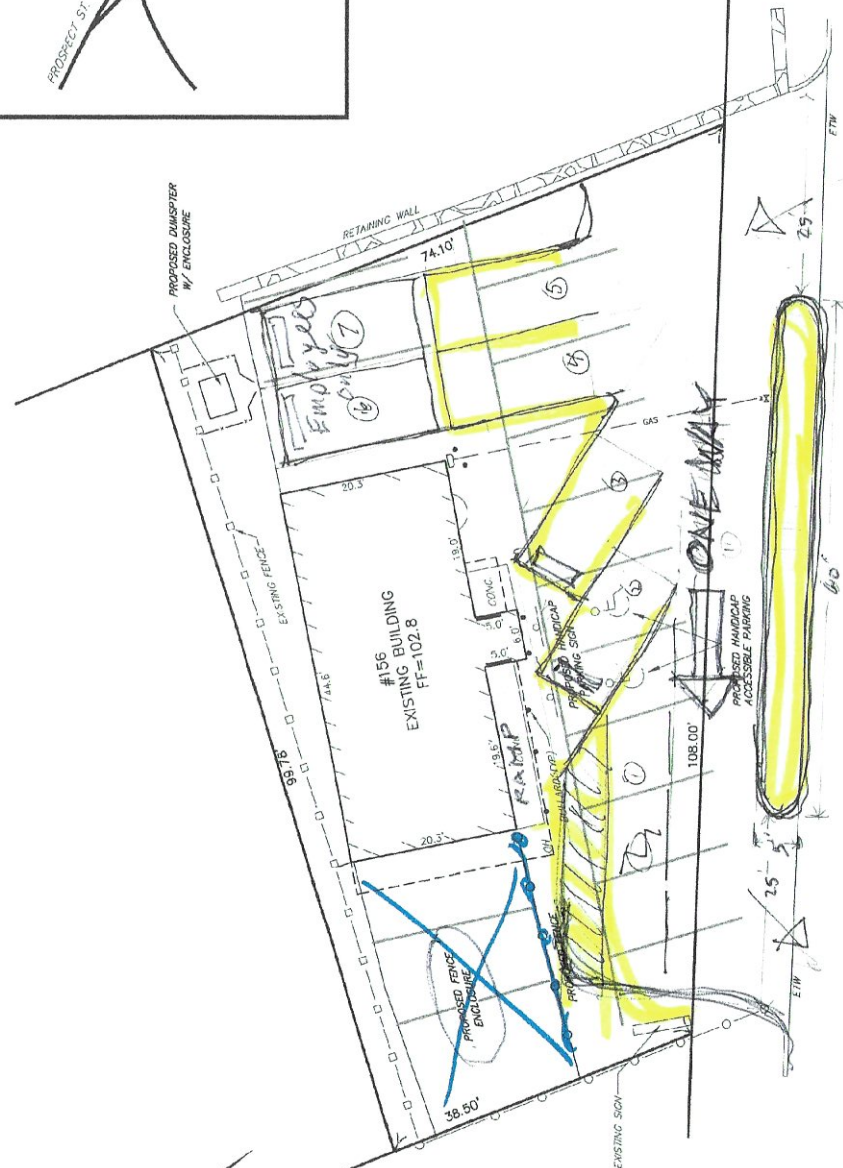
**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

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



LOCUS MAP



STREET

SKETCH PLAN

WEST (1929 STATE LAYOUT ~ 66' WIDE)

PARKING SPACES - 11
HANDICAP SPACES - 2
TOTAL PARKING SPACES - 13

- ASSESSOR'S REFERENCE: 48-0-78
- OWNER OF RECORD: EFTHIOS & ADAMANTIA DALMANERAS 119 PURCHASE STREET MILFORD, MA 01757
- DEED REFERENCE: WORCESTER COUNTY REGISTRY OF DEEDS BOOK 15907, PAGE 287
- PLAN REFERENCE: WORCESTER COUNTY REGISTRY OF DEEDS PLAN BOOK 192, PLAN NO. 11
- ZONING CLASSIFICATION: CC
- MIN. LOT SIZE = ---
- MIN. FRONTAGE = ---
- MAX. LOT COVERAGE = 35%
- MIN. SETBACK REQUIREMENTS: FRONT SET BACK = 55' SIDE SETBACK = 0' REAR SETBACK = 30'



FLD.: RMC
DRW.: DMR
CHKD.: JEH

GLM Engineering Consultants, Inc.
19 EXCHANGE STREET
HOLLISTON, MA 01746
P: 508-429-1100 F: 508-429-7160
www.GLMengineering.com

DATE: 9/4/2020
SCALE: 1"=20'
JOB No. 18662
PLAN # 20,347



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

October 6, 2020

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

(
(**Amended Site Plan**
(**Kimberly Karolides**
(**23 Maple Street**
(**Map 55 Lot 10**
(**IB Zone**
(


Dear Mdm. Chairman:

The applicant requests amended site plan approval to allow for the installation of a free-standing sign for the Pet Day Care Center on the subject property. The change of use site plan was recently approved in July, however no free-standing sign was proposed at that time.

Specifically, the proposal is to erect a double-faced free-standing sign in front of the building. The sign will be 6' wide and 8' in height. The sign is to be set back 10' from the front property line, and will have indirect exterior illumination. Given the proposed location approximately halfway between the driveways, sight lines will not be obstructed, although there will be 4' of clear space between the ground level and the lower edge of the 24 sq.ft. sign face.

I recommend approval of the amended site plan.

Respectfully,


Larry L. Dunkin, MCRP
Town Planner



Town of Milford
Highway Department

Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP
From: Scott J. Crisafulli, Highway Surveyor
Date: September 30, 2020
Subject: Amended Site Plan
23 Maple St.

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



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

September 23, 2020

RE: 23 Maple Street, Amended Site Plan

Dear Mr. Dunkin:

The Milford Fire Department has reviewed the proposed Amendment to the Site Plan for 23 Maple Street and there are no recommendations.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson



Milford Water Company

66 Dilla Street Milford, MA 01757

508-473-5110 Fax 508-478-7997

E-Mail milfordwater@milfordwater.com

www.milfordwater.com

September 29, 2020

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

Re: **Site Plan Waiver – 23 Maple Street - Milford, MA**
(Dated 9/22/2020)

Milford Water Company (MWC) after reviewing the plans for **23 Maple Street** 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



AMENDMENT TO SITE PLAN APPLICATION FORM

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

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

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: 23 Maple Street, Milford MA 01757 (address) Assessor Map: 55 Block: Lot: 10 Deed Reference: Book 623228 Page 137 Lot Area: 47,726 S.F. Zoning District(s): IB

Applicant: Kimberly & Robert Karolides (name) 70 Oakland Street, Medway MA 02053 (address) 508-254-2117 (phone number) kkarolides@buttershouse.com (e-mail address)

Owner: B&K 23 Maple Street LLC (name) William C Roberts, Manager 781-431-7344 (address) 12 Washington St. Wellesley, MA (phone number) WCRGCR@gmail.com (e-mail address)

Existing use of premises: Unit #1 (5,000 SF) Eaton Apothecary, Unit #2 (5,000 SF) dog and care care facility (soon)

Proposed use of premises: Want to add 48" H x 72" W x 1.5" D sign for Unit #2

Table with 4 columns: Metric, Existing, Proposed, Existing / Proposed. Rows include Number of buildings, Building area, Building height, Lot coverage, Open space, Parking spaces, Employees, and Traffic generation.

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

July 14th, 2020 - change of use site plan approved by Planning Board

Application Fee: \$100.00

Handwritten signatures and dates for Kimberly Karolides (9-16-2020) and William Roberts (9-19-2020)

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

For Planning Board Use Only: Date received: / / +65 days = / / Fee received: \$ Date Fee received: / / Copy to: [] Engineer [] Highway [] Fire [] Sewer [] Water [] Con. Com. [] Com. on Disabilities

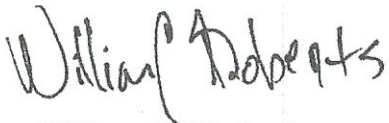
September 16, 2020

Planning Board
Town Hall
52 Main Street
Milford, MA 01757

Dear Members of the Board,

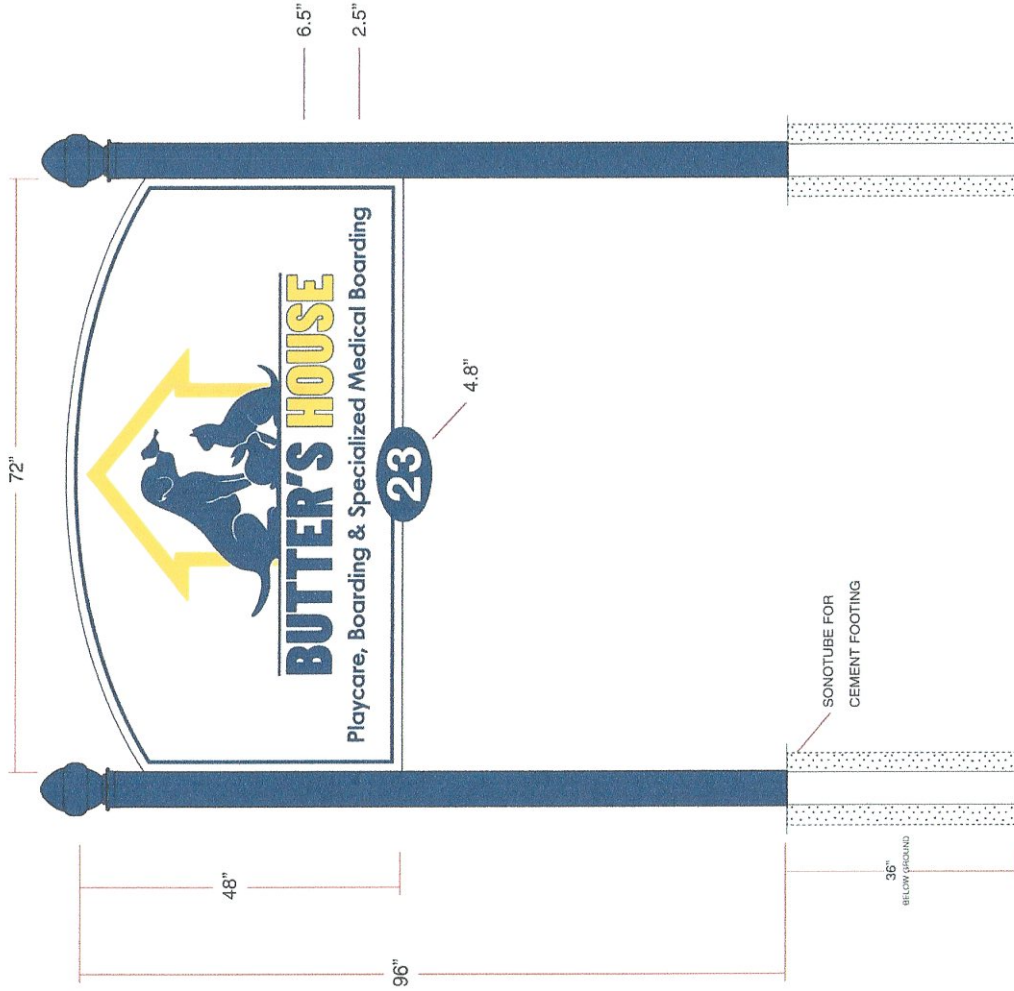
As owner of 23 Maple Street, Milford, MA 01757, I am granting permission for the applicants, Kimberly & Robert Karolides to install a sign. I have been informed and approve the change.

Sincerely,

A handwritten signature in black ink that reads "William C. Roberts". The signature is written in a cursive style with a large initial "W".

William C. Roberts
12 Washington Street
Wellesley, MA 02482

JOB #: 63300 **PROJECT TYPE:** FREESTANDING **REVISION DATE:** 8.27.20
QUANTITY: 1 **PROOF DATE:** 8.27.20 **REVISION #:** 1



48" H x 72" W x 1.5" D double-sided PVC custom-shaped carved sign with a white painted background.

Logo to be 1/2" thick PVC painted PMS 102 Yellow & Reflex Blue & attached to the sign panel.

COPY: "BUTTER'S HOUSE" to be v-groove letters & painted the two PMS colors. "HOUSE" to have a Reflex Blue outline.

The Street Number "23" to be included on the sign.

Includes a v-groove inset custom-shaped border painted Reflex Blue along the entire perimeter of the sign, per the approved sign proof.

Includes two (2) 5" diameter Round Aluminum posts painted Reflex Blue with Deco Pineapple finial caps.

PLEASE NOTE: PRICING INCLUDES UP TO TWO (2) REVISION CYCLES; AN ADDITIONAL COST MAY BE APPLIED FOR EXTRA DESIGN TIME.

These plans are the exclusive property of Sign*A*Rama and are the result of the original work of its employees. Their sole purpose is for client consideration as to whether or not to purchase the proposed plans or to purchase from Sign*A*Rama, a sign manufactured according to these plans. Distribution or exhibition of these plans to anyone other than employees of your company, or use of these plans to construct a sign similar to the one embodied herein, is expressly forbidden. In the event that such exhibition occurs, Sign*A*Rama expects to be reimbursed for time and effort entailed in creating these plans.

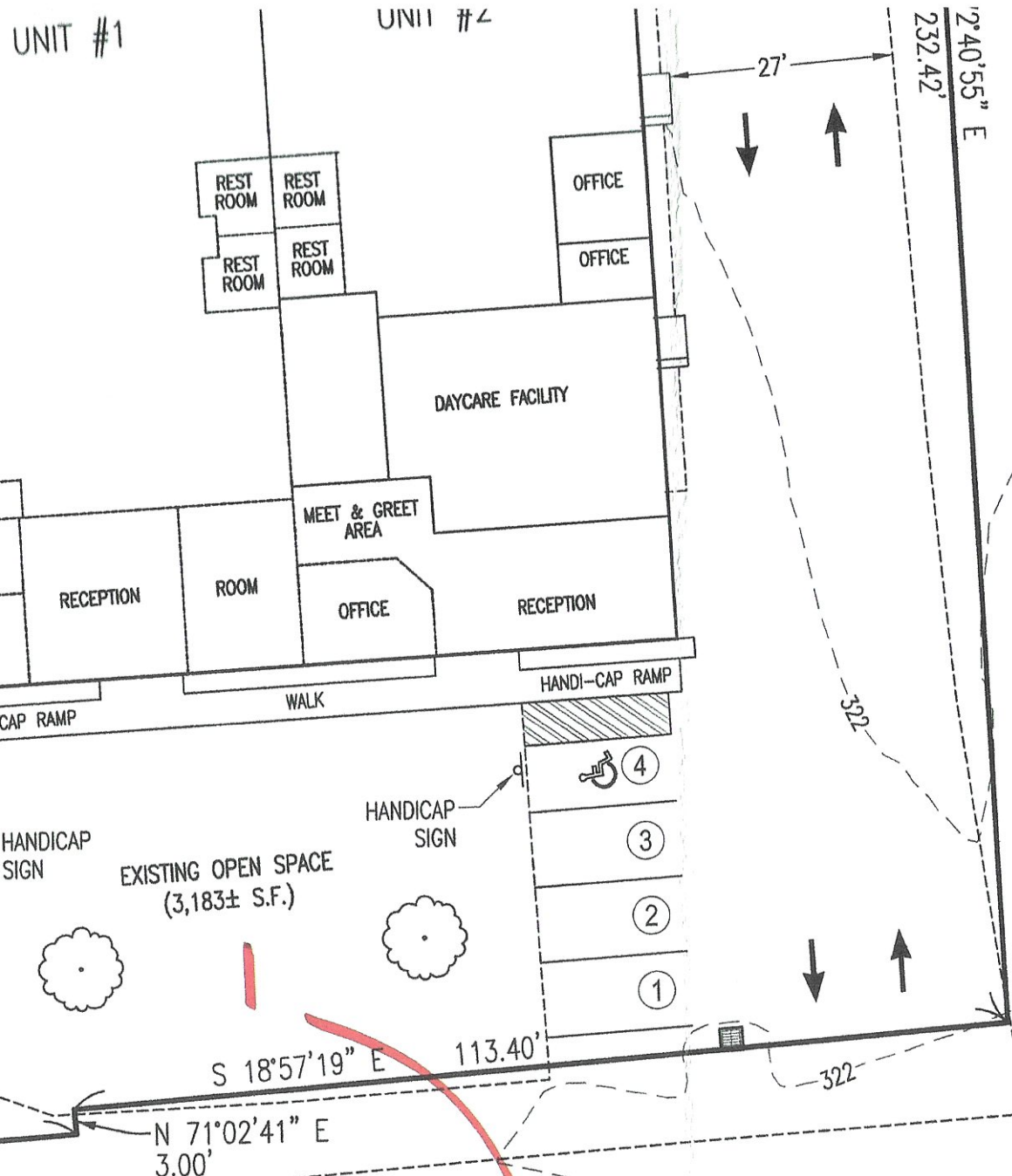
IMPORTANT: SUPERIMPOSED PHOTOS ARE NOT TO BE VIEWED AS 100% ACCURATE DEPICTIONS, THEY ARE SIMPLY A ROUGH REPRESENTATION OF SIGN PLACEMENT.

Signarama
 The way to grow your business.

www.framinghamsigns.com
 2 SOUTHVILLE ROAD, UNIT C
 SOUTHBOROUGH, MA 01772
 508.875.7446 P 508.875.7470 F

UNIT #1

UNIT #2



MAP 45
 PARCEL 14
 21 MAPLE ST.
 N/F
 HAROLD D. SCHMIDT
 EDWARD A. SCHMID
 TRUSTEES

STREET

*Proposed sign 10' setba
 from street & 70'
 from driveway eye*

