



# PLANNING BOARD OF MILFORD, MASS.

TOWN HALL, 52 MAIN STREET  
634-2317

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

## AGENDA MILFORD PLANNING BOARD Tuesday, July 14, 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 Lisa M. and Frederico Carneiro, 4 Ben's Way, Hopedale, MA 01747, for approval of the definitive subdivision entitled "DEPOT STREET ESTATES", a 4 Lot Residential Subdivision located on 3.4 +/- acres off Depot Street (109 Depot St.). Assessor's Map 52 Lots 43, 164 & 164C. RA Zone.
- (7:05 P.M.) Application of Nouria Energy Retail, Inc, 326 Clark St., Worcester, MA 01606, for Special Permit approval regarding a 20% reduction in required off-street parking at 91 Medway Street, Assessor's Map 43 Lot 5A, 14.75 Acres, IB Highway Industrial Zone.

### GENERAL BUSINESS

- (7:00 P.M.)
1. Minutes of previous meeting
  2. 81-P Plans: (none)
  3. *Continued* Site Plan Review: 21 Beaver Street - Rte. 85 Realty Corp.
  4. *Continued* Site Plan Review: 26 Beaver Street - Rte. 85 Realty Corp.
  5. *Continued* Amended Site Plan: 1 National Street - Milford National LLC.
  6. Amended Site Plan: 23 Maple Street – Kimberly Karolides
  7. *Continued* Lot Releases/Bond Reduction: Sanylah Crossing Subdivision–Sanylah Crossing LLC
  8. ZBA Special Permit Referral: 97 Cedar Street - PMG Northeast LLC

MILFORD TOWN CLERK  
2020 JUL -8 PM 1:22

TOWN OF MILFORD  
Milford, Massachusetts  
**NOTICE OF MEETING**

Board or Commission Planning Board  
Date and Time of Meeting Tuesday, July 14, 2020 7:00 PM

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

Matters Anticipated to be subject of discussion:

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  6. Amended Site Plan: 23 Maple Street - Kimberly Karolidis
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  8. ZBA Special Permit Referral: 97 Cedar Street - PMG Northeast LLC

Signature  Dated 7-8-2020

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

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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, June 23, 2020

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

Members absent: none

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

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

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

1. Minutes of Previous Meeting: Motion by Calagione, Second by Cook to approve the minutes of the June 2, 2020 meeting as submitted.

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

Motion carried unanimously.

2. ANNUAL REORGANIZATION:

Nominations:

For Chairman: Motion by Kennelly, Second by Calagione, to elect Lena McCarthy as chairman.

For Vice Chairman: Motion by Kennelly, Second by Calagione, to elect John Cook as vice chairman.

For Clerk: Motion by Calagione, Second by Kennelly, to appoint Karen Jackson as clerk.

For MAPC-SWAP Representative: Motion by Kennelly, Second by Cook, to elect Joseph Calagione as MAPC-SWAP Representative.

For Fair Housing Committee Representative: Motion by Kennelly, Second by Calagione, to elect Lena McCarthy as Fair Housing Committee Representative.

For Open Space Advisory Committee Liaison: Motion by Kennelly, Second by McCarthy, to elect Joseph Calagione as Open Space Advisory Committee Liaison.

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

Motion carried unanimously.

Authorizations:

Motion by Kennelly, Second by Calagione, to authorize the Clerk and Town Planner to sign correspondence for the Chairman.

Motion by Calagione, Second by Kennelly, to authorize the Clerk and Town Planner to sign Planning Board meeting postings w/Town Clerk.

Motion by Mainini, Second by Calagione, to authorize the Town Planner to sign 81P plans and site plans after Board approval.

Motion by Calagione, Second by Cook, to authorize the Town Planner to sign the Planning Board payroll.

Motion by Kennelly, Second by Cook, to authorize the Town Planner to call Planning Board meetings and set Public Hearings.

Motion by Kennelly, Second by Calagione, to authorize the Town Planner to set the Planning Board Agenda.

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

3. 81-P Plan: (None)

4. Continued Site Plan Review: 3 Industrial Road – Corner Brook, LLC: This is the continued review for site plan approval to construct a van and truck queuing transportation terminal on the subject property. Attorney Joseph Antonellis participated remotely representing the applicant, and explained that this was being proposed as a holding lot only, and is to be used for Amazon van and truck queuing to keep the vehicles off the public streets while staging for entrance into the Amazon fulfillment center on Industrial Road. Attorney Antonellis further explained that there will be no overnight parking of vehicles on the site, and that it is not for public use. The proposal is to pave the driveways only, since at the last meeting the Board waived the paving requirement for one year for paving the balance of the lot. The Town Engineer has reviewed and accepted the drainage report that was submitted by the applicant's engineer, and recommends approval subject to the facility being temporary, for off-street queuing only, and there will be no increase in traffic.

Motion by Cook, Second by Mainini, to approve the site plan provided the facility is for off-street truck queuing only, it will generate no increase in traffic, and is not for public use.

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

5. Continued Amended Site Plan: 1 National Street – Milford National LLC: This is the continued review for site plan approval for a transportation terminal on the subject property. The applicant requests amended site plan approval to accommodate further modifications to the subject property beyond those recently reviewed. The proposal is being presented as a parcel sort center/parcel hub, and not as a fulfillment center.

Participating remotely on behalf of the Board was Wing C. Wong, P.E., PTOE of Green International Affiliates, Inc., who is the traffic peer review consultant. Mr. Wong reviewed his Peer Review Report for Traffic dated 6-1-2020, and recommended that at a minimum, the applicant should provide a good explanation of the full operation proposed, and how this site fits into their overall distribution network. This should include which streets are to be utilized to reach the Amazon fulfillment center on Industrial Road, and the expected traffic and neighborhood impacts. Mr. Wong's report also recommended four mitigation items for this project that included a) restricting parking along National Street, b) signal retiming at the Cape Rd./South Main St. intersection, c) implementing improvements outlined in Milford's Complete Streets Plan for the intersections of Cape Rd./South Main St. and Depot St./ South Main St., and d) to conduct a traffic monitoring study at Cape Rd./South Main St. within three months of full operation to confirm signal timing adjustments needed.

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

Participating remotely representing the applicant were Attorney Joseph Antonellis, and Daniel J. Mills, P.E.,

PTOE of MDM Transportation Inc. Attorney Antonellis explained that the applicant has agreed to remove the 16 loading docks and doors, install site signage requested by the Board, retime the signal at the Cape Rd./South Main St. intersection, and make improvements within the existing right-of-way at the Depot St./ South Main St. intersection, and post an appropriate bond for such yet-to-be specifically defined improvements.

Motion by Mainini, to approve the site plan. Motion died for lack of a second.

Attorney Antonellis requested this review be continued to the next meeting to allow sufficient time for details of the various mitigation items to be finalized, and for an agreeable bond estimate to be determined.

Motion by Cook, Second by Calagione, to continue this review to the 7-14-20 meeting.

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

Motion carried unanimously.

6. Continued Lot Releases/Bond Reduction: Sanylah Crossing Subdivision–Sanylah Crossing LLC: The Chairman announced that the Applicant's Attorney has granted an extension in writing.

Motion by Kennelly, Second by Cook, to continue this review to the 7-14-20 meeting.

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

Motion carried unanimously.

7. Amended Site Plan: 100 Central Street – David Walch: This is the continued review for a change of use on the subject property. The proposal is to occupy the second floor of the building with office and warehousing space for an energy consulting/auditing firm that will also periodically conduct contractor training sessions. The site is the former catering business located at the northwest corner of Central Street and Bragg Slip. Participating remotely was the applicant David Walch, who noted the updated plan providing proper parking space striping, handicap parking stalls, accessible routes, and ramps. He further explained that their case has been heard by the AAB and that they are awaiting the written decision granting their variance request.

Motion by Kennelly, Second by McCarthy, to approve the site plan subject to receiving written confirmation from the AAB.

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

Motion carried unanimously.

8. Amended Site Plan Review: 10-12 Beach Street – James and Crystal Lozono: The Town Planner explained that the applicant requests amended site plan approval for a change of use within the west commercial building on subject premises. Specifically, the proposal is to change the use of the westerly 1,000 sf of the building from the former spa to a restaurant. There will be no exterior alterations to the existing building or surrounding plaza. The proposed restaurant is to serve nutritional "smoothie" drinks primarily on a take-out basis. The proposed use will not increase the amount of traffic or required parking from the prior use, and the plaza currently provides 83 off-street parking spaces. Participating remotely was the applicant Crystal Lozono, who confirmed the Town Planners assessment. It was suggested by members of the Board that the applicant add at least three "Reserved Parking" signs in front of the storefront if permitted by the plaza management.

Motion by Mainini, Second by Kennelly, to approve the site plan.

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

Motion carried unanimously.

9. Certificate of No Change: Platinum Park Rescission Plan: The Town Planner explained that the signed mylar of the approved rescission plan had not been timely recorded, hence the need to sign a certificate of no change that has been added to the mylar so it can now be recorded.

Motion by Kennelly, Second by Mainini, to sign the certificate of no change.

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

Motion carried unanimously.

10. ZBA Variance Referral: 34 Fountain Street – Robert DeVita: The Town Planner explained that the applicant requests variances to construct an attached garage to the existing conforming single-family dwelling on the subject property. The existing 13,760sf lot is non-conforming as to area. The proposed 23' x 26' garage addition will require a variance for side yard setback to allow for a 2.3' setback, 15' required. The property is a corner lot

having two front yards and two side yards. The existing house will remain otherwise unchanged, with the basement garage to remain. The Town Planner suggested that an alternative design would likely reduce the extent to which a variance is needed, such as proposing a single-car garage rather than a two-car garage as proposed.

Motion by Calagione, Second by Kennelly, to forward an Unfavorable Report to the ZBA due to the lack of a hardship.

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

Motion carried unanimously.

11. ZBA Variance Referral: 19 North Street – Brandon Blaisdell: The Town Planner explained that the applicant requests variances to divide the existing non-conforming single-family lot into two lots. The existing 13,095sf non-conforming lot is proposed to be divided into two substandard lots. The proposed substandard lots will require variances for area, width, frontage as well as front and side yards. The existing house is to remain. There are no conditions whatsoever on the property that constitute a hardship. The Town Planner recommend the Board forward an unfavorable report to the Zoning Board of Appeals.

Motion by Mainini, Second by Calagione, to forward an Unfavorable Report to the ZBA due to the lack of a hardship.

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

Motion carried.

The Chairman noted that the next meeting of the Planning Board will be on July 14, 2020.

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

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

Motion carried unanimously.

The meeting was adjourned at 8:32 P.M.

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Lena McCarthy, Chairman

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Joseph Calagione

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John H. Cook

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Patrick J. Kennelly

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Marble Mainini, III



# TOWN OF MILFORD

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

OFFICE OF PLANNING  
AND ENGINEERING

Larry L. Dunkin, MCRP  
Town Planner

July 14, 2020

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

(  
( **Definitive Plan "Depot Street Estates"**  
( **Lisa M. and Frederico Carneiro**  
( **4 Residential Lots and 1 street**  
( **3.4 acres off Depot Street**  
( **Map 52 Lots 43, 164 & 164C**  
( **RA Zone**  
(

Dear Mdm. Chairman:

The applicant is proposing a 4 Lot residential subdivision, including one new street. The property consists of approximately 3.4 +/- acres off Depot Street (109 Depot St.). The proposed plan layout appears to be generally consistent with the Preliminary Plan that was recently approved by the Planning Board for this development at the 5-5-2020 meeting.

This submittal is essentially an incomplete application. The proposed subdivision includes the rear portion of Lot 164 (75 Fruit Street), which has been partially used to create proposed Lot 3. However, due to the non-conforming nature of the property at 75 Fruit Street, a variance will be required from the ZBA prior to further dividing the lot. All of the proposed lots appear to exceed the 16,000sf minimum lot area required for two-family dwellings.

I have reviewed the application and Definitive Plan dated 5-26-2020, and note the following deficiencies:

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

I recommend the public hearing be continued to the next meeting to allow adequate time for the applicant's engineer to address the above-noted deficiencies and any additional 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*

July 8, 2020

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

Re: “**Depot Street Estates**” – Definitive Residential Subdivision  
4 – Lots off of Depot Street (109 Depot Street)

Dear Mrs. McCarthy:

The submittal is for a Residential Definitive Subdivision Plan – referred to as “Depot Street Estates”. The proposal consists of four (4) Lots with a proposed 348-foot long Road, utilities and associated grading. The parcels are associated with the existing houses located at 109 Depot Street and 75 Fruit Street. The Applicant is Lisa M. & Frederico Carneiro, 4 Ben’s Way, Hopedale, MA 01747.

The project consists of 3 parcels totaling approximately 3.43 Acres of land, Zoned as General Residential (RA). The parcels refer to the Town Assessors Map 52, Block 0, Lots 43, 164 & 164C.

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

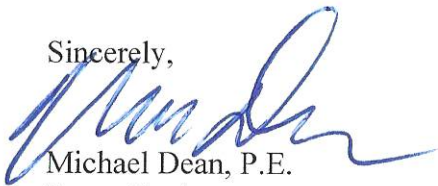
1. The Existing Conditions Plan should include all of the existing utilities in Depot Street (water lines, drainage, all sewer manholes, hydrants, etc.). The Bordering Vegetated Wetlands should be labeled.
2. The existing garage associated with #111 Depot Street (abutter) should be shown due to the close proximity to the common property line (southerly property line of locus).



3. All proposed / required easements should be added to the Plan Set (driveway, drainage, etc.). The proposed centerline of the roadway should be added to the Plan Set, inclusive of the curve radius.
4. The underdrain associated with the proposed cut for the roadway construction, specifically associated with the cul-de-sac area, should be extended towards proposed Lot 2, near the proposed detention basin.
5. The proposed road grades / profile should be adjusted to meet the Subdivision Rules and Regulations, specifically the grades associated with the “approach”/intersection of the proposed roadway with Depot Street.
6. There are no proposed water lines shown.
7. The proposed walk should be labeled, the curb radii of the proposed rounding’s at the intersection of the new road and Depot Street should be labeled.
8. A legend should be added to the Plan Set. The monuments (Bounds) that are proposed and existing should be clearly marked. A detail of the proposed bounds should be added to the Detail Sheet.
9. The plans should list the Town Assessors Map references associated with all 3 parcels associated with the project.
10. The lot and house (to remain) associated with #75 Fruit Street is a Pre-Existing, Non-Conforming Structure. The non-conformity should be further discussed in terms of any additional permitting requirements.

The above items should be addressed prior to approval. If there are any questions or comments please do not hesitate to contact me at your convenience.

Sincerely,



Michael Dean, P.E.  
Town Engineer

**FORM M-1  
DEFINITIVE SUBDIVISION PLAN REPORT FORM**

**TO:** The Milford Planning Board

**FROM:** Scott J. Crisafulli

**DATE:** 6-19-20

**SUBJECT:** Comments and recommendations regarding:

Application of Lisa M. and Frederico Carneiro, 4 Ben's Way, Hopedale, MA 01747 to approve the definitive subdivision entitled "DEPOT STREET ESTATES".

4 Lot Residential Subdivision located on 3.4 +/- acres off Depot Street (109 Depot St.).

**Assessor's Map 52 Lots 43, 164 & 164C**

RA Zone.

The undersigned recommends:

- Approval  
 Approval with Comments  
 Disapproval

of the above named subdivision plan insofar as its area of jurisdiction is concerned. The reasons for this recommendation are as follows:

Scott J. Crisafulli, Highway Surveyor  
Name of officer, agency or board representative

NOTE: The Planning Board will take into consideration any recommendations made hereon before taking final action on the preliminary subdivision plan. Lack of a timely report by any officer, agency or board will be so recorded in the minutes of the Planning Board.

**FORM M-1  
DEFINITIVE SUBDIVISION PLAN REPORT FORM**

**TO:** The Milford Planning Board

**FROM:** Milford Board of Health

**DATE:** 7/1/2020

**SUBJECT:** Comments and recommendations regarding:

Application of Lisa M. and Frederico Carneiro, 4 Ben's Way, Hopedale, MA 01747 to approve the definitive subdivision entitled "DEPOT STREET ESTATES".

4 Lot Residential Subdivision located on 3.4 +/- acres off Depot Street (109 Depot St.).

**Assessor's Map 52 Lots 43, 164 & 164C**

RA Zone.

The undersigned recommends:

- Approval  
 Approval with Comments  
 Disapproval

of the above named subdivision plan insofar as its area of jurisdiction is concerned. The reasons for this recommendation are as follows:

Pending approval for town sewer, the Board of Health sees no issues with this subdivision. If the subdivision requires septic, suggest re-reviewing of the plan.

Jacquelyn A. Murphy  
Name of officer, agency or board representative

NOTE: The Planning Board will take into consideration any recommendations made hereon before taking final action on the preliminary subdivision plan. Lack of a timely report by any officer, agency or board will be so recorded in the minutes of the Planning Board.



# 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

June 10, 2020

RE: Definitive Subdivision Plan Referral Form: 109 Depot Street

Dear Mr. Dunkin,

On June 8, 2020 I contacted Elizabeth Mainini-Sanchioni regarding the submittal to Milford Fire Department. The water layer was not included in the plan, but she stated there is a hydrant planned near the end of the road.

I expressed a concern regarding fire apparatus access to lots 1 and 2 using the common driveway. The driveway is 16 feet wide and I requested confirmation it will accommodate our ladder truck. The specifications were provided and are included here. The truck is 100 inches wide, 41 feet 10 inches long, has a wheelbase of 236 inches, and a gross vehicle weight of 40.5 tons. I request the driveway design be adequate to support and allow travel of our largest vehicle in the event of an emergency.

The transition from Depot Street to the subdivision street is also a concern and was explained. I want to make sure the ladder truck rear section would not drag on the ground when entering or exiting.

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson  
508-958-3006  
mnelson@milfordfire.org



# Milford Water Company

66 Dilla Street Milford, MA 01757

508-473-5110 Fax 508-478-7997

E-Mail [milfordwater@milfordwater.com](mailto:milfordwater@milfordwater.com)

[www.milfordwater.com](http://www.milfordwater.com)

June 29, 2020

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

Re: **Definitive Subdivision Plan – “Depot Street Estates” - Milford, MA**

Milford Water Company (MWC) after reviewing the Definitive Subdivision Plan for “**Depot Street Estates**” requests the following.

**MWC requires a plan that includes water infrastructure as the Definitive did not include it.**

MWC requires clarification of which size water main will be used.

MWC requests an easement to eliminate the “dead end”.

MWC requires clarification on the amount of service connections requested.

MWC will not be approving any additional water service connections until the completion of the Godfrey Brook wellfield and treatment plant. With an estimated completion date for the summer of 2021.

Respectfully submitted,

*Vincent P Farese*

Vincent P Farese  
Operations Manager, Milford Water Company

FORM B

APPLICATION FOR APPROVAL OF DEFINITIVE PLAN

RECEIVED  
MILFORD TOWN CLERK  
2020 MAY 28 AM 11:20

File one completed form with the Planning Board and one copy with the Town Clerk in accordance with the requirements of Article IV-B.

Milford, Mass \_\_\_\_\_  
(Date)

To the Planning Board of Milford:

The undersigned herewith submits the accompanying Definitive Plan of Property for approval as a subdivision under the requirements of the Subdivision Control Law and your Rules and Regulations covering the subdivision of Land.

1. Name of Owner of Record Lisa M. and Frederico Carneiro  
Address 4 Ben's Way  
Hopedale, MA 01747

2. Name of Subdivider Lisa M. and Frederico Carneiro  
Address 4 Ben's Way  
Hopedale, MA 01747

3. Name of Registered Engineer or Surveyor  
Address Guerriere & Halnon, Inc.  
333 West Street  
Milford, MA 01757

4. Name of Subdivision

5. Deed of Property recorded in Worcester District Registry,  
Book 58817 Page 279 and Book 57421 Page 49

6. Location and Description of Property:

The property proposed for subdivision includes the existing parcel at 109 Depot Street and a parcel at the rear of 73 Fruit Street. The total parcel, approximately 3 acres, is primarily wooded with the exception of the existing home, driveway and lawn at 109 Depot Street.

FORM B (Page 2)

Said plan has(x) has not( ) evolved from a preliminary plan submitted to the Board  
on March 17, 2020 which was approved(x) approved with modifications( )disapproved( )  
(Date)  
on May 5, 2020.  
(Date)

The undersigned hereby applies for the approval of said DEFINITIVE PLAN by the Board, and in furtherance thereof hereby agrees to abide by the BOARD'S RULES AND REGULATIONS. The undersigned hereby further covenants and agrees with the Town of Milford, upon the approval of said DEFINITIVE PLAN by the Board:

1. To install utilities in accordance with the rules and regulations of the Planning Board, the Water Department, the Highway Superintendent, the Board of Health, and all general as well as zoning by-laws of said Town, as are applicable to the installation of utilities within the limits of ways and streets;
2. To complete and construct the streets or ways shown thereon in accordance with Art. V and VI of the Rules and Regulations of the Planning Board and the approved DEFINITIVE PLAN, profiles and cross sections of the same. Said plan, profiles, cross sections and construction specifications are specifically, by reference, incorporated herein and made a part of this application. This application and the covenants and agreements herein shall be binding upon all heirs, executors, administrators, successors, grantees of the whole or part of said land, and assigns of the undersigned; and
3. To complete the aforesaid installations and construction within 72 months from the date hereof.

Signature of Owner Frederico Cordeiro

Address 4 Ben's Way  
Hopedale, MA 01747

For certified list of Abutters, see Form G.

# "Depot Street Estates"

## A Definitive Subdivision In Milford, Massachusetts

Date: May 26, 2020

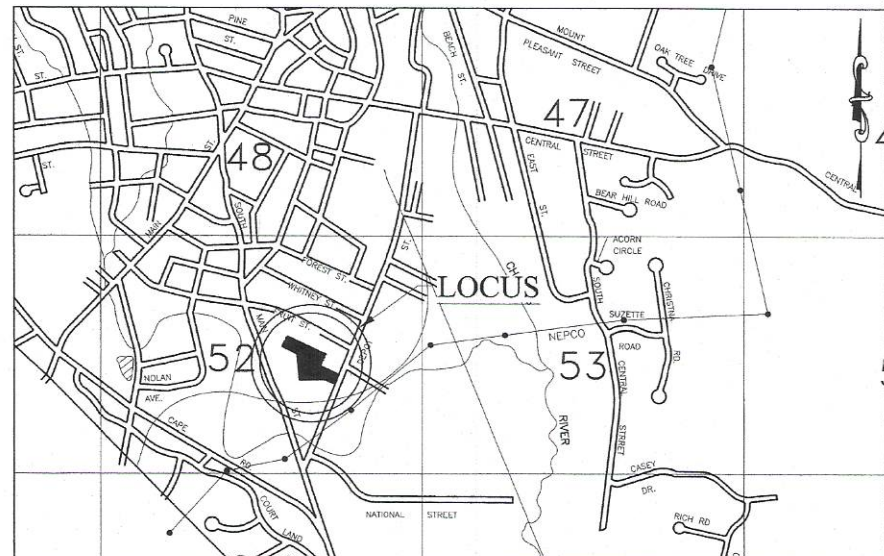
APPROVAL BY THE PLANNING BOARD  
IS REQUIRED UNDER THE SUBDIVISION  
CONTROL LAW

SIGNATURE DATE: \_\_\_\_\_

THIS PLAN IS APPROVED SUBJECT TO  
AGREEMENTS AND COVENANTS AS INCLUDED IN  
THE CONDITIONAL CONTRACT DATED \_\_\_\_\_  
CONTRACT WILL BE RECORDED. PLANS WILL BE  
FILED IN THE WORCESTER REGISTRY OF DEEDS

### OWNER/APPLICANT

FREDERICO AND LISA  
CARNEIRO  
4 BEN'S WAY  
HOPEDALE, MA 01747



VICINITY MAP  
1" = 800'

### PLAN INDEX

TITLE	SHEET
Cover	C
Registry Plan	1
Existing Conditions Plan	2
Site Development Plan	3
Plan and Profile	4
Erosion Control Plan	5
Details	6



**Guerriere &  
Halnon, Inc.**  
ENGINEERING & LAND SURVEYING

333 WEST STREET, MILFORD, MASS. 01757  
PHONE: (508) 473-6630 FAX: (508) 473-8243  
[www.gandhengineering.com](http://www.gandhengineering.com)





SEE PLAN BOOK 605 PLAN 51

FOR REGISTRY USE ONLY

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTRY OF DEEDS.

THIS CERTIFICATION IS INTENDED TO MEET THE REQUIREMENTS OF THE REGISTRY OF DEEDS AND IS NOT A CERTIFICATION TO THE TITLE OR OWNERSHIP OF THE LAND DESCRIBED HEREON.

*Jeffrey J. Stefank*  
 JEFFREY J. STEFANK PLS DATE

SEE PLAN BOOK 605 PLAN 51

NOTES

1) SEE THE FOLLOWING PLANS RECORDED AT THE WORCESTER DISTRICT REGISTRY OF DEEDS:-  
 PLAN BOOK 675 PLAN 76 JUNE 2009  
 PLAN BOOK 725 PLAN 111 APRIL 1998  
 PLAN BOOK 681 PLAN 123 APRIL 1995  
 PLAN BOOK 627 PLAN 47 OCTOBER 1989  
 PLAN BOOK 605 PLAN 51 AUGUST 1988  
 PLAN BOOK 154 PLAN 32 SEPTEMBER 1952  
 PLAN BOOK 170 PLAN 41 OCTOBER 1950

2) ZONING DISTRICT- RA  
 MINIMUM AREA- ONE FAMILY 8,000 SF  
 TWO FAMILY 12,000 SF  
 MINIMUM WIDTH- ONE FAMILY 60'  
 TWO FAMILY 100'  
 MINIMUM FRONTAGE- ONE FAMILY 80'  
 TWO FAMILY 100'  
 SETBACKS- FRONT 25' SIDE 10' REAR 15'  
 MAXIMUM BUILDING COVERAGE- 25%  
 MINIMUM OPEN SPACE PER DWELLING UNIT- 2000 SF  
 MAXIMUM BUILDING HEIGHT- 35' OR 2 STORIES

APPROVAL UNDER THE SUBDIVISION CONTROL LAW IS REQUIRED.  
 MILFORD PLANNING BOARD

SIGNATURE DATE:

TOWN CLERK CERTIFICATION

"THIS IS TO CERTIFY THAT NOTICE FROM THE PLANNING BOARD OF APPROVAL OF THIS PLAN WAS RECEIVED BY ME ON \_\_\_\_\_ AND NO NOTICE OF APPEAL AT \_\_\_\_\_ FROM SUCH APPROVAL WAS RECEIVED BY ME DURING THE TWENTY DAYS NEXT AFTER RECEIPT AND RECORDING OF SUCH NOTICE OF APPROVAL."

TOWN CLERK \_\_\_\_\_ DATE \_\_\_\_\_

OWNER:  
 LISA M. CARNEIRO  
 AND  
 FREDERICO CARNEIRO  
 LOT 43 5.70 ACRES  
 DEED BOOK 5817 PAGE 279  
 LOT 164 1.63 ACRES  
 DEED BOOK 57421 PAGE 49

DEFINITIVE PLAN OF LAND "DEPOT STREET ESTATES"  
 109 DEPOT STREET AND 75 FRUIT STREET  
**MILFORD, MASS.**  
 SCALE: 1"=40'  
 DATE: MAY 26, 2020

GRAPHIC SCALE: 1"=40'

0 10 20 30 40 50 60 70 80 90 100 FEET METERS

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 MILFORD, MA 01757 FX. (508) 475-8243  
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G:\CDM\mfg\G-10114\mfg\G-10114\ar2020-05-20.dwg





DATE: 6-20-20  
APPROVED DATE: PLANNING BOARD

SIGNATURE DATE: BEING A MAJORITY

- NOTES
- CONSTRUCTION ON THIS LOT IS SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS, RESERVATIONS OR OTHER LIMITATIONS WHICH MAY BE REVEALED BY AN EXAMINATION OF THE TITLE.
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  - ASSESSOR PARCEL 02-0-43

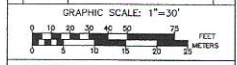
OWNER  
FREDERICO AND LISA CARNEIRO  
& BEN'S WAY  
HOPEDALE, MA 01747

APPLICANT  
FREDERICO AND LISA CARNEIRO  
& BEN'S WAY  
HOPEDALE, MA 01747

DEPOT STREET ESTATES

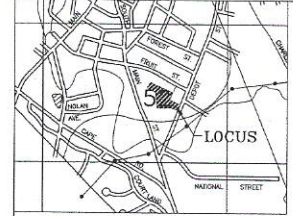
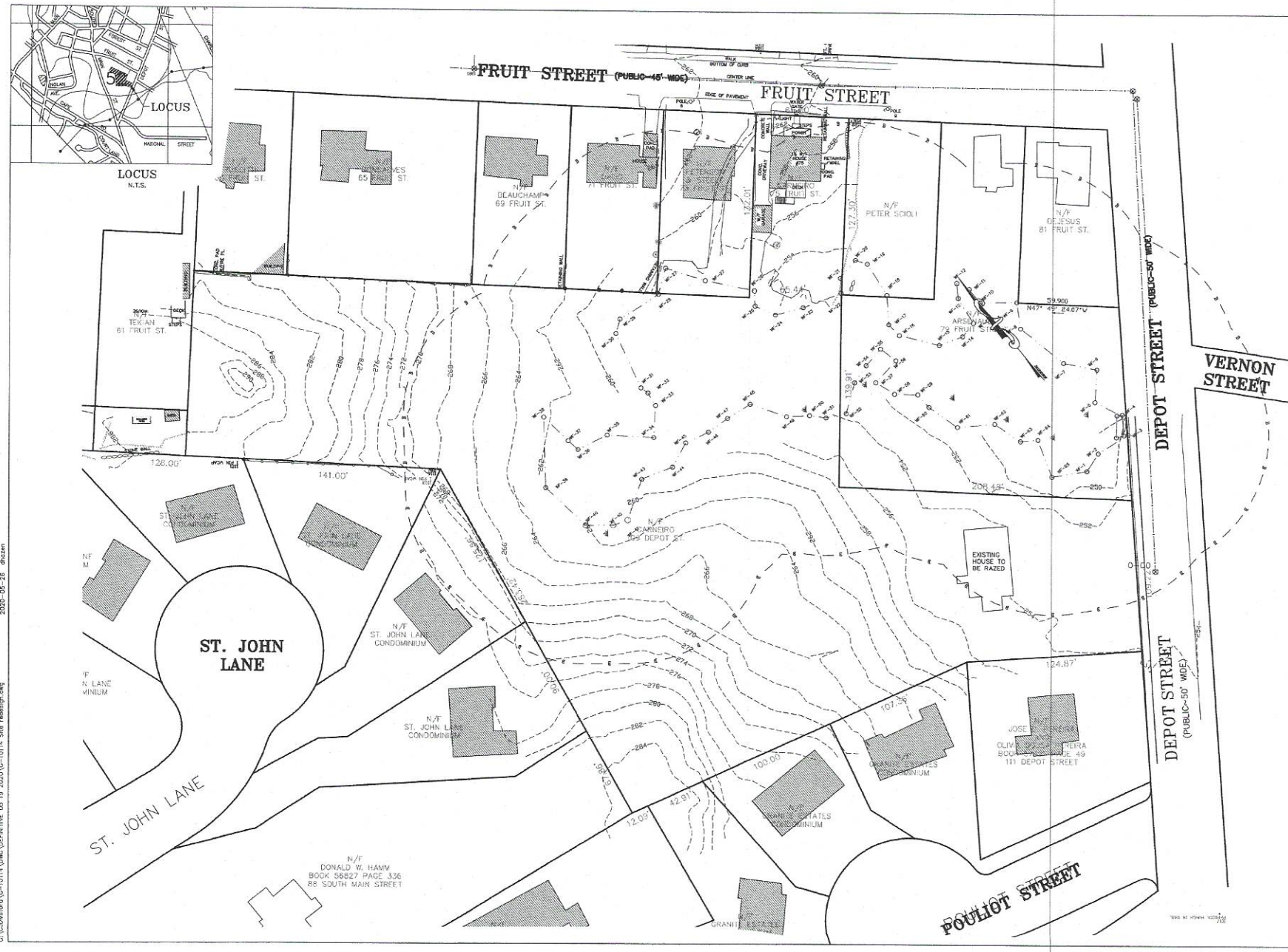
EXISTING CONDITIONS  
PLAN  
109 DEPOT STREET  
MILFORD, MA

1	5/26/20	INITIAL SUBMITTAL	DWM

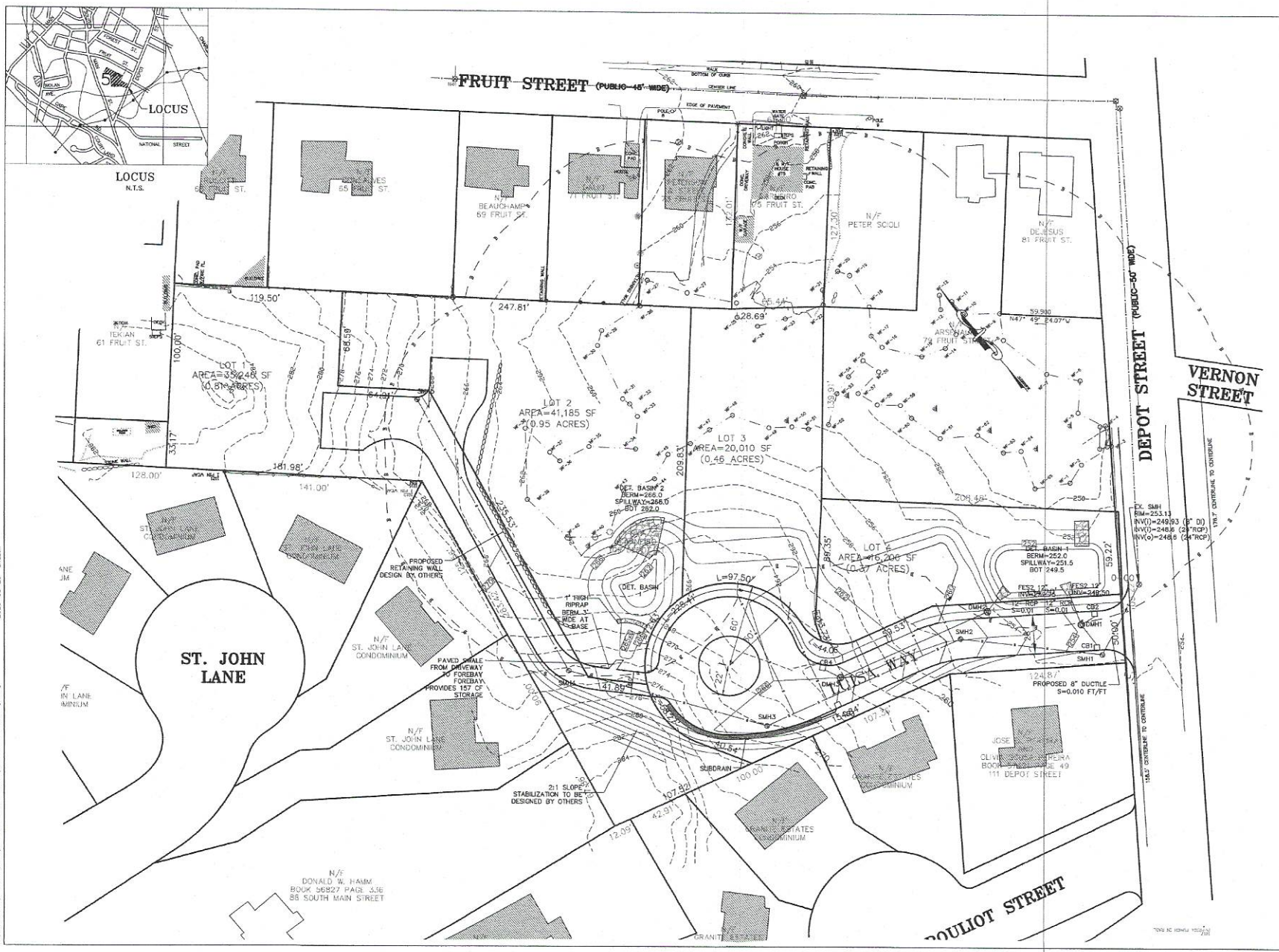


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SHEET 2 G-10114



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DATE: 5-26-20  
 APPROVED DATE: \_\_\_\_\_  
 PLANNING BOARD

SIGNATURE DATE: \_\_\_\_\_  
 BENG A MAJORITY

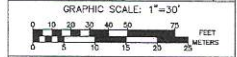
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OWNER  
 FREDERICO AND LISA CARNEIRO  
 4 BEV'S WAY  
 HOPDEALE, MA 01747

APPLICANT  
 FREDERICO AND LISA CARNEIRO  
 4 BEV'S WAY  
 HOPDEALE, MA 01747

DEPOT STREET ESTATES  
 DEFINITIVE SUBDIVISION  
 PLAN  
 109 DEPOT STREET  
 IN  
 MILFORD, MA

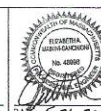
11/26/20	INITIAL SUBMITTAL	DNW



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SHEET 3 G-10114

2020-05-26 d:\azn  
 G:\CD\Milford\G-10114\DWG\DEFINITIVE 05 19 2020\G-10114 Site redesign.dwg, SITE DEVELOPMENT PLAN, 5/26/2020 3:54:46 PM



DATE: 5-26-20

APPROVED DATE: PLANNING BOARD

SIGNATURE DATE: BEING A MAJORITY

NOTES

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OWNER

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4 BEN'S WAY  
HOPDEALE, MA 01747

APPLICANT

FREDERICO AND LISA CARREIRO  
4 BEN'S WAY  
HOPDEALE, MA 01747

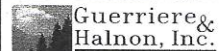
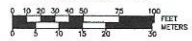
DEPOT STREET ESTATES

DEFINITIVE SUBDIVISION PLAN

109 DEPOT STREET  
IN  
MILFORD, MA

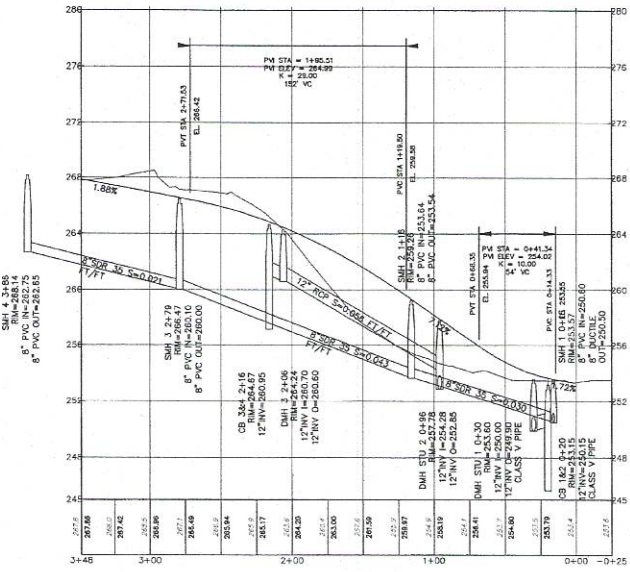
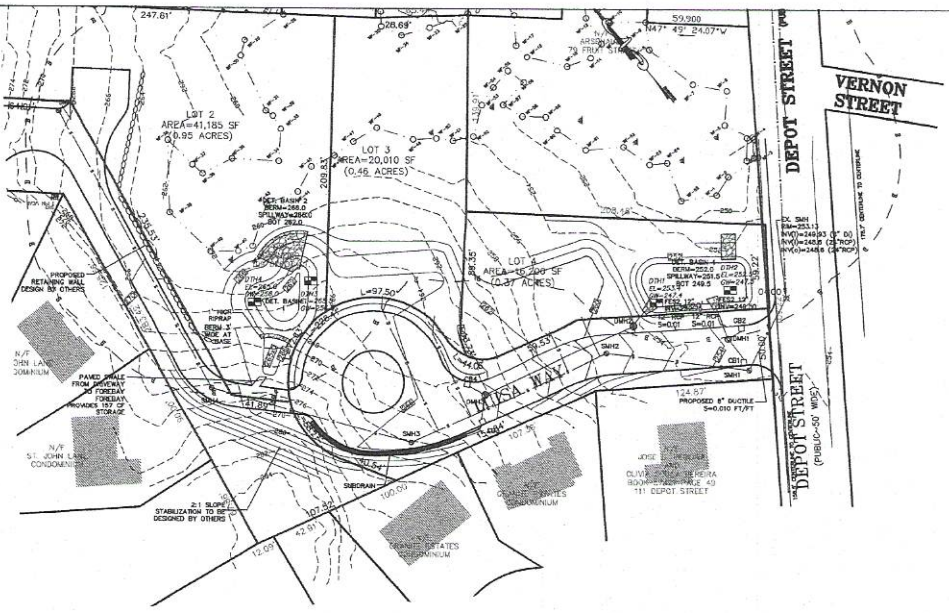
1 | 5/26/20 | INITIAL SUBMITTAL | DWG

GRAPHIC SCALE: 1"=40'



333 WEST STREET  
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SHEET 4 C-10114



2019-04-11 ALIGNMENT - FULL LENGTH  
-0+25 TO 3+48.25



DATE: 5-26-20  
APPROVED DATE: PLANNING BOARD

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  - ASSESSOR PARCEL 92-0-43

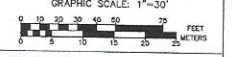
OWNER  
FREDERICO AND LISA CARNEIRO  
4 BEN'S WAY  
HOPDEALE, MA 01747

APPLICANT  
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DEPOT STREET ESTATES

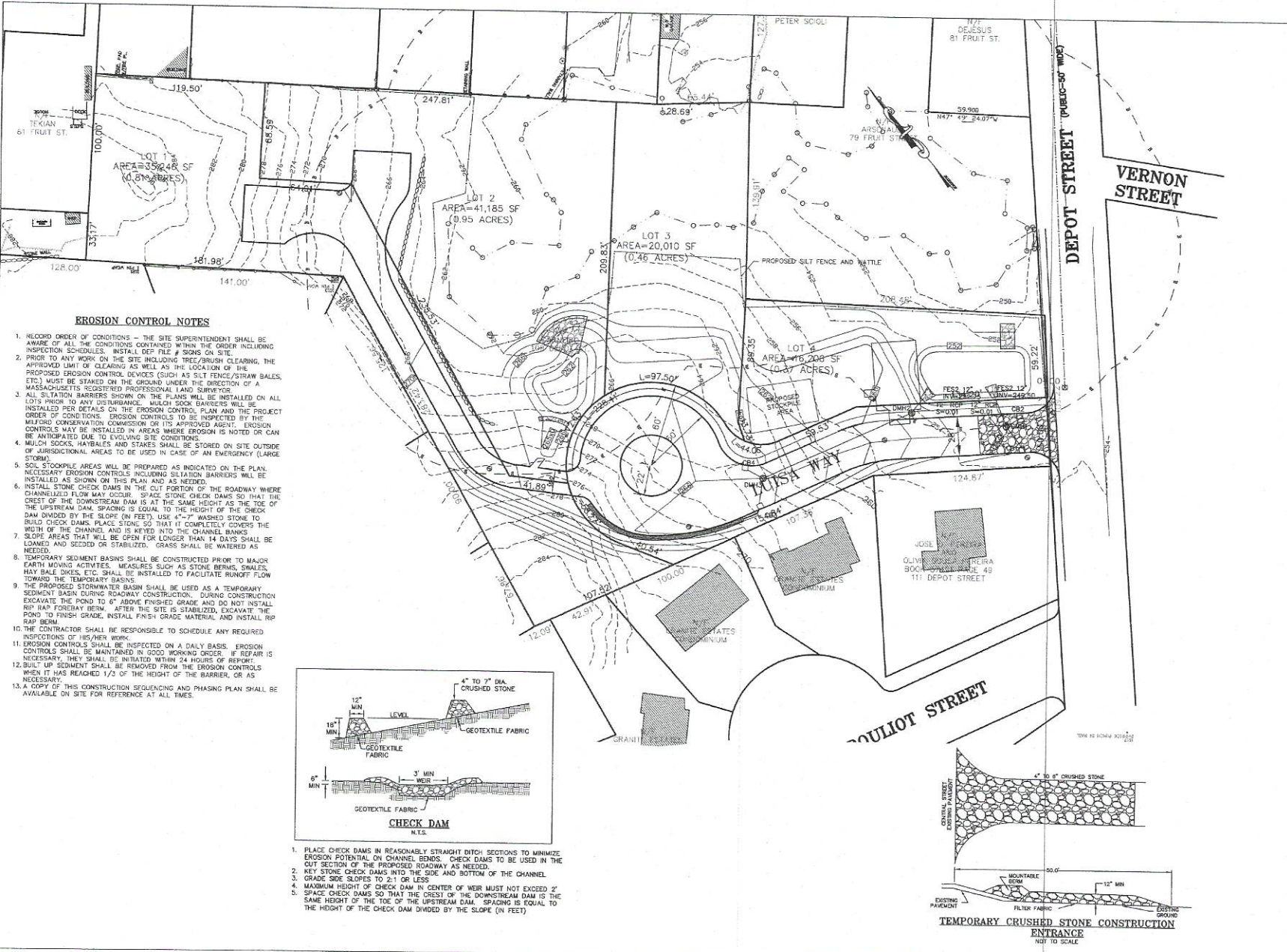
EROSION CONTROL PLAN  
109 DEPOT STREET  
IN  
MILFORD, MA

DATE	DESCRIPTION	BY
1/5/25/20	INITIAL SUBMITTAL	DWJ



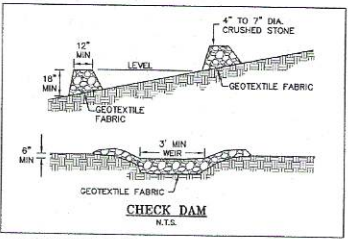
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SHEET 5 G-10114

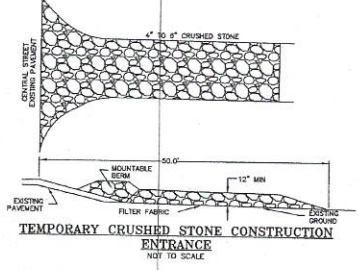


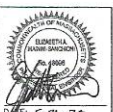
**EROSION CONTROL NOTES**

- RECORD ORDER OF CONDITIONS - THE SITE SUPERINTENDENT SHALL BE AWARE OF ALL THE CONDITIONS CONTAINED WITHIN THE ORDER INCLUDING INSPECTION SCHEDULES. INSTALL DEP FILE # SOAK ON SITE.
- PRIOR TO ANY WORK ON THE SITE INCLUDING TREE/BRUSH CLEARING, THE APPROVED LIMIT OF CLEARING AS WELL AS THE LOCATION OF THE PROPOSED EROSION CONTROL DEVICES (SUCH AS SILT FENCE/STRAW BALES, ETC.) MUST BE STAKED ON THE GROUND UNDER THE DIRECTION OF A MASSACHUSETTS REGISTERED PROFESSIONAL LAND SURVEYOR.
- ALL SILTATION BARRIERS SHOWN ON THE PLANS WILL BE INSTALLED ON ALL LOTS PRIOR TO ANY DISTURBANCE. MULCH SOCK BARRIERS WILL BE INSTALLED PER DETAILS ON THE EROSION CONTROL PLAN AND THE PROJECT ORDER OF CONDITIONS. EROSION CONTROLS TO BE INSPECTED BY THE MILFORD CONSERVATION COMMISSION OR ITS APPROVED AGENT. EROSION CONTROLS MAY BE INSTALLED IN AREAS WHERE EROSION IS NOTED OR CAN BE ANTICIPATED DUE TO EVOLVING SITE CONDITIONS.
- MULCH SOCKS, HAYBALES AND STAKES SHALL BE STORED ON SITE OUTSIDE OF JURISDICTIONAL AREAS TO BE USED IN CASE OF AN EMERGENCY (LARGE STORM).
- SOIL STOCKPILE AREAS WILL BE PREPARED AS INDICATED ON THE PLAN. NECESSARY EROSION CONTROLS INCLUDING SILTATION BARRIERS WILL BE INSTALLED AS SHOWN ON THIS PLAN AND AS NEEDED.
- INSTALL STONE CHECK DAMS IN THE CUT PORTION OF THE ROADWAY WHERE THE CHANNELLED FLOW MAY OCCUR. SPACE STONE CHECK DAMS SO THAT THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME HEIGHT AS THE TOE OF THE UPSTREAM DAM. SPACING IS EQUAL TO THE HEIGHT OF THE CHECK DAM DIVIDED BY THE SLOPE (IN FEET). USE 4" - 7" WASHED STONE TO BUILD CHECK DAMS. PLACE STONE SO THAT IT COMPLETELY COVERS THE WIDTH OF THE CHANNEL, AND IS KEYED INTO THE CHANNEL BANKS.
- SLOPE AREAS THAT WILL BE OPEN FOR LONGER THAN 14 DAYS SHALL BE LOADED AND SEEDED OR STABILIZED. GRASS SHALL BE WATERED AS NEEDED.
- TEMPORARY SEDIMENT BASINS SHALL BE CONSTRUCTED PRIOR TO MAJOR EARTH MOVING ACTIVITIES. MEASURES SUCH AS STONE BERMS, SWALES, HAY BALE DIKES, ETC. SHALL BE INSTALLED TO FACILITATE RUNOFF FLOW TOWARD THE TEMPORARY BASINS.
- THE PROPOSED STORMWATER BASIN SHALL BE USED AS A TEMPORARY SEDIMENT BASIN DURING ROADWAY CONSTRUCTION. DURING CONSTRUCTION EXCAVATE THE POND TO 6" ABOVE FINISHED GRADE AND DO NOT INSTALL THE RIP RAP FOREBAY BERM. AFTER THE SITE IS STABILIZED, EXCAVATE THE POND TO FINISH GRADE, INSTALL FINISH GRADE MATERIAL AND INSTALL RIP RAP BERM.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO SCHEDULE ANY REQUIRED INSPECTIONS OF HIS/HER WORK.
- EROSION CONTROLS SHALL BE INSPECTED ON A DAILY BASIS. EROSION CONTROLS SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF REPAIR IS NECESSARY, THEY SHALL BE INITIATED WITHIN 24 HOURS OF REPAIR.
- BUILT UP SEDIMENT SHALL BE REMOVED FROM THE EROSION CONTROLS WHEN IT HAS REACHED 1/2 OF THE HEIGHT OF THE BARRIER, OR AS NECESSARY.
- A COPY OF THIS CONSTRUCTION SEQUENCING AND PHASING PLAN SHALL BE AVAILABLE ON SITE FOR REFERENCE AT ALL TIMES.



- PLACE CHECK DAMS IN REASONABLY STRAIGHT DITCH SECTIONS TO MINIMIZE EROSION POTENTIAL ON CHANNEL BENDS. CHECK DAMS TO BE USED IN THE CUT SECTION OF THE PROPOSED ROADWAY AS NEEDED.
- KEY STONE CHECK DAMS INTO THE SIDE AND BOTTOM OF THE CHANNEL.
- GRADE SIDE SLOPES TO 2:1 OR LESS.
- MAXIMUM HEIGHT OF CHECK DAM IN CENTER OF WEIR MUST NOT EXCEED 2'
- SPACE CHECK DAMS SO THAT THE CREST OF THE DOWNSTREAM DAM IS THE SAME HEIGHT OF THE TOE OF THE UPSTREAM DAM. SPACING IS EQUAL TO THE HEIGHT OF THE CHECK DAM DIVIDED BY THE SLOPE (N FEET)





DATE: 5-26-20  
APPROVED DATE: PLANNING BOARD

SIGNATURE DATE: BEING A MAJORITY  
NOTES

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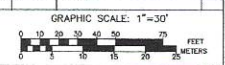
OWNER  
FREDERICO AND LISA CARNEIRO  
4 BEN'S WAY  
HOPDEALE, MA 01747

APPLICANT  
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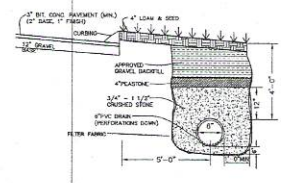
DEPOT STREET ESTATES

DETAIL SHEET  
109 DEPOT STREET  
IN  
MILFORD, MA

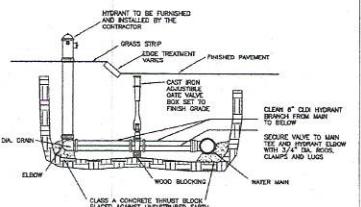
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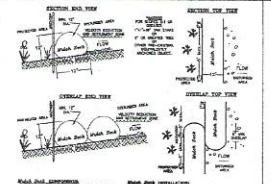
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MILFORD, MA 01757 FX. (508) 473-8243  
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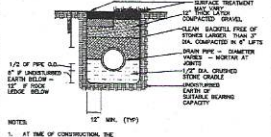
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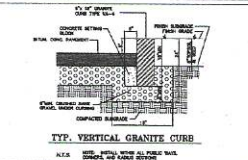
TYPICAL HYDRANT N.T.S.



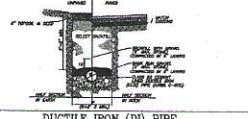
Mulch Sock N.T.S.



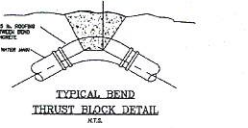
TYPICAL RCE PIPE TRENCH SECTION N.T.S.



TYP. VERTICAL GRANITE CURB N.T.S.



DUCTILE IRON (DI) PIPE TRENCH SECTION N.T.S.



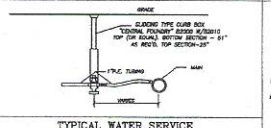
TYPICAL BEND THRUST BLOCK DETAIL N.T.S.



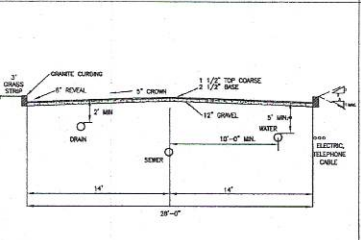
WATER MAIN CAP N.T.S.



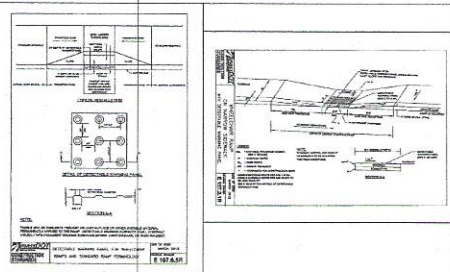
TYPICAL RCE PIPE TRENCH SECTION N.T.S.



TYPICAL WATER SERVICE CONNECTION N.T.S.



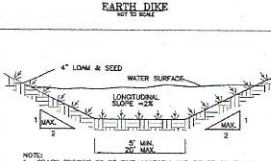
ROAD CROSS SECTION N.T.S.



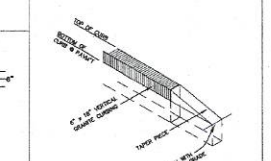
TYPICAL PVC SEWER SERVICE CONNECTION N.T.S.

- ALL WORK TO BE STAKED AND SUPPORTED BY THE RESIGN ENGINEER.
- AREA UNDER THE CURBMENT AND ANY STRUCTURAL WORK SHALL BE CLEANED, GRUBBED AND FILL WITH COMPACTED GRAVEL.
- NO PIPE SHALL BE USED ON ROAD. ALL SHALL BE USED EXCEPT FOR A MINIMUM OF 12" BELOW THE PROPOSED FINISH AND BE REPLACED BY COMPACTED LOAM PERMISSIBLY FILL.
- ALL STRUCTURES TO BE SET AS PER THE PLAN.
- COMPACTED LOAM PERMISSIBLY FILL MATERIAL SHALL BE WELL GRADED, SILTY, GRAVELLY SAND OR SAND. GRAVELLY SAND CONSTRUCTION SHALL BE PERMITTED ON A 12" MINIMUM. ALL MATERIAL SHALL BE PLACED IN LAYERS OF 4" TO 6" MAXIMUM. ALL MATERIAL SHALL BE COMPACTED TO 95% RELATIVE COMPACTION. GRAVELLY SAND SHALL BE COMPACTED TO 95% RELATIVE COMPACTION. GRAVELLY SAND SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
- 10 FT. WIDE CURBMENT SHALL BE TO BE SET-UP WITH VARIOUS SIDE SLOPES (SEE SITE PLAN).
- THE CURBMENT SHALL BE CONSTRUCTED TO THE DESIGN ELEVATION PLUS 0.5 FT. TO ALLOW FOR SETTLEMENT.
- A MINIMUM OF 2 FT. OF COMPACTED GRAVEL SHALL BE PLACED OVER THE CURBMENT BEFORE CURBMENT IS SET (SEE CONSTRUCTION).
- 6.0% APPROVED SIDE SLOPE TO BE SET AS SOON AS IS PRACTICAL TO MINIMIZE EROSION.

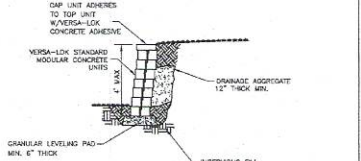
CHECK DAM IN GRASSED CHANNEL NOT TO SCALE



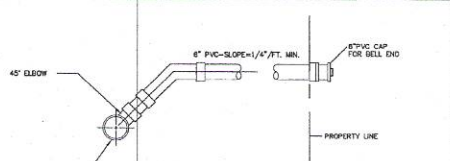
OPEN GRASSED CHANNEL N.T.S.



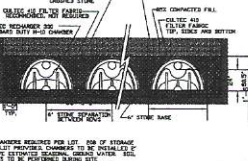
VERTICAL GRANITE CURB TAPER DETAIL N.T.S.



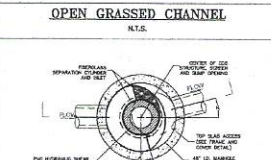
VERSA-LOK RETAINING WALL N.T.S.



TYPICAL PVC SEWER SERVICE CONNECTION N.T.S.



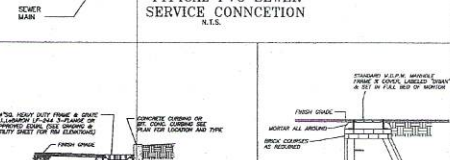
TYPICAL CROSS SECTION RECHARGER 330 STANDARD H-10 CULTIC CHAMBERS SYSTEM N.T.S.



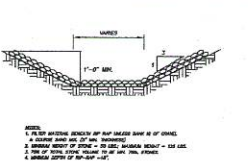
EMERGENCY SPILLWAY DETAIL N.T.S.



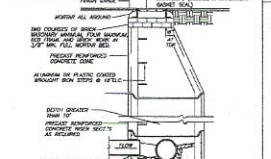
BITUMINOUS PAVEMENT DETAIL N.T.S.



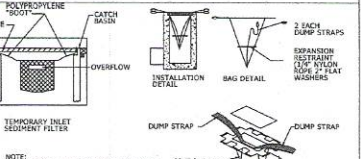
TYPICAL PVC SEWER SERVICE CONNECTION N.T.S.



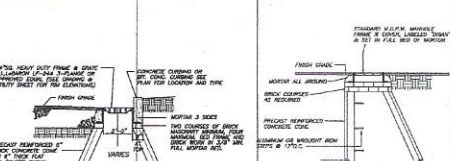
CONTECH STORMWATER UNIT N.T.S. DRN 1 & DRN 2



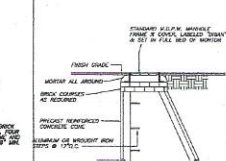
PRECAST CONCRETE MANHOLE SANITARY N.T.S.



SILT SACK DETAIL N.T.S.



PRECAST CONCRETE CATCH BASIN DETAIL N.T.S.



PRECAST CONCRETE DRAIN MANHOLE N.T.S.

**Depot Street Estates**

Donald Dornback <jdadornback@verizon.net>

Sun 7/12/2020 6:37 PM

To: Larry Dunkin <ldunkin@townofmilford.com>

Dear Mr. Dunkin and Planning Board members:

As abutting property owners affected by the proposed development of Depot Street Estates, we have the following concerns which we would like addressed:

1. Potential environmental impact-damage to existing brook and wildlife
2. Water runoff due to new grade and topography of new construction
3. Possible structural and foundation damage to abutters' property due to rock (ledge) blasting necessary for this project to proceed
4. Safety of abutters due to the close proximity of blasting sites within 100 feet of thier residences
5. Increase of traffic density in an existing high-volume traffic area
6. Possible decrease in abutter's property value due to this development
7. Residence at 61 Fruit Street Extension Unit A, Unit B omitted from map

Please consider and address the above concerns prior to voting on the viability of the development of Depot Street Estates.

Sincerely,

Mrs. Elena Ruscitti  
Virginia Ruscitti  
Francis Ruscitti

7/13/2020

Mail - Larry Dunkin - Outlook

Teresa (Ruscitti) Valorie  
Josie (Ruscitti) Dornback  
63 Fruit Street Ext.

Mr. Warren Tekian  
61R Fruit Street ext.





# TOWN OF MILFORD

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

OFFICE OF PLANNING  
AND ENGINEERING

Larry L. Dunkin, MCRP  
*Town Planner*

July 14, 2020

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

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

Dear Mdm. Chairman:

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


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

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

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

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

Respectfully,

  
Larry L. Dunkin, MCRP  
Town Planner



## 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*

July 7, 2020

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

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

Dear Mrs. McCarthy:

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

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

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

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

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

Sincerely,

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

Michael Dean, P.E.  
Town Engineer



# MILFORD FIRE DEPARTMENT

21 BIRCH STREET  
MILFORD, MASSACHUSETTS 01757

MARK A. NELSON, CHIEF  
MICHAEL J. DETORE, DEPUTY

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

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

July 7, 2020

RE: 91 Medway Rd, Special Permit-Parking Reduction

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

Dear Mr. Dunkin:

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

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

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

Is a propane cylinder exchange program planned for this location?

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

Please contact me if I can assist with any questions.

Sincerely,

Mark A. Nelson

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

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**(508) 634-2302**

RECEIVED  
MILFORD TOWN CLERK  
2020 MAY 29 PM 1:10

**DECISION**

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

Upon receipt of the above petition a public hearing was scheduled for Thursday, May 21, 2020 at 7:10 P.M. via remote participation pursuant to Governor Baker's March 12, 2020 Order suspending certain provisions of the Open Meeting Law, G.L. c. 30A, § 18 due to the novel COVID 19 pandemic. Notice of the time, place and subject matter of the petition were given as required by law.

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

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

1. The subject property, comprising approximately 642,369 square feet of lot area, is located in the Industrial B- Highway Commercial (IB) Zoning District, is presently permitted for a gas station, and the special use is only to further permit self-service gasoline dispensing. Allowing self-service gasoline dispensing should have no additional or detrimental effect on traffic or pedestrian safety, nor will it have any different effect on the surrounding area than a fully attendant-serviced station.

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

1. A minimum of two employees shall be stationed to work the store during all operating hours;
2. The Special Permit is conditional upon the Applicant obtaining further satisfactory approval by the Milford Planning Board and Milford Fire Department.
3. A minimum 2% price reduction from full-service dispensing to self-service dispensing is to be maintained at all times;
4. Proper pump and service signage needs to be replaced and displayed at all times;

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

MILFORD ZONING BOARD OF APPEALS

*David R. Consigli*

David R. Consigli, Chairman

May 29, 2020

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

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

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

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

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

**FINDINGS OF FACT:**

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

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

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

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

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

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

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

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

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

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

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

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

**MOTION CARRIED UNANIMOUSLY**

Dated this 15<sup>th</sup> day of December, 2015

**MILFORD PLANNING BOARD**

  
Lena McCarthy, Chairman



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

RECEIVED  
 MILFORD TOWN CLERK  
 2020 JUN 23 AM 10:23

**To the Milford Planning Board**  
 Milford, MA 01757

Date: June 23, 2020

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

**Applicant: Nouria Energy Retail, Inc. 326 Clark St, Worcester, MA 01606**  
 (Full Name) (Address)

**Owner: GP Milford Realty Trust One Hartfield Blvd., East Windsor, CT 06088**  
 (Full Name) (Address)

**Tenant (if any):** \_\_\_\_\_

1. *Location of Premises:*  
**91 Medway Street, Milford, MA 43-0-5A**  
 (Street/Address) (Assessors Map/Parcel Number)
2. *Which Zoning District is the premises within?* **IB – Highway Industrial**
3. *State the Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner:* **Land Court Cert. # 7190**
4. *State present use of premises:* **Kohl's Plaza – Retail, Restaurants, Gas Station, Hair Salon, Automotive Service, Dental Office, etc.**
5. *State proposed use of premises:* **Same; Gas station with Convenience Store**
6. *Give extent of proposed alterations:* **The Applicant proposes to enlarge and redevelop the gas station portion of the plaza. Proposed alterations include expanding the fuel canopy, replacing the existing service station building with a new convenience store, and tailoring the parking and traffic flow to benefit the tenants and customers.**
7. *Number of families for which building is to be arranged:* **N/A**
8. *Have you submitted plans for above to the Building Inspector?* **No**
9. *Has a permit been refused?* **No**

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

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

Applicant   
Signature: \_\_\_\_\_

Address: 326 Clark St, Worcester, MA 01606

Telephone: 508-762-3727

Owner   
Signature: \_\_\_\_\_

Address: Hartfield Blvd  
E Windsor, CT 06088

Attorney (if any) **Mayer, Antonellis, Jachowicz & Haranas, LLP**

Address: **288 Main Street, Milford, MA**

Telephone: **508-473-2203; JMA@majhllp.com**

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

## PARKING ANALYSIS TABLE

N/A - NOT APPLICABLE  
 N/S - NOT SPECIFIED  
 (V) - VARIANCE REQUESTED  
 (W) - WAIVER REQUESTED  
 (E) - EXIST. NON-CONFORMANCE

ZONE CRITERIA	REQUIRED	EXISTING	PROPOSED
PARKING SPACES (GAS USE)	25	17	25
PARKING SPACES (OVERALL)	828*	820 (1) (2)	779**
ACCESS. PARKING SPACES	3	1	3
PARKING STALL CRITERIA STANDARD: 9 FT x 18 FT COMPACT: 8 FT x 16 FT	SEE CALCULATION BELOW (2)		
ACCESSIBLE PARKING CRITERIA STANDARD: 8 FT x 18 FT STALL (MIN.) 5 FT x 18 FT AISLE (MIN.) VAN: 8 FT x 18 FT STALL (MIN.) 8 FT x 18 FT AISLE (MIN.)	1-25 SPACES = 1 MIN. ACCESSIBLE SPACE 26-50 SPACES = 2 MIN. ACCESSIBLE SPACES 51-75 SPACES = 3 MIN. ACCESSIBLE SPACES 76-100 SPACES = 4 MIN. ACCESSIBLE SPACES 101-150 SPACES = 5 MIN. ACCESSIBLE SPACES 151-200 SPACES = 6 MIN. ACCESSIBLE SPACES 201-300 SPACES = 7 MIN. ACCESSIBLE SPACES 301-400 SPACES = 8 MIN. ACCESSIBLE SPACES	401-500 SPACES = 9 MIN. ACCESSIBLE SPACES 501-1,000 SPACES = MIN. 2% OF TOTAL 1001+ SPACES = MIN. 20 + 1 FOR EACH 100 SPACES OVER 1,000  1 ACCESSIBLE VAN SPACE PER 6 STANDARD ACCESSIBLE SPACES (MIN.)	

(1) OBTAINED FROM PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT", PREPARED BY GUERRIERE & HALNOR, INC., DATED 02/02/2016  
 (THIS AMENDED SITE PLAN WAS APPROVED BY MILFORD PLANNING BOARD ON 06/07/2016)  
 \*THE ABOVE REFERENCED PLAN REQUIRED 817 PARKING SPACES (10% REDUCTION OF 907 SPACES) AND PROPOSED 820 SPACES

(2) PARKING CALCULATION (INFORMATION OBTAINED FROM PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT", PREPARED BY GUERRIERE & HALNOR, INC., DATED 02/02/2016)

### \*REQUIRED PARKING CALCULATION:

EXISTING RETAIL: KOHL'S BUILDING = 99,860 SF  
 TOWN FAIR BUILDING = 10,785 SF  
 JO-ANN FABRIC BUILDING = 47,012 SF - (1,080 HAIR DRESSER - 5,000 PANERA BREAD - 2,400 PAPA GINO'S) = 38,532 SF

TOTAL STRAIGHT RETAIL = 99,860 + 10,785 + 38,532 = 148,177 SF TOTAL RETAIL  
 148,177 SF @ 5 / 1,000 SF = 741 SPACES REQUIRED

EXISTING APPLEBEE'S = 174 SEATS  
 @1 SPACE / 3 SEATS = 58 SPACES REQUIRED

EXISTING PAPA GINO'S = 91 SEATS  
 @1 SPACE / 3 SEATS = 31 SPACES REQUIRED

EXISTING PANERA BREAD = 123 SEATS  
 @1 SPACE / 3 SEATS = 41 SPACES REQUIRED

EXISTING BANK TOTAL SF = 1,990 SF (700 SF FOR CUSTOMER SERVICE, 1,290 REMAINING SF)  
 1 SPACE / 150 SF OPEN TO PUBLIC = 700 / 150 = 5 SPACES REQUIRED  
 1 SPACE / 250 SF REMAINING = 1,290 / 250 = 6 SPACES REQUIRED  
 11 TOTAL SPACES REQUIRED

PROPOSED GAS STATION  
 5,000 SF @ 5 / 1,000 SF = 25 SPACES REQUIRED

EXISTING HAIR DRESSER'S / SALON = 7 CHARIS + EMPLOYEES  
 1 SPACE / CHAIR + 1 SPACE / EMPLOYEE = 7 + 5 = 12 SPACES REQUIRED

TOTAL: 741 + 58 + 31 + 41 + 11 + 25 + 12 = 919 TOTAL SPACES REQUIRED

\*EXISTING SPECIAL PERMIT: 10% REDUCTION OF REQUIRED PARKING | 919 (10%) = 828 TOTAL SPACES REQUIRED

### \*\*AMENDED SPECIAL PERMIT REQUEST

TOTAL PROPOSED PARKING SPACES = 779

1 - (779 / 919) = 15.2%

AMENDED SPECIAL PERMIT REQUEST FOR 16% REDUCTION OF REQUIRED PARKING

919 (16%) = 772 TOTAL SPACES REQUIRED



### SITE PLAN REVIEW APPLICATION FORM

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

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

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

**Property Location:** 139 Medway Road, Milford, MA 01757  
(address)  
Assessor Map: 43 Block: 0 Lot: 5A  
Deed Reference: Book          Land Court          Page          Cert. # 7190  
Lot Area:          Zoning District(s): IB - Hwy Ind.

Applicant: Nouria Energy Retail, Inc.  
(name)  
326 Clark Street, Worcester, MA 01606  
(address)  
          
(phone number)  
          
(e-mail address)

Owner: GP Milford Realty Trust  
(name)  
1 Hartfield Blvd Ste 102, East Windsor, CT  
(address)  
          
(phone number)  
          
(e-mail address)

Existing use of premises: Kohl's Plaza - Retail, Restaurants, Shell Gas Station

Proposed use of premises: Renovate the gas station, convert building from a service station to a convenience store, tailor the traffic flow of the plaza to benefit the tenants and customers.

	Existing / Proposed		Existing / Proposed
Number of buildings:	<u>6</u> / <u>6</u>	Open space:	<u>        </u> / <u>        </u>
Building area:	<u>        </u> / <u>        </u>	Parking spaces:	<u>820</u> / <u>779</u>
Building height:	<u>        </u> / <u>        </u>	Employees:	<u>        </u> / <u>        </u>
Lot coverage:	<u>93.1%</u> / <u>85.3%</u>	Traffic generation:	<u>        </u> / <u>        </u>

List and describe all Special Permits, and/or Variances granted for this site (include dates approved):  
Parking reduction special permit - December 15, 2015.  
Self service gasoline special permit - May 21, 2020

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

[Signature] 6/13/2020  
Applicant's Signature Date  
                   
Owner's Signature (if different) Date

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

For Planning Board Use Only:  
Date received: \_\_\_/\_\_\_/\_\_\_ +65 days = \_\_\_/\_\_\_/\_\_\_ Fee received: \$ \_\_\_\_\_ Date Fee received: \_\_\_/\_\_\_/\_\_\_  
Copy to:  Engineer  Highway  Fire  Sewer  Water  Con. Com.  Com. on Disabilities  
7-1-2013

# PROPOSED SITE PLAN DOCUMENTS

FOR



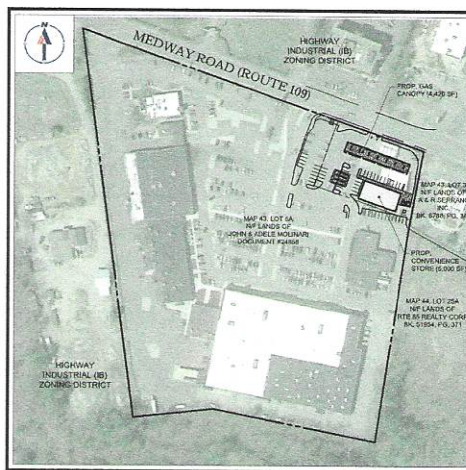
## PROPOSED GAS STATION W/ CONVENIENCE STORE

LOCATION OF SITE  
139 MEDWAY ROAD, TOWN OF MILFORD  
WORCESTER COUNTY, MASSACHUSETTS  
MAP #43, LOT #5A



USGS MAP

SCALE: 1" = 1,000'  
SOURCE: MEDFELD MASSACHUSETTS USGS QUADRANGLE



SITE MAP

SCALE: 1" = 100'  
SOURCE: GOOGLE AERIAL

### DRAWING SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	C-101
GENERAL NOTES SHEET	C-102
DEMOLITION PLAN	C-201
SITE LAYOUT PLAN	C-301
OVERALL PARKING PLAN	C-302
GRADING AND DRAINAGE PLAN	C-401
UTILITY PLAN	C-501
EROSION AND SEDIMENT CONTROL PLAN	C-601
EROSION AND SEDIMENT CONTROL NOTES AND DETAILS	C-402
LANDSCAPE PLAN	C-701
LANDSCAPE NOTES AND DETAILS	C-702
LIGHTING PLAN	C-703
DETAIL SHEET	C-801
DETAIL SHEET	C-802
ALTA/TSPS LAND TITLE SURVEY (BY OTHERS)	1

PREPARED BY

# BOHLER //



REVISIONS

REV	DATE	COMMENT	ISSUED BY

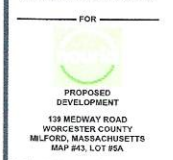


### PERMIT SET

THE DRAWING IS NOT VALID UNLESS THE MUNICIPAL AUTHORITY HAS REVIEWED AND APPROVED THE DRAWING. THE REVIEWER'S NAME SHALL BE PRINTED ON THE DRAWING.

PROJECT NO.:	W191116
DRAWN BY:	ESD
CHECKED BY:	JNB
DATE:	03/07/2020
CAD ID.:	W19116-01-G

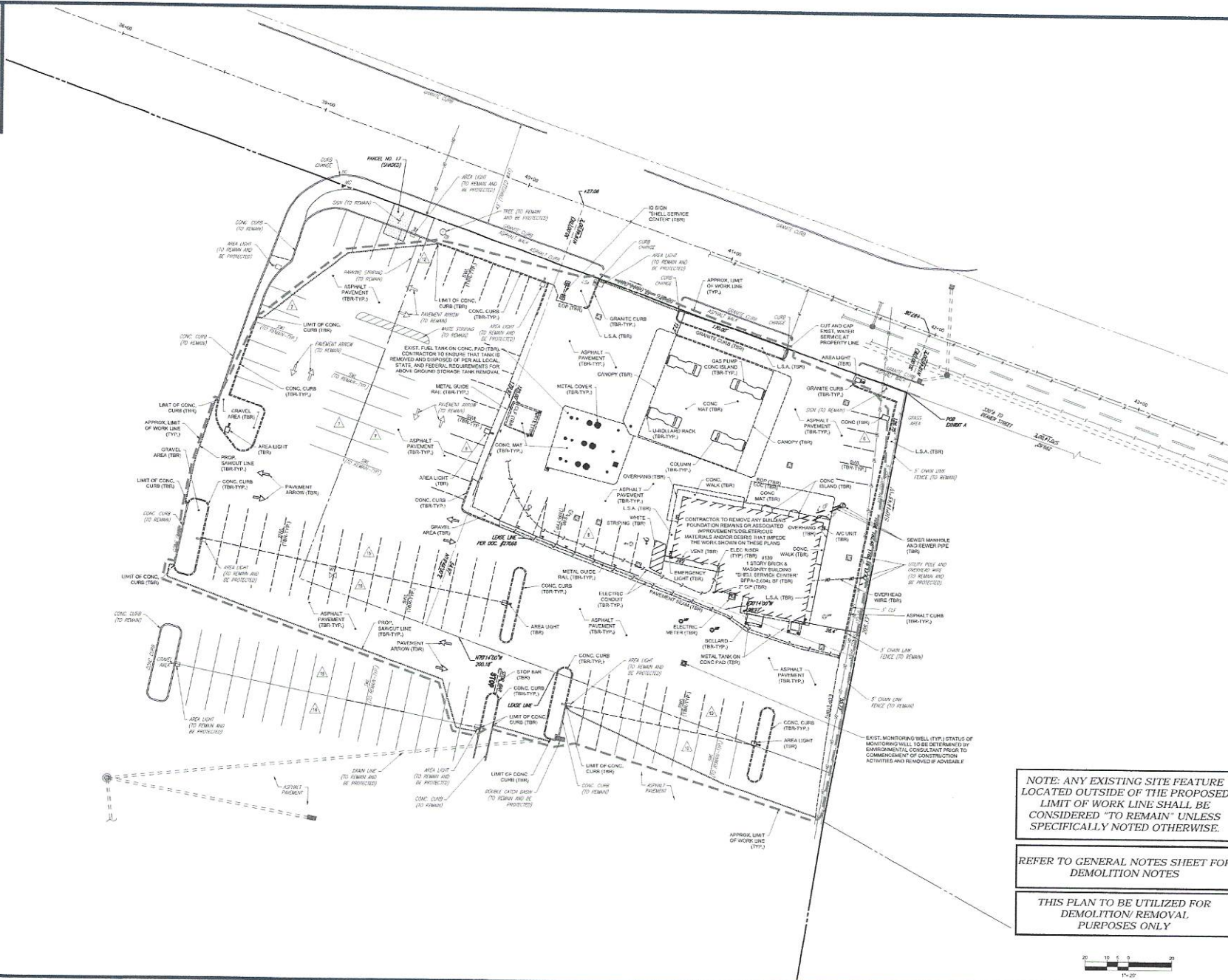
### PROPOSED SITE PLAN DOCUMENTS



### COVER SHEET

## C-101

ORG. DATE - 03/06/2020



**NOTE: ANY EXISTING SITE FEATURE LOCATED OUTSIDE OF THE PROPOSED LIMIT OF WORK LINE SHALL BE CONSIDERED "TO REMAIN" UNLESS SPECIFICALLY NOTED OTHERWISE.**

**REFER TO GENERAL NOTES SHEET FOR DEMOLITION NOTES**

**THIS PLAN TO BE UTILIZED FOR DEMOLITION/REMOVAL PURPOSES ONLY**



**REVISIONS**

REV	DATE	COMMENT	ISSUE BY



**PERMIT SET**

PROJECT NO.:	W19115
DRAWN BY:	DJD
CHECKED BY:	JAK
DATE:	03/02/20
SCALE:	W19115-200-A
PROJECT:	

**PROPOSED SITE PLAN DOCUMENTS**

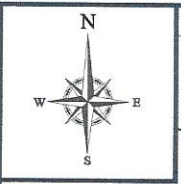
FOR  
 PROPOSED DEVELOPMENT  
 119 MEDWAY ROAD  
 WORCESTER COUNTY  
 MILFORD, MASSACHUSETTS  
 MAP #43, LOT #5A

**BOHLER**  
 352 TURNPIKE ROAD  
 SOUTHBOROUGH, MA 01772  
 Phone: (508) 480-9900  
 Fax: (508) 480-9980  
 www.BohlerEngineering.com

**J.A. BERNARDINO**  
 PROFESSIONAL ENGINEER  
 MASSACHUSETTS LICENSE NO. 41172  
 CONNECTICUT LICENSE NO. 3142

SHEET TITLE:  
**DEMOLITION PLAN**  
 SHEET NUMBER:  
**C-201**  
 ORIG. DATE - 03/06/2020

C:\projects\2019\119 Medway Road\119 Medway Road.dwg, 03/02/2020 10:00:00 AM, JAK



**SITE INFORMATION**

- APPLICANT:  
NOURA FM HDY COPT,  
28 CLARK STREET  
WORCESTER, MA 01606
- OWNER:  
JOHN & ADRIE MCLNARI  
1147 FRIED BLVD STE 102  
EAST WINDSOR, CT 06034
- OWNER:  
MAP 43, LOT 3  
138 MEDWAY ROAD  
TOWN OF MILFORD  
WORCESTER COUNTY, MASSACHUSETTS

**ZONING ANALYSIS TABLE**

ZONE CRITERIA	REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA	40,000 SF	40,000 SF	NO CHANGE
MIN. LOT WIDTH	60 FT	60 FT	NO CHANGE
MIN. ILRIG COVERAGE	35%	31.7%	30% (EXIST'G LEASES, (20% BUILDING AREA COV'G), 4.9 FT) (5)
MIN. FRONT SETBACK	40 FT	122 FT (2)	40 FT (5)
MIN. REAR SETBACK	25 FT	N/A	25 FT
MIN. SIDE SETBACK	20 FT	N/A	20 FT
MIN. BUILDING HEIGHT	10 FT	N/A	10 FT
MIN. SIGN COVERAGE	80%	93.1%	80% (EXIST'G LEASE AREA)
PARKING SPACES (GARAGE)	35	77	35
PARKING SPACES (OVERALL)	80*	428 (11) (2)	72**
ACCESS/PARKING SPACES	3	1	3
PARKING CIRCULAR DRIVEWAY	SEE CALCULATION BELOW (2)		
STAIRWAY: 8 FT x 10 FT			
CORNER: 4 FT x 10 FT			
ACCESSIBLE PARKING	125 SPACES 24-48 SPACES 14-17 SPACES 8 FT x 18 FT STALL MIN. 4 FT x 17 FT STALL MIN. 8 FT x 18 FT STALL MIN. 8 FT x 17 FT STALL MIN.	1 MIN. ACCESSIBLE SPACE 2 MIN. ACCESSIBLE SPACES 4 MIN. ACCESSIBLE SPACES 4 MIN. ACCESSIBLE SPACES 4 MIN. ACCESSIBLE SPACES 4 MIN. ACCESSIBLE SPACES	47-500 SPACES 180-1,000 SPACES 180+ SPACES MIN. 25 FT FORDOR 100 SPACES+ OVER 1,000 ACCESSIBLE SPACES (MIN)

**BOHLER**  
SITE CIVIL AND CONSULTING ENGINEERING  
LAND SURVEYING  
LANDSCAPE ARCHITECTURE  
PERMITTING SERVICES  
TRANSPORTATION SERVICES

MA - NOT APPLICABLE  
NH - NOT SPECIFIED  
VT - VARIANCE REQUESTED  
RI - VARIANCE REQUESTED  
CT - ENCL. FOR SUBMITTANCE

**REVISIONS**

REV	DATE	COMMENT	ISSUED BY

**811**  
Know what's below.  
Call before you dig.  
ALWAYS CALL 811  
It's fast, it's free, it's the law.

**PERMIT SET**

SEE DRAWING PERMITTED FOR WATER, SEWER, GAS, AND ELECTRICITY. ALL UTILITIES MUST BE LOCATED AND DEPTH NOTED.  
PROJECT NO.: W191116  
DRAWN BY: DAC  
CHECKED BY: JMB  
DATE: 03/30/2020  
CAD LID.: W19116-CVL6

**PROPOSED SITE PLAN DOCUMENTS**

FOR  
PROPOSED DEVELOPMENT  
138 MEDWAY ROAD  
WORCESTER COUNTY  
MILFORD, MASSACHUSETTS  
MAP #43, LOT #3A

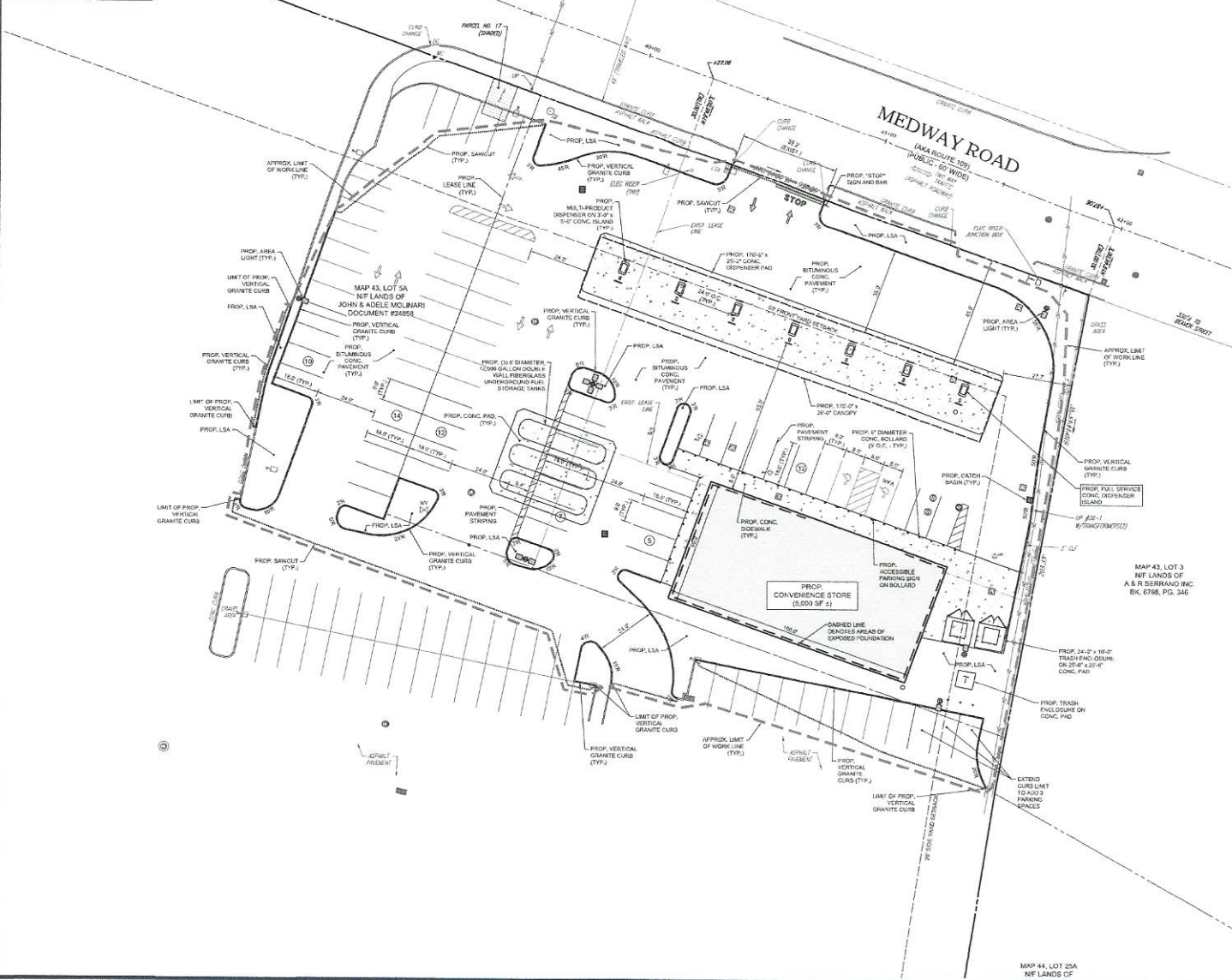
**BOHLER**  
332 TURNPIKE ROAD  
SOUTHBOROUGH, MA 01772  
Phone: (508) 488-9500  
Fax: (508) 488-9505  
www.BohlerEngineering.com

**J.A. BERNARDINO**  
PROFESSIONAL ENGINEER  
MASSACHUSETTS LICENSE NO. 64715  
CONNECTICUT LICENSE NO. 37429

SHEET TITLE:  
**SITE LAYOUT PLAN**

SHEET NUMBER:  
**C-301**

ORG. DATE: 03/06/2020



(1) OBTAINED FROM PLAN ENTITLED "AMENDED SPECIAL PERMIT" PREPARED BY QUINNEMAN & MALDON, INC., DATED 03/05/20. THIS AMENDED SPECIAL PERMIT IS REQUIRED BY THE TOWN OF MILFORD PLANNING BOARD ON 03/05/20. THE ABOVE REFERENCED PLAN IS REQUIRED BY THE TOWN OF MILFORD PLANNING BOARD ON 03/05/20.

(2) PARKING CALCULATION PERFORMED BY PARKING SPACES (MIN. REDUCTION OF 98 SPACES) AND PROPOSED 400 SPACES BY QUINNEMAN & MALDON, INC. (14/13) 2/20/20.

**\*REQUIRED PARKING CALCULATION:**  
EXIST'G NET W/ ROLLS BUILDING + 15,000 SF OF TOWN HALL BUILDING + 15,000 SF JOHANN FABRIC BUILDING + 47,312 SF (1,080 HAMB. DESICCATOR, 1,000 PANCREA DESIC., 2,430 PAPA GRANITS) = 78,000 SF  
TOTAL BRANDED RETAIL = 78,000 SF  
1 FT STALL = 110 SF x 110 SF = 12,100 SF REQUIRED  
8 FT x 18 FT STALL = 144 SPACES REQUIRED  
EXIST'G C/PARKING = 81 SPACES  
8 FT x 18 FT STALL = 144 SPACES  
8 FT x 17 FT STALL = 136 SPACES  
TOTAL = 78,000 SF / 110 SF = 709 SPACES REQUIRED  
EXIST'G PARKING = 125 SPACES  
TOTAL = 709 SPACES - 125 SPACES = 584 SPACES REQUIRED  
EXIST'G SPECIAL PERMIT: 10% REDUCTION OF REQUIRED PARKING = 584 SPACES - 58 SPACES = 526 SPACES REQUIRED  
EXIST'G SPECIAL PERMIT: 10% REDUCTION OF REQUIRED PARKING = 526 SPACES - 52 SPACES = 474 SPACES REQUIRED  
AMENDED SPECIAL PERMIT REQUEST FOR 10% REDUCTION OF REQUIRED PARKING = 474 SPACES - 47 SPACES = 427 SPACES REQUIRED

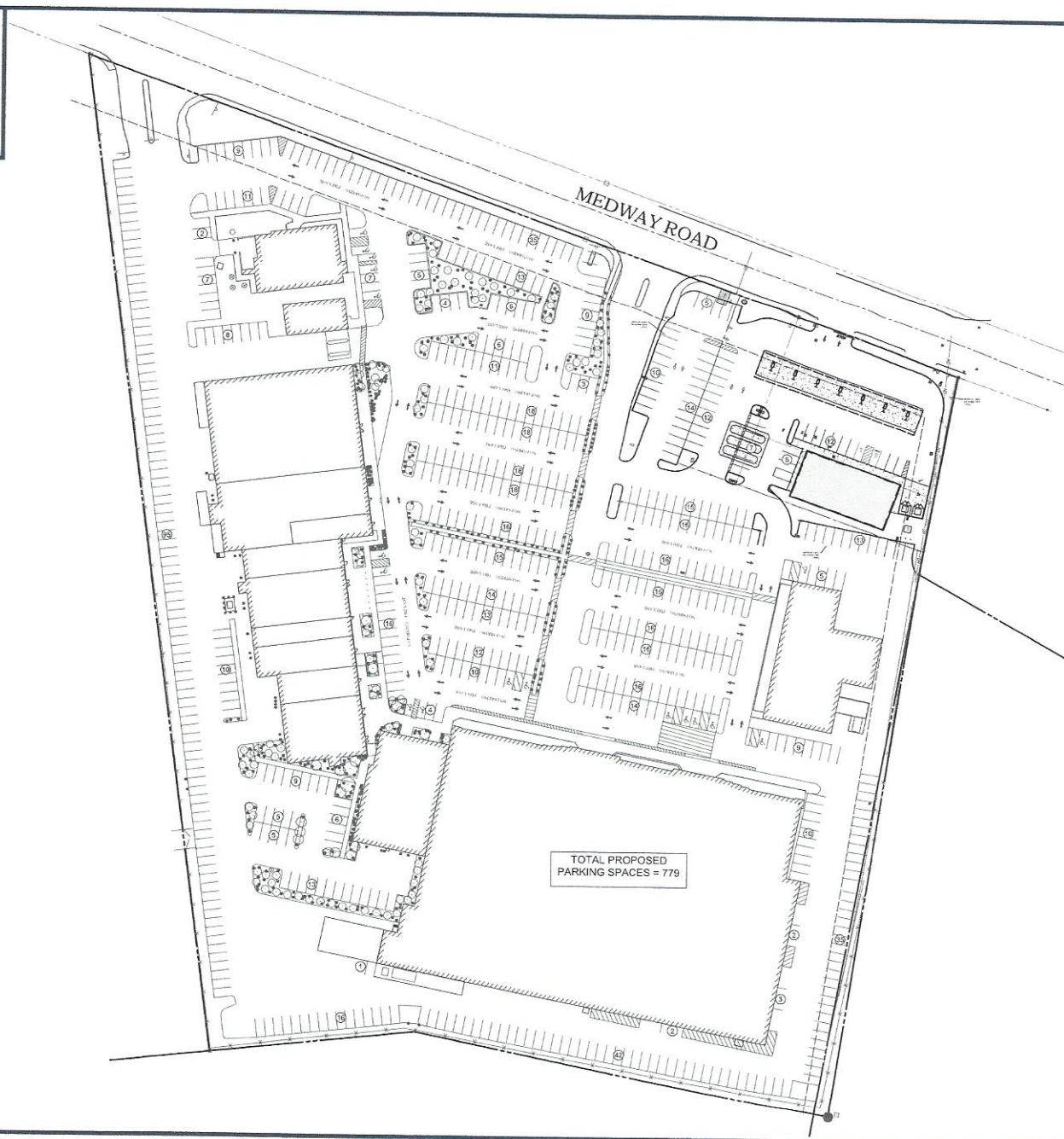
**MAINTENANCE OF A CLEAR SIGHT LINE IS THE RESPONSIBILITY OF THE PROPERTY OWNER**

**THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY. REFER TO GENERAL NOTES SHEET FOR ADDITIONAL NOTES**



MAP 44, LOT 25A  
N/F LANDS OF  
MAP 43, LOT 3  
N/F LANDS OF  
A & R SERRANO INC.  
BK. 0768, PG. 346





### ZONING ANALYSIS TABLE

ZONING DISTRICT	REQUIREMENT	EXISTING	PROPOSED
REQUIREMENT	NO CHANGE	NO CHANGE	NO CHANGE
MIN. LOT AREA	85,000 SF	942,000 SF	NO CHANGE
MIN. LOT WIDTH	200 FT	307 FT	NO CHANGE
MAX. B.O.D. COVERAGE	30%	51% EXISTING LEASE AREA, 30% PROPOSED LEASE CHANGE	50.2% EXISTING LEASE AREA, 30% PROPOSED LEASE CHANGE
MAX. FRONT SETBACK	30 FT	12.2 FT (0)	45 FT (0)
MIN. SIDE SETBACK	20 FT	25.4 FT	20 FT
MIN. REAR SETBACK	30 FT	NA	NA
MAX. BUILDING HEIGHT	40 FT	NA	180
MAX. WIND COVERAGE	85%	92.1% EXISTING LEASE AREA, 85.3% PROPOSED LEASE AREA	85.3% PROPOSED LEASE AREA
PARKING SPACES (MIN. REQ.)	20	19	20
ACCESSORY PARKING SPACES	3	405 (1:2)	3

SPEC. CALCULATION (SEE NOTE 1)

1.1. OBTAINED FROM AN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT" PREPARED BY GUERRIERE & HALNON, INC. (DATE: 03/22/2016)

1.2. ABOVE REFERENCED PLAN REQUIRED 779 PARKING SPACES (779 REDUCTION OF 907 SPACES) AND PROPOSED 826 SPACES.

1.3. PARKING CALCULATION INFORMATION OBTAINED FROM PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT" PREPARED BY GUERRIERE & HALNON, INC. (DATE: 03/22/2016)

**\*REQUIRED PARKING CALCULATION:**

EXISTING RETAIL: 100% MIN. 7,000 = 7,000 SF  
 EXISTING OFFICE: 100% MIN. 10,000 = 10,000 SF  
 ADJACENT PARKING BUILDING: 47,812 SF @ 1,000 HOURS/DEALER = 4,781 SPACES  
 TOTAL STRAIGHT RETAIL: 17,000 + 10,000 + 4,781 = 31,781 SF BY TOTAL RETAIL  
 14.8 FT @ 2.17 SPACES = 32,066 SPACES REQUIRED

EXISTING APPLICABLE: 144 SEATS  
 2 SPACES / 1 SEAT = 288 SPACES REQUIRED

EXISTING PAPA JOHN'S: 191 SEATS  
 2 SPACES / 1 SEAT = 382 SPACES REQUIRED

EXISTING PARKING SPACES: 19 SPACES  
 2 SPACES / 1 SEAT = 38 SPACES REQUIRED

EXISTING BANK TOTAL SF: 360,000 SF FOR CUSTOMER SERVICE: 1,200 PARKING SPACES  
 1 SPACE / 300 SF OPEN TO PUBLIC: 1,200,000 / 300 = 4,000 SPACES REQUIRED  
 1 SPACE / 750 SF REMAINING: 1,200,000 / 750 = 1,600 SPACES REQUIRED  
 15 TOTAL SPACES REQUIRED

PROPOSED GAS STATION:  
 6,000 SF @ 1,000 SF / 15 SEATERS REQUIRED

EXISTING PARK CRUISERS/STATION: 7 CHAIRS + 8000 SF/SEAT  
 1 SPACE / CHAIR = 1 SPACE / 8000 SF @ 7 = 7 SPACES REQUIRED

TOTAL: 31,781 + 32,066 + 382 + 38 + 4,000 + 1,600 = 73,867 SPACES REQUIRED

\*NOTING SPECIAL PERMIT: 10% REDUCTION OF REQUIRED PARKING: 919 (10%) = 638 TOTAL SPACES REQUIRED

\*AMENDED SPECIAL PERMIT REQUEST  
 1-1778-15-125

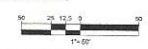
TOTAL PROPOSED PARKING SPACES = 779

AMENDED SPECIAL PERMIT REQUEST FOR 10% REDUCTION OF REQUIRED PARKING  
 919 (10%) = 722 TOTAL SPACES REQUIRED

**NOTE: EXISTING SITE LAYOUT FEATURES SHOWN ARE NOT REPRESENTATIVE OF A SURVEY. THIS PLAN WAS PREPARED USING PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT" PREPARED BY GUERRIERE & HALNON, INC. DATED 03/22/2016 AND APPROVED BY THE MILFORD PLANNING BOARD ON 06/07/2016**

**CONCEPT LAYOUT PLAN NOTES**

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:  
 1.1. PLAN ENTITLED "AMENDED SITE PLAN & SPECIAL PERMIT" PREPARED BY GUERRIERE & HALNON, INC. (DATE: 03/22/2016) AND APPROVED BY THE MILFORD PLANNING BOARD ON 06/07/2016.



**BOHLER**  
 CIVIL, LAND SURVEYING & ENGINEERING  
 PROGRAM MANAGEMENT  
 LAND SURVEYING  
 SITE PLAN DESIGN  
 SURVEYING SERVICES  
 TRAFFIC SERVICES

**REVISIONS**

REV	DATE	COMMENT	SCALE

**811**  
 Know what's BELOW.  
 Call before you dig.  
 ALWAYS CALL 811  
 It's fast. It's free. It's the law.

**PERMIT SET**

THIS DEVELOPMENT FOR SPECIAL, ACCESSORY SERVICE PERMIT AND APPROVAL. 80% OF REQUIRED SPACES MUST BE PROVIDED BY THE PROPOSED DEVELOPMENT.

PROJECT NO.: W381154  
 DRAWN BY: JMB  
 CHECKED BY: JMB  
 DATE: 03/02/2016  
 CAD ID: XDFW419118400-0

PROJECT:

**PROPOSED SITE PLAN DOCUMENTS**

FOR

**PROPOSED DEVELOPMENT**

119 MEDWAY ROAD  
 WORCESTER COUNTY  
 MILFORD, MASSACHUSETTS  
 MAP #43, LOT #5A

**BOHLER**

352 TURNPIKE ROAD  
 SOUTHBROOK, MA 01772  
 Phone: (508) 480-2900  
 Fax: (508) 480-0590  
 www.BohlerEngineering.com

**J.A. BERNARDINO**

PROFESSIONAL ENGINEER  
 LICENSE NO. 8050  
 EXPIRES 12/31/2016

SHEET TITLE:

**OVERALL PARKING PLAN**

SHEET NUMBER:  
**C-302**

ORG. DATE - 03/06/2020

G-6291



PROFESSIONAL ENGINEER DATE

NOTE: CONSTRUCTION OF THIS PROJECT IS SUBJECT TO THE EXISTING RIGHTS-OF-WAY RESTRICTIONS. RECEIPTION OF CHECK FOR DESIGN WHICH MAY BE SIGNATURE BY AN EXAMINER ON THE TITLE.

DIG SAFE NOTE:

FOUNDER AND OWNER SHALL BE RESPONSIBLE FOR THE DEPTH OF ANY UNDERGROUND UTILITIES. THE ENGINEER HAS CONDUCTED VISUAL SURVEY OF THE SITE AND HAS IDENTIFIED ANY KNOWN UTILITIES. ANY UTILITIES NOT IDENTIFIED BY VISUAL SURVEY SHALL BE IDENTIFIED BY AN APPROPRIATE DIG SAFE SERVICE BEFORE ANY CONSTRUCTION. THE ENGINEER HAS CONDUCTED VISUAL SURVEY OF THE SITE AND HAS IDENTIFIED ANY KNOWN UTILITIES. ANY UTILITIES NOT IDENTIFIED BY VISUAL SURVEY SHALL BE IDENTIFIED BY AN APPROPRIATE DIG SAFE SERVICE BEFORE ANY CONSTRUCTION.

NOTES

PREPARED FOR:  
 OF MILFORD REALTY TRUST,  
 TRUSTEES, CHARLES HERRBERG  
 AND LARRY WIRNBERG

OWNER:  
 JOHN ALEXANDER MOURARI  
 AND VICTORIA MOURARI,  
 TRUSTEES OF THE MOURARI TRUST OF 1968

ADDRESS:  
 91 MEDWAY ROAD,  
 139 MEDWAY ROAD

SITE PLAN  
 FLEM OF LAND  
 IN  
 Milford, Massachusetts

SCALE: 30 FEET TO AN INCH  
 DATE: NOVEMBER 30, 2015

DESIGNER:  
 415/8814 GUERRIERE AND HALNON

**Guerriere & Halnon, Inc.**  
 Engineering & Land Surveying  
 233 WEST STREET, MILFORD, MASS. 01757  
 (508) 478-9622 FAX: (508) 478-9618  
 www.guerriereandhalnon.com

0 10 20 FEET 30  
 0 2.5 5 10 METERS 20

SITE PLAN  
 SHEET 1 OF 2

G-6291

3



**GREEN INTERNATIONAL AFFILIATES, INC.**

239 LITTLETON ROAD, SUITE 3 WESTFORD, MA 01886

T: (978) 923-0400 | F: (978) 399-0033 | WWW.GREENINTL.COM

July 10, 2020

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

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

Dear Mr. Dean:

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

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

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

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

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

**May 2020 Traffic Impact and Access Study**

1. The Preliminary Traffic Evaluation included the following six study intersections:

- Medway Road (Route 109)/Birch Street (signalized)
- Route 109/Beaver Street (signalized)
- Route 109/I-495 SB Ramps (signalized)

## 21 Beaver Street July 10, 2020

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

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

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

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

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

**21 Beaver Street**  
**July 10, 2020**

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

**Site Plans**

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

**Mitigation**

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

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

**21 Beaver Street**  
**July 10, 2020**

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

Sincerely,  
Green International Affiliates, Inc.



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

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

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**GREEN INTERNATIONAL AFFILIATES, INC.**  
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July 10, 2020

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

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

Dear Mr. Dean:

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

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

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

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

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

### **May 2020 Traffic Impact and Access Study**

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

**26 Beaver Street**  
**July 10, 2020**

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

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

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

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

3. Sight distances were reviewed looking to the south in the TIAS. From the site driveway looking north the intersection with Route 109 is visible as observed in the field. Green generally concurs with the sight distance criteria calculations, measured stopping sight distance, and mitigation proposed to improve sight distance.

4. Future conditions were evaluated to a seven-year horizon, consistent with MassDOT TIA guidelines and local industry practice. A background growth rate of 0.5% was used based on an average of individual annual growths between 2010 and 2016 at a permanent MassDOT count station on I-495 near the site. A more accurate determination of multi-year growth is to compare the most recent average annual volume with that of the first year to determine an exponential growth, rather than averaging growth rates between individual consecutive years which may be affected by short-term fluctuations. Comparing just the 2016 and 2010 volumes yields an average of 1.7% annual growth. Green recommends re-evaluating the background growth rate and adjusting projected volumes and analyses accordingly.

5. Background trips from nearby projects were either added (for new developments) or subtracted (for parking facilities no longer proposed to be used) in the analyses of future conditions. Green generally concurs with the methodology, but has comments on several items:

- a. It is unclear if the proposed transportation terminal at #3 Industrial Way was incorporated into the background traffic flow review, considering that the TIAS states that "the vehicle trips associated with Amazon's prior use of these [including 1-3 Industrial Road] remote parking lots have been removed from the future ... traffic volumes." Green recommends incorporating the proposed terminal in the background review of trip changes associated with #3 Industrial Way.
- b. The Applicant should review if any trips anticipate from the proposed warehouse at 1 National Street will be carried along Route 109 through the study area. Approximately 60 trips to/from that site are anticipated to use Depot Street north of National Street are anticipated to occur during the morning and evening weekday peak hours.

6. Green has reviewed the proposed trip generation and while the trip generation projections used generally follow industry standards, there are existing facilities that serve the same purpose within



**26 Beaver Street**  
**July 10, 2020**

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

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

**Site Plans**

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

**Mitigation**

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

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

**26 Beaver Street**  
**July 10, 2020**

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

Sincerely,  
Green International Affiliates, Inc.



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

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

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July 7, 2020

Mr. Michael Dean, P.E.  
Town Engineer – Planning & Engineering Department  
Town of Milford  
52 Main Street, Room 5  
Milford, MA 01757

Subject: **Engineering Peer Review for Traffic  
and Parking at the Proposed  
Warehouse Reconstruction at  
1 National Street**

Dear Mr. Dean:

Green International Affiliates, Inc. (Green) has reviewed supplemental and revised documents for the application package for the proposed warehouse reconstruction at 1 National Street. This letter serves as a follow-up to our initial review letter, dated June 17, 2020, and is being provided to update Green's findings, comments, and recommendations. Our review is based on the following:

- Response to Comments letter prepared by MDM Transportation Consultants, Inc., dated June 23, 2020.

For ease of reference, only the comments that requires additional responses are repeated here.

**March 2020 Preliminary Traffic Evaluation**

3. Crash data were presented from information provided by MassDOT for the years 2017-2019 for the study intersections. During the three-year period that was examined, the Cape Road at South Main Street intersection was stated to have experienced 31 crashes, the South Main Street at Depot Street intersection was stated to have experienced 7 crashes, and the National Street at Depot Street was stated to have experienced 3 crashes. The crash rate for the Cape Road/South Main Street intersection is 1.18, which is above the MassDOT District 3 average indicating that a greater number of crashes are occurring at this location than are expected and warrants further study to determine contributing factors and potential remedies.

The crash data should be reviewed. An independent review of the MassDOT Crash Portal was conducted by Green. At the Cape Road at South Main Street intersection there were at least three additional crashes reported than listed in the Attachments (dated 9/14/18, 6/14/19, 11/19/19). Additionally, several but not all of the crashes reported to occur at the McDonald's and Milford Square driveways immediately to the south appear to have been included in the crash analysis for the Cape Road at South Main Street intersection. Given this discrepancy, the crash history should be reviewed and any additional crashes identified should be taken into consideration when evaluating potential impacts and improvements. It is anticipated that the conclusion that the Cape Road at South Main Street intersection has an above-average crash rate will still be valid.

Mr. Michael Dean  
July 7, 2020

*MDM Responses: Our review of the additional crashes cited by Green indicates that the 9/14/2018 crash was included in our prior analysis and the 6/14/2019 crash occurred outside the influence area of the Cape Road/South Main Street intersection. The 11/19/2019 crash has been added to the crash analysis. While several of the crashes occurred just to the south of the intersection near the McDonalds and Milford Square driveways, they were included to be conservative as they were deemed to have occurred within the influence area of the intersection. An update crash rate worksheet for the Cape Road at South Main Street intersection (1.22 crashes per million entering vehicles) is provided in the Attachments.*

Green Response: **We concur with the Applicant's response. No further comments.**

4. Sight distance was not reviewed in either memorandum. Although the existing driveway location is being maintained including the truck access at the end of National Street, Green recommends determining the available sight distances at the intersection of National Street at Depot Street to confirm if existing sight distances are adequate. The National Street approach has vegetation and utility poles that appears to limit intersection sight distance looking to the right to less than 200 feet.

*MDM Responses: (due to the length of the response, only the conclusion of the response is provided here in this letter) The results of the ISD analysis presented in Table R2 indicate that with selective maintenance of vegetation within the available sight lines looking north and south from National Street onto Depot Street will exceed both the recommended minimum and ideal sight line requirements from AASHTO for the regulatory speed. To the degree that vegetation cannot be trimmed and maintained due to right - of - way and/or environmental constraints, drivers exiting National Street are expected to move forward until their viewpoint is 8 - feet from the Depot Street travel way, per AASHTO criteria, to obtain the minimum amount of sight distance.*

Green Response: **We concur with the Applicant's response regarding stopping and intersection sight distance, and the committed action to perform maintenance of vegetation within sight lines from National Street on to Depot Street.**

**We recommend that the Applicant perform vegetation clearing as much as right-of-way allows such that a driver can have the minimum intersection sight distance at the 14.5' offset point from the Depot Street travel way as recommended by AASHTO. A sight line triangle diagram should be included as a part of the site plan to facilitate construction work to clear the vegetation.**

6. Green has reviewed the proposed trip distribution and while it appears to be reasonable, our review and potential comments on the trip distribution will largely depend on an explanation of how this facility fits in from a Townwide perspective as indicated in the beginning of this letter.

“Based on discussions with town staff and review of Board materials, we understand that there are some legitimate concerns not solely related to this specific project under review, but relative to the broader impacts of the Townwide operations of the expected user of this facility. In regards to the entire distribution process, there is a direct relation to the facilities in other parts of the town including the warehouse on Industrial Way as well as the multiple areas that accommodate the delivery vans and employees (driver) parking. At minimum, a good explanation of this full operation and how the warehouse at 1 National Street fits into this whole operation should be provided. In addition, with any truck traffic projected to use Depot Street and other streets to reach East Main Street, an assessment of this impact in terms of the street accommodation as well as the neighborhoods impacts should be considered.”

Mr. Michael Dean  
July 7, 2020

*MDM Responses:* As outlined in the traffic memorandums, the directional distribution of site - generated trips on the roadway network is a function of a number of variables including employee place of residence, existing travel patterns along area roadways, and the efficiency of these roadways leading to the site. Journey to Work data published by the US Census serves as the primary basis for determining the employee trip distribution pattern for the proposed facility.

It is our understanding that the warehouse on Industrial Way is a separate facility. Truck delivery patterns for the National Street warehouse are expected to be reasonably similar to those exhibited by the former bottle manufacturing operation, which includes a percentage of truck traffic on Cape Road, Depot Street and South Main Street.

**Green Response:** As discussed on 6/30/20 during a conference call between Town staff, MDM, and Green, the attendees agreed that Depot Street and South Main Street are not the ideal roadways to send tractor trailers to for destinations north of the National Street as these roadways are abutted mainly by residential properties. It is our understanding that the Applicant will be committed to direct all tractor trailer type vehicles to use Route 140 and Main Street for all northern destinations and avoid sending these types of vehicles north along Depot Street and South Main Street. The Applicant should provide written information as to how the agreed upon truck route will be enforced.

As a result of the agreed upon truck route, the trip distribution map included in the TIAS should be updated to reflect the expected conditions. Given the low projected tractor trailer truck volumes during the peak periods, reperforming of the capacity analysis at the studied intersections is not necessary as the conclusion will remain the similar. Please also see Green's responses on mitigation.

### **May 2020 Transportation Impact Assessment**

- Green has reviewed the proposed trip generation and concurs with the information provided by the applicant and the choice to conservatively adopt the High-Cube Warehouse (HCW) Parcel Hub data (Land Use Code 156) from the Institute of Transportation Engineer's (ITE) *Trip Generation, 10<sup>th</sup> Ed.* Use of the ITE data results in estimated trip generation approximately 70 percent greater than in the original study (daily volumes). This updated estimate also includes a higher estimate of truck traffic compared to the original study.

*MDM Responses:* The May 2020 TIA was prepared in response to the Town's request to review the traffic impacts of the project as a High - Cube Parcel Hub Warehouse (HCPHW) use. As such, the evaluation identified baseline traffic conditions at the study intersections, estimates trip generation characteristics and travel routes, and provides an assessment of impact from a Parcel Hub warehouse use on the adjacent roadway system serving the Site. The evaluation also provided a comparison to the finding documented in the March 3, 2020 Preliminary Traffic Evaluation prepared for a proposed High - Cube Warehouse (HCW) use with Transload and Short - Term storage operations at the Site that was based on empirical operational data for the prospective tenant.

**Green Response:** We concur with the Applicant's response. No further comments.

- Intersection queue lengths are not summarized in the memorandum for the South Main Street at Depot Street intersection although this information is provided in the Attachments. Green recommends including the average and 95<sup>th</sup> percentile queue information in the LOS section of the report body.

Mr. Michael Dean  
July 7, 2020

MDM Responses: *The level of service analysis for the South Main Street at Depot Street intersection has been expanded to include the 95th percentile vehicle queues as summarized in Table R3. MDM notes that HCM does not provide average queue length calculations for unsignalized intersections. The HCM calculation sheets were provided in the May 2020 Traffic Evaluation, so this effort does not involve any new or revised analysis.*

*As shown above, the 95th percentile vehicle queue on the Depot Street westbound approach to South Main Street could increase by up to three (3) additional vehicles (55 to 75'±) during the peak hours under the more conservative Parcel Hub scenario.*

Green Response: **Response noted. No further comments.**

11. Discussion of the amount of parking required should be included in the memorandum. Per Section VII C.4 of the Town of Milford Zoning Bylaw, "there shall be one parking space for each 250 square feet of gross floor area on the ground floor, or 1 parking space for each three employees (based upon the maximum number of employees on any shift), whichever requires the greater number of parking spaces." Although the number of employees is not stated, the 294,000 SF building footprint would require 1,176 parking spaces which is more than the 290 spaces proposed. However, Section VII D of the Zoning Bylaw states that existing buildings (built before May 1991) modified with less than 25% size increase may keep existing parking areas. The Applicant should confirm that additional parking spaces on top of what is currently proposed are not required. The number of anticipated employees to be on site for the 3 shifts should also be provided.

MDM Responses: *The site engineer, Meridian Associates (MAI), are not familiar with zoning bylaw "Article VII, section C.4" referenced in the Green International report. Article VII relates to Water Resource Protection District and there is no section C.4 in VII. However, zoning bylaw Article III, section 3.4.1, that governs off - street parking calls for 1.2 spaces per employee for industrial facilities with multiple shifts. It is MAI's understanding that this calculation is then based on the number of employees present on the largest shift (with the 1.2 provision allowing for shift overlap). A total of 290 parking spaces is proposed; a number well in excess of the 112 parking spaces existing on the property. 290 spaces divided by 1.2 spaces per employee allows for 241 employees on the largest shift. This is stated below the zoning compliance table on sheet C2.0 of the MAI site plans (with an employee maximum of 240 conservatively indicated). The prospective tenant has indicated that, while the total number of employees on each shift is not yet known, the 240 employees maximum per shift is acceptable and will not be exceeded.*

Green Response: **Response noted. No further comments.**

12. An evaluation of truck and fire apparatus turning movements to, from, and within the site is requested.

MDM Responses: *For reference, see attached Milford Fire Truck Turning Exhibit, WB - 62 Truck Turning Exhibit and WB - 67 Truck Turning Exhibit, dated June 23, 2020 as prepared by MAI.*

Green Response: **Response noted. No further comments.**

Mr. Michael Dean  
July 7, 2020

## Mitigation

13. Considering that there were two crashes reported east of the National Street at Depot Street intersection involving parked tractor trailer trucks during the three-year study period, and with the expanded truck parking proposed on the site, the Applicant should consider restricting parking along National Street.

*MDM Responses: The Proponent does not anticipate relying on any on - street parking areas as part of the site operations. If approved by the appropriate governing body, the Proponent will work with the Town to post additional parking restrictions along National Street.*

Green Response: **We concur with the Applicant's response. No further comments.**

14. The westbound approach at the Cape Road at South Main Street intersection is predicted to operate almost at full capacity ( $v/c = 0.97$ ) during the evening peak hour under the Parcel Hub analysis. Considering that future analysis was not conducted, and the anticipation of similarly high capacity under the "Prospective Tenant" scenario ( $v/c = 0.88$ ) signal retiming is recommended at this intersection.

*MDM Responses: The intersection will be included in a monitoring program and if warranted due to the impacts of the project and approved by MassDOT, the Proponent will provide an optimized traffic signal timing plan for MassDOT consideration.*

Green Response: **We concur with the Applicant's response.**

15. The Town of Milford has recently adopted a Complete Streets Policy and a Complete Streets Prioritization Plan for the MassDOT Complete Streets Funding Program. Among the projects that the Town includes in the Prioritization Plan near the site is a project to reconstruct the South Main Street/Depot Street intersection and pedestrian crossings, and install improved pedestrian signal and bicycle detection equipment at the Cape Road at South Main Street intersection. Green recommends that the Applicant propose mitigation actions that demonstrate consistency with the Complete Streets Policy and Plan. This could include, addressing the conditions at the South Main Street/Depot Street intersection, or proposing improvements at the Cape Road/South Main Street intersection such as pedestrian and bicycle equipment proposed in the Complete Street program.

*MDM Responses: The Proponent will work with the Town to provide a fair share contribution for the Town to further review, design, and/or implement improvements at the intersections of South Main Street at Depot Road and/or South Main Street at Cape Road.*

Green Response: **We commend the developer for committing to contributing funds for complete street improvements. As discussed during the 6/30/20 conference call, the Applicant will be preparing concept(s) to improve the geometric layout of the Depot Street and South Main Street intersection with considerations for enhancing pedestrian safety. The agreed upon improvement concept (to be determined) could serve as the basis for negotiation with the Town on the funding contribution amount.**

16. Green also recommends that the Applicant conduct a monitoring study of the intersection of Cape Road at South Main Street within three months of the facility being in full operation to determine if additional future signal timing adjustments are needed.

Mr. Michael Dean  
July 7, 2020

*MDM Responses: The Proponent will monitor the Cape Road/South Main Street study area intersection during a weekday morning and weekday evening peak period within 3 months of full occupancy to determine whether signal timing adjustments are needed based on site traffic conditions.*

**Green Response: We concur with the Applicant's response. It is recommended that the Applicant start the access permit process with MassDOT in a timely manner as the MassDOT review and approval period could last several months.**

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

Sincerely,

Green International Affiliates, Inc.



Wing C. Wong, P.E., PTOE  
Transportation Planning Group Leader

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

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**Daniel J. Mills, P.E., PTOE**

Email: [dmills@mdmtrans.com](mailto:dmills@mdmtrans.com)

7-8-2020 9:40 A.M.

Hi Larry/Mike,

Based on last week's discussion and our review of Milford's Complete Streets Funding Program Project Prioritization Plan, we have prepared the attached concept plan for your review. The proposed modifications at the South Main Street/Depot Street intersection includes the following:

1. Modify the Depot Street centerline markings and splitter island to create a 20-foot wide travel lane on the Depot Street westbound approach to South Main Street.
2. Construct a curb extension and relocate the Commonwealth Gas Driveway in the southeast quadrant of the intersection.
3. Install a crosswalk and associated wheelchair ramps across the Depot Street leg. Note that a sidewalk easement appears to be required for the wheelchair ramp located in the northeast quadrant of the intersection.

I'm also attaching the truck path analysis that was requested at the last Planning Board hearing. Based on our review, larger tractor trailers (WB-67) are not able to navigate the right turn from South Main Street to Cape Road or the reverse movement (left turn from Cape Road to South Main). Smaller sized tractor trailers (WB-50) can complete these movements with no issue, which I've shown in Exhibit 4.

Please let me know if you have any questions or would like to discuss further.

Regards,

Dan

---

**Daniel J. Mills, P.E., PTOE**

Principal

**MDM Transportation Consultants, Inc.**

28 Lord Road, Suite 280

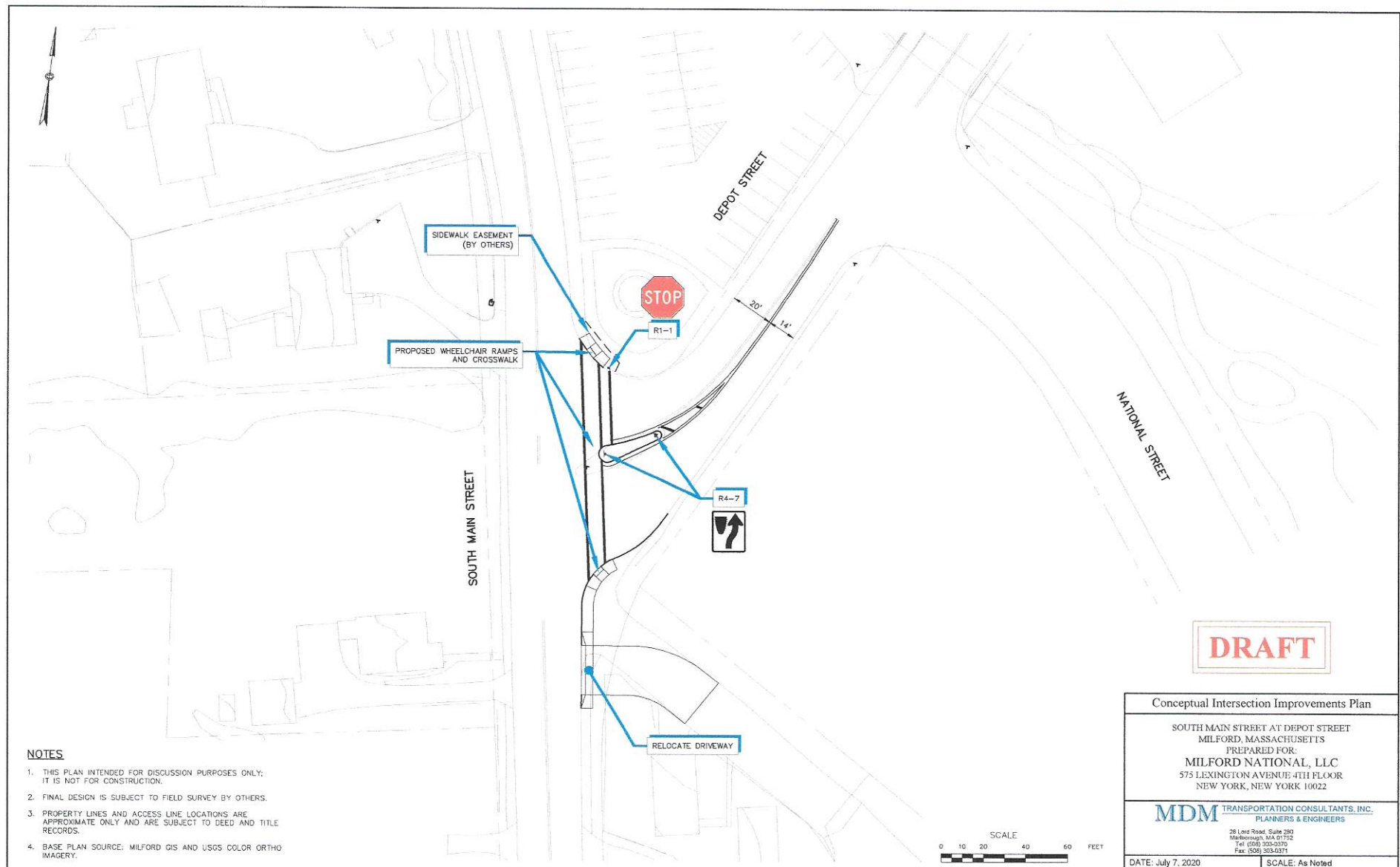
Marlborough, MA 01752

Office: (508) 303-0370, ext. 102

Cell: (978) 835-1001

Fax: (508) 303-0371

Email: [dmills@mdmtrans.com](mailto:dmills@mdmtrans.com)

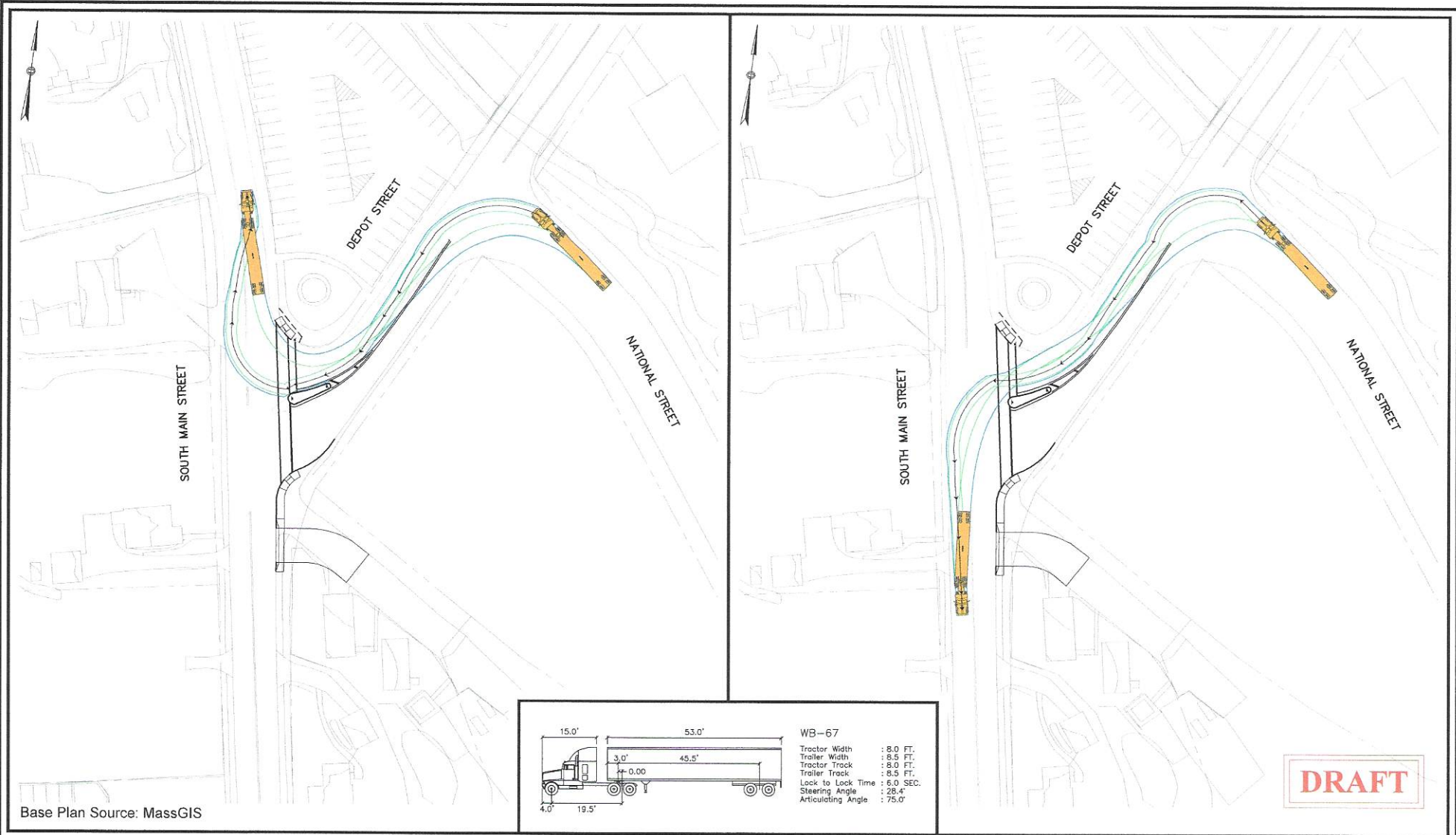


**NOTES**

1. THIS PLAN INTENDED FOR DISCUSSION PURPOSES ONLY; IT IS NOT FOR CONSTRUCTION.
2. FINAL DESIGN IS SUBJECT TO FIELD SURVEY BY OTHERS.
3. PROPERTY LINES AND ACCESS LINE LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO DEED AND TITLE RECORDS.
4. BASE PLAN SOURCE: MILFORD GIS AND USGS COLOR ORTHO IMAGERY.

**DRAFT**

Conceptual Intersection Improvements Plan	
SOUTH MAIN STREET AT DEPOT STREET MILFORD, MASSACHUSETTS PREPARED FOR MILFORD NATIONAL, LLC 575 LEXINGTON AVENUE 4TH FLOOR NEW YORK, NEW YORK 10022	
<b>MDM</b> TRANSPORTATION CONSULTANTS, INC. PLANNERS & ENGINEERS	
28 Lind Road, Suite 200 Malden, MA 02148 Tel: (508) 303-0370 Fax: (508) 303-0371	
DATE: July 7, 2020	SCALE: As Noted
PROJECT No. 1081   File: 1081 Concept Plan (2020-07-07).dwg   Sheet 1 of 1	



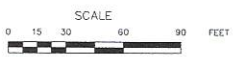
Base Plan Source: MassGIS

**DRAFT**

**MDM** TRANSPORTATION CONSULTANTS, INC.  
Planners & Engineers

28 Lord Road, Suite 280  
Marlborough, MA 01752

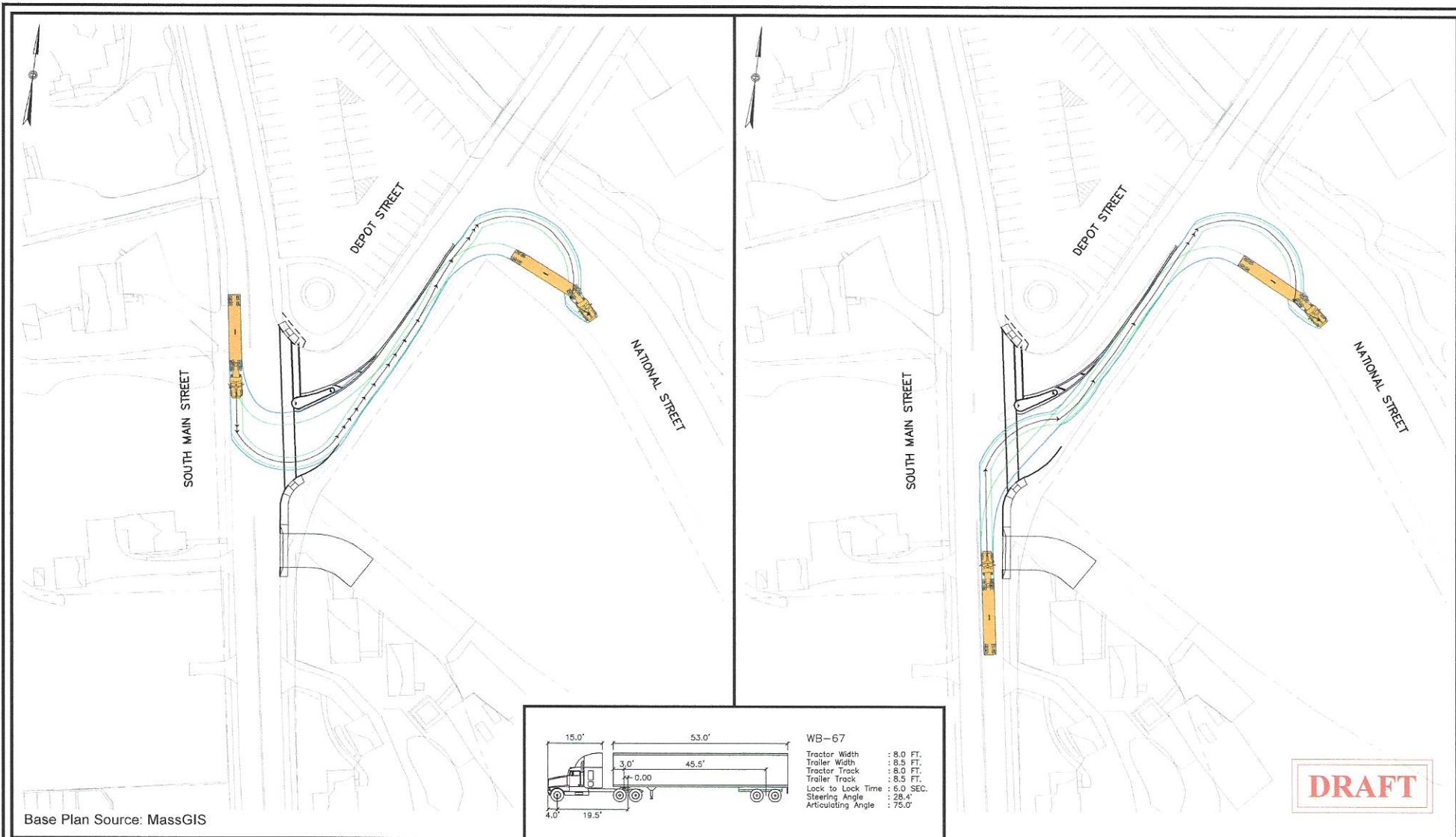
**1 National Street**  
Milford National, LLC



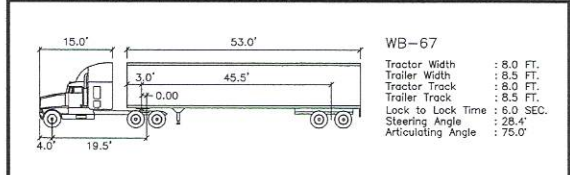
**Exhibit 1**  
**Autoturn Analysis**  
**WB-67 Truck**

Scale: As Noted  
DWG No. 1081 Concept Plan (2020-07-07).dwg

Date: July 7, 2020  
Project No. 1081



Base Plan Source: MassGIS



**DRAFT**

**MDM** TRANSPORTATION CONSULTANTS, INC.  
Planners & Engineers

28 Lord Road, Suite 280  
Marlborough, MA 01752

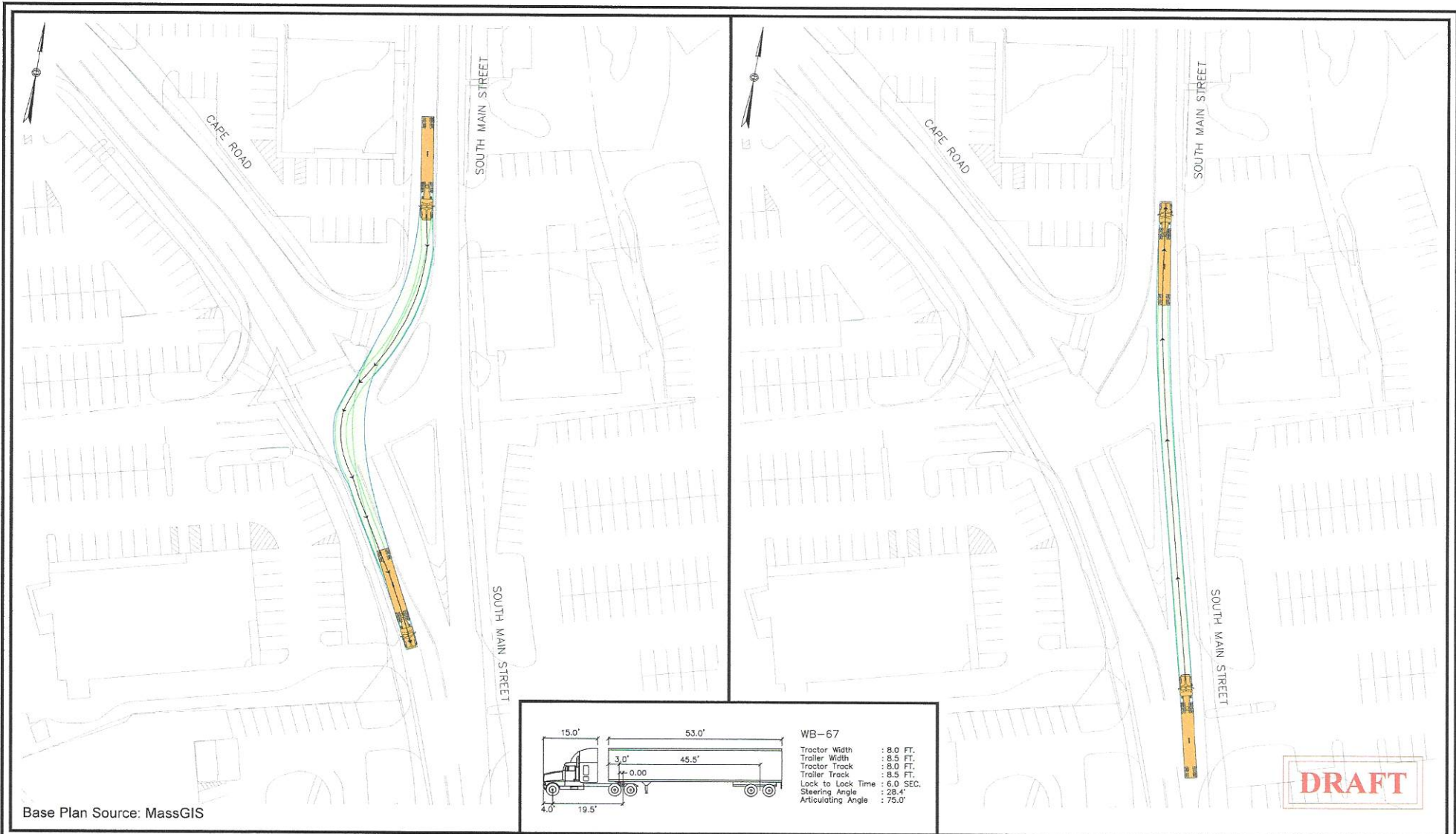
**1 National Street**  
Milford National, LLC



*Exhibit 2*  
*Autoturn Analysis*  
*WB-67 Truck*

Scale: As Noted  
DWG No. 1081 Concept Plan (2020-07-07).dwg

Date: July 7, 2020  
Project No. 1081



Base Plan Source: MassGIS

**DRAFT**

**MDM** TRANSPORTATION CONSULTANTS, INC.  
Planners & Engineers

28 Lord Road, Suite 280  
Marlborough, MA 01752

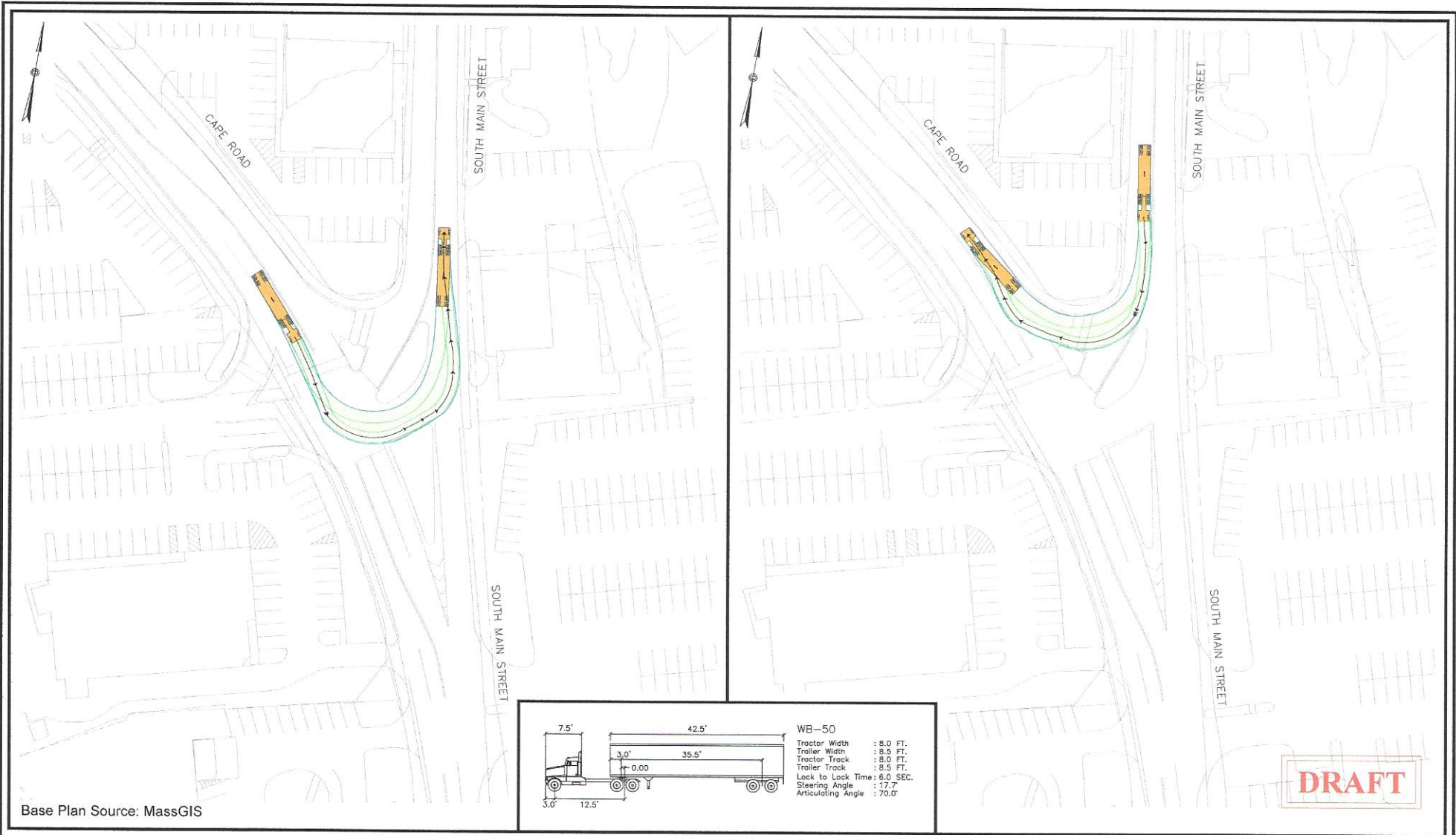
**1 National Street**  
Milford National, LLC



*Exhibit 3*  
*Autoturn Analysis*  
*WB-67 Truck*

Scale: As Noted  
DWG No. 1081 Concept Plan (2020-07-07).dwg

Date: July 7, 2020  
Project No. 1081



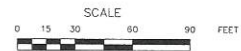
Base Plan Source: MassGIS

**DRAFT**

**MDM** TRANSPORTATION CONSULTANTS, INC.  
Planners & Engineers

28 Lord Road, Suite 280  
Marlborough, MA 01752

**1 National Street**  
Milford National, LLC



**Exhibit 4**  
**Autoturn Analysis**  
**WB-50 Truck**

Scale: As Noted  
DWG No. 1081 Concept Plan (2020-07-07).dwg

Date: July 7, 2020  
Project No. 1081

## MEMORANDUM

**DATE:** July 9, 2020

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

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

**RE:** **Response to Comments #2 – Green International Affiliates**  
Proposed Warehouse Reconstruction – National Street  
Milford, Massachusetts

---

MDM Transportation Consultants, Inc. (MDM) has prepared the following responses to transportation-related comments as issued in a follow-up letter by Green International Affiliates (Green) dated July 7, 2020. To facilitate review, outstanding comments are paraphrased with corresponding responses.

**Follow-up Comment 4:** *We concur with the Applicant's response regarding stopping and intersection sight distance, and the committed action to perform maintenance of vegetation within sight lines from National Street on to Depot Street.*

*We recommend that the Applicant perform vegetation clearing as much as right-of-way allows such that a driver can have the minimum intersection sight distance at the 14.5' offset point from the Depot Street travel way as recommended by AASHTO. A sight line triangle diagram should be included as a part of the site plan to facilitate construction work to clear the vegetation.*

**Response:** A sight distance diagram is provided in **Figure 1** to facilitate selective trimming of vegetation within the sight triangle as allowed by right-of-way and/or environmental constraints.

**Follow-up Comment 6:** *As discussed on 6/30/20 during a conference call between Town staff, MDM, and Green, the attendees agreed that Depot Street and South Main Street are not the ideal roadways to send tractor trailers to for destinations north of the National Street as these roadways are abutted mainly by residential properties. It is our understanding that the Applicant will be committed to direct all tractor trailer type vehicles to use Route 140 and Main Street for all northern destinations and avoid sending*

*these types of vehicles north along Depot Street and South Main Street. The Applicant should provide written information as to how the agreed upon truck route will be enforced.*

*As a result of the agreed upon truck route, the trip distribution map included in the TIAS should be updated to reflect the expected conditions. Given the low projected tractor trailer truck volumes during the peak periods, reperforming of the capacity analysis at the studied intersections is not necessary as the conclusion will remain the similar. Please also see Green's responses on mitigation.*

**Response:** While we agree that the roadways abut residential properties, Cape Road and South Main Street are classified by MassDOT as Principal Arterial roadways while Depot Street is classified as a minor arterial roadway. These higher functional class roadways serve an important role in providing a high level of mobility and have historically been used by tractor trailer traffic. With that said, the Applicant will strongly encourage the warehouse user to minimize its use of Depot Street for destinations to the north including through sign postings on site (e.g., TRUCKS - FOLLOW ROUTE AHEAD, TRUCK ROUTE AHEAD - ALL TRUCKS TURN LEFT ONTO DEPOT STREET or similar signage at the location shown in **Figure 3**).

**Follow-up Comment 15:** *We commend the developer for committing to contributing funds for complete street improvements. As discussed during the 6/30/20 conference call, the Applicant will be preparing concept(s) to improve the geometric layout of the Depot Street and South Main Street intersection with considerations for enhancing pedestrian safety. The agreed upon improvement concept (to be determined) could serve as the basis for negotiation with the Town on the funding contribution amount.*

**Response:** Based on our discussion with Town staff and Green on potential improvements to the South Main Street/Depot Street intersection and our review of Milford's Complete Streets Funding Program Project Prioritization Plan, we have prepared the attached concept plan (**Figure 2**) for the Town's consideration. The proposed modifications at the South Main Street/Depot Street intersection includes the following:

1. Modify the Depot Street centerline markings and splitter island to create a 20-foot wide travel lane on the Depot Street westbound approach to South Main Street.
2. Construct a curb extension and relocate the Commonwealth Gas Driveway in the southeast quadrant of the intersection.
3. Install a crosswalk and associated wheelchair ramps across the Depot Street leg. Note that a permanent easement appears to be required for the wheelchair ramp located in the northeast quadrant of the intersection.

The order-of-magnitude construction cost for these improvements range from \$50,000 to \$75,000. It is expected that any temporary or permanent easement(s) required for this work will be secured by the Town of Milford and is not included in the above construction cost.



**Follow-up Comment 16:** *“We concur with the Applicant’s response. It is recommended that the Applicant start the access permit process with MassDOT in a timely manner as the MassDOT review and approval period could last several months.*

**Response:** MassDOT has been notified of the possible need for future traffic signal timing adjustments at the South Main Street/Cape Road intersection pending the outcome of the project’s traffic monitoring to be conducted within 3 months of full occupancy. If required, an Access Permit Application will be filed with MassDOT to implement the signal timing adjustments.

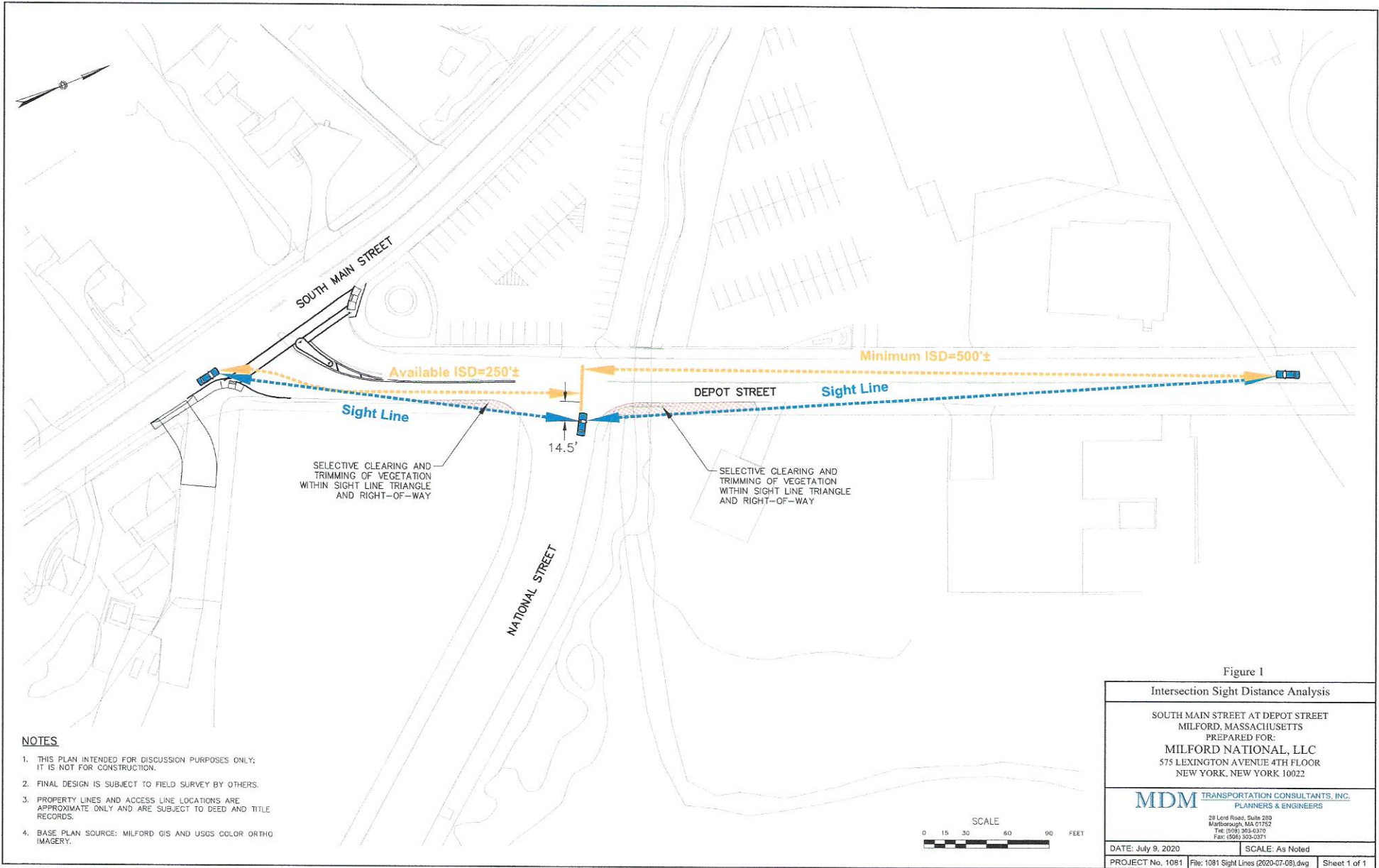
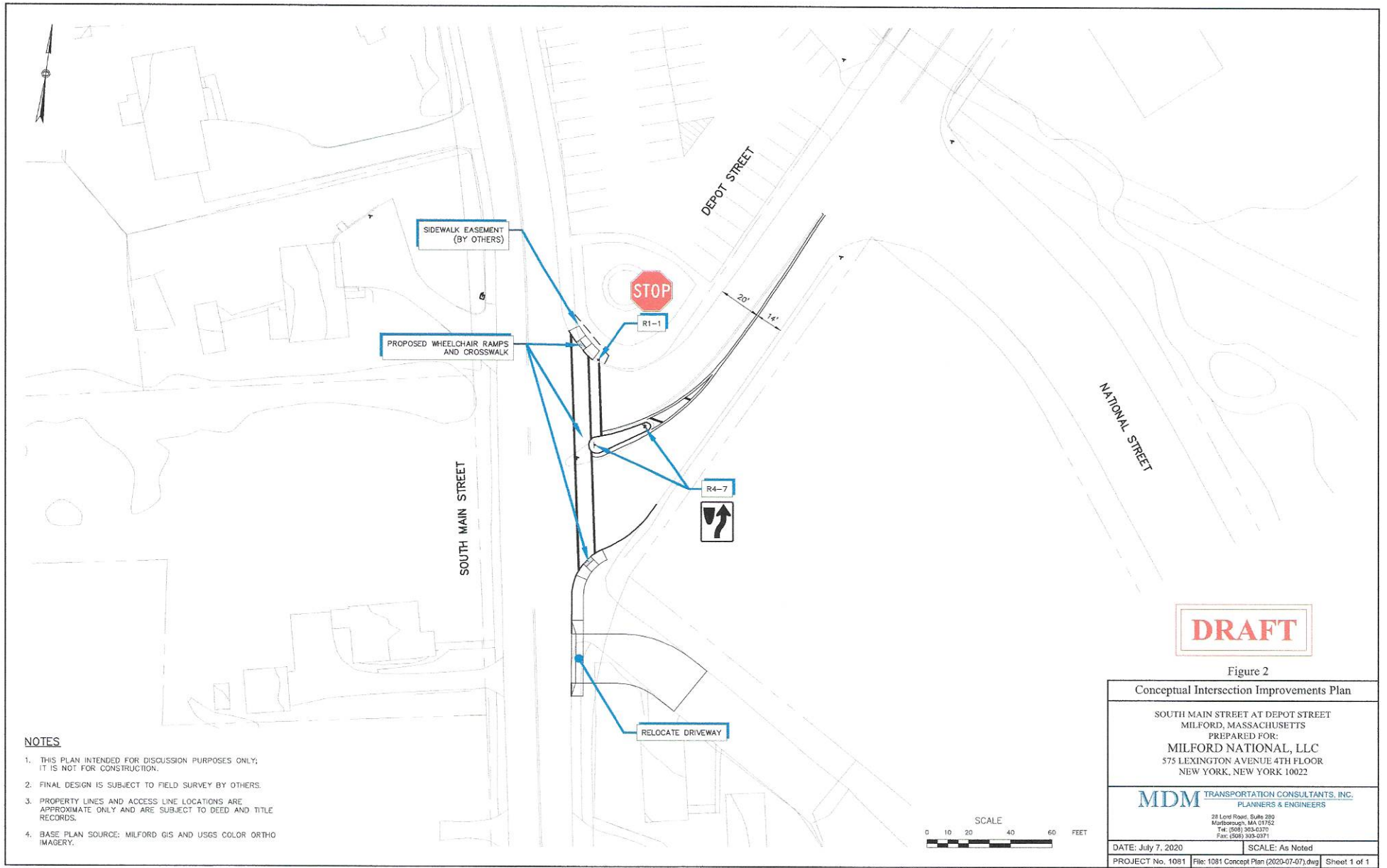


Figure 1

<b>Intersection Sight Distance Analysis</b>	
SOUTH MAIN STREET AT DEPOT STREET MILFORD, MASSACHUSETTS PREPARED FOR: <b>MILFORD NATIONAL, LLC</b> 575 LEXINGTON AVENUE 4TH FLOOR NEW YORK, NEW YORK 10022	
<b>MDM</b> TRANSPORTATION CONSULTANTS, INC. PLANNERS & ENGINEERS <small>28 Lord Road, Suite 200          Marlborough, MA 01752          Tel: (508) 363-4370          Fax: (508) 363-0371</small>	
DATE: July 9, 2020	SCALE: As Noted
PROJECT No. 1081   File: 1081 Sight Lines (2020-07-08).dwg   Sheet 1 of 1	

**NOTES**

1. THIS PLAN INTENDED FOR DISCUSSION PURPOSES ONLY; IT IS NOT FOR CONSTRUCTION.
2. FINAL DESIGN IS SUBJECT TO FIELD SURVEY BY OTHERS.
3. PROPERTY LINES AND ACCESS LINE LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO DEED AND TITLE RECORDS.
4. BASE PLAN SOURCE: MILFORD GIS AND USGS COLOR ORTHO IMAGERY.



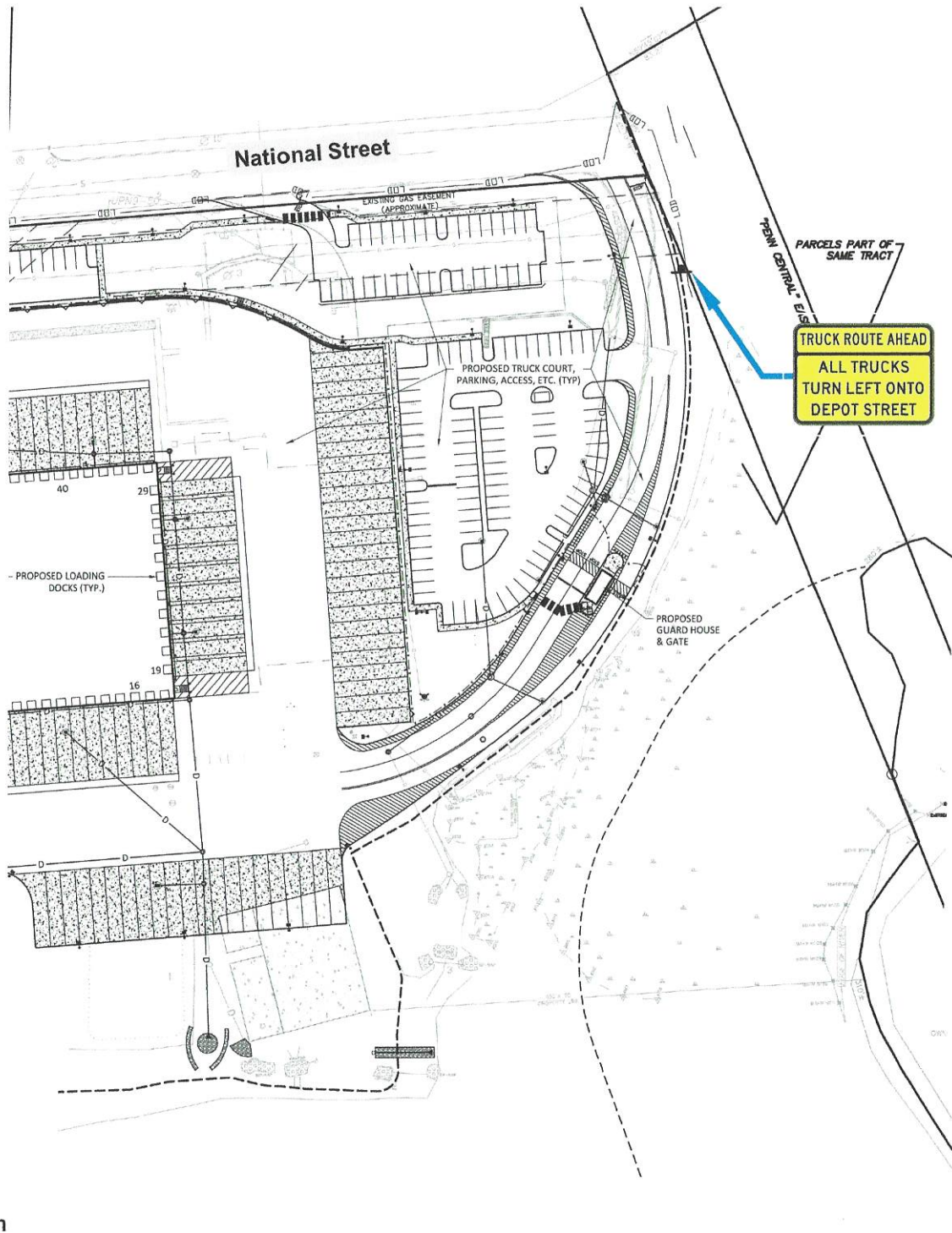
DRAFT

Figure 2

Conceptual Intersection Improvements Plan	
SOUTH MAIN STREET AT DEPOT STREET MILFORD, MASSACHUSETTS PREPARED FOR: <b>MILFORD NATIONAL, LLC</b> 575 LEXINGTON AVENUE 4TH FLOOR NEW YORK, NEW YORK 10022	
<b>MDM</b> TRANSPORTATION CONSULTANTS, INC. PLANNERS & ENGINEERS <small>28 Lord Road, Suite 200          Marlborough, MA 01752          Tel: (508) 303-5270          Fax: (508) 303-5271</small>	
DATE: July 7, 2020	SCALE: As Noted
PROJECT No. 1081   File: 1081 Concept Plan (2020-07-07).dwg   Sheet 1 of 1	

**NOTES**

1. THIS PLAN INTENDED FOR DISCUSSION PURPOSES ONLY; IT IS NOT FOR CONSTRUCTION.
2. FINAL DESIGN IS SUBJECT TO FIELD SURVEY BY OTHERS.
3. PROPERTY LINES AND ACCESS LINE LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO DEED AND TITLE RECORDS.
4. BASE PLAN SOURCE: MILFORD GIS AND USGS COLOR ORTHO IMAGERY.



North

Scale: Not to Scale

Figure 3

Truck Route Sign Location



# TOWN OF MILFORD

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

OFFICE OF PLANNING  
AND ENGINEERING

Larry L. Dunkin, MCRP  
*Town Planner*

July 14, 2020

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

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


Dear Mdm. Chairman:

The applicant requests change of use site plan approval to allow for a Pet Day Care Center on the subject property. The Pet Day Care Center is to occupy the northerly half of the building replacing the former Child Day Care previously located in that portion of the building. Eaton Apothecary, a pharmacy distribution business, is still located in the southerly half of the building. Future possible additional changes in use will require additional approvals when they are proposed.

There are no new buildings or additions proposed, and the parking and drive areas are to be restored to two-way circulation with perpendicular parking where provided. A fenced-in pet play area that is to be located directly behind the building.

I recommend approval of the amended change of use site plan.

Respectfully,

  
Larry L. Dunkin, MCRP  
Town Planner



## TOWN OF MILFORD

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

OFFICE OF PLANNING  
AND ENGINEERING

Michael Dean, P.E.  
*Town Engineer*

July 8, 2020

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

Re: 23 Maple Street - Amended Site Plan Review

Dear Mrs. McCarthy:

The submittal is for an Amended Site Plan for a change in use, Proposed Dog and Cat Daycare Facility for one-half of the building (Unit #2). The other half is to remain the same use that is currently there and is referred to as Eaton Apothecary (Unit #1). The application also refers to a “**Future**” use, within the **next 2-years**, where the new proposed facility (dog & cat daycare) is to expand into the other portion of the building (Unit #1) along with adding a Veterinarian use.

The Applicant is Kimberly & Robert Karoides, 70 Oakland Street, Medway, MA, 02053. The site consists of a 1.10 Acre parcel of land zoned Highway Industrial B (IB), Assessors Map 55, Block 0, Lot 10.

I have reviewed the submitted documents and offer the the following.

1. There appears to be plenty of parking for the change in use that is proposed to take place now, however the future use that is presented in the application requires additional parking spaces totaling 38 spaces. To meet this total number the plan shows 6 proposed **future gravel** parking spaces for a total of 40 spaces. The board should discuss this future use referenced in the submittal to determine how or if this can be permitted as submitted.

I recommend the approval of the Amended Site Plan for the proposal that is going to place now (or in the **near** future).

Sincerely,

Michael Dean, P.E.  
Town Engineer



# MILFORD FIRE DEPARTMENT

21 BIRCH STREET  
MILFORD, MASSACHUSETTS 01757

MARK A. NELSON, CHIEF  
MICHAEL J. DETORE, DEPUTY

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

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

June 18, 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



Town of Milford  
Highway Department

Scott J. Crisafulli, Highway Surveyor

To: Larry L. Dunkin, AICP  
From: Scott J. Crisafulli, Highway Surveyor  
Date: June 16, 2020  
Subject: Amended Site Plan  
23 Maple St.

---

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





**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**

June 18, 2020

To: Larry L. Dunkin, AICP

Re: Amended site plan – 23 Maple Street.

The Board of Health sees no issues with changing the use at this site from day care and pharmaceuticals to an animal day care and medical care. The site is already zoned for commercial use, and it would remain as a commercial use in the proposed plan.

Thank you,

Jackie

**Jacquelyn Murphy, DrPH, MPH**

Director of Public Health  
Board of Health  
Town of Milford  
52 Main Street (Room 6)  
Milford, MA 01757  
508.634.2315  
508.473.1380 (fax)



## Milford Water Company

66 Dilla Street Milford, MA 01757

508-473-5110 Fax 508-478-7997

E-Mail [milfordwater@milfordwater.com](mailto:milfordwater@milfordwater.com)

[www.milfordwater.com](http://www.milfordwater.com)

June 18, 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 6/16/2020)**

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. MWC requires a cross connection survey when renovations have been completed.

Respectfully submitted,

*Vincent P Farese*

Vincent P Farese  
Operations Manager, Milford Water Company

***Richard R. DeBenedictis, P.E.*** 57 Sanderson Drive Plymouth, MA 02360 781-249-9435

Site Engineering & Permitting

Wastewater Engineering

rrdeben@aol.com

Environmental Studies

Project Management

June 15, 2020

Planning Board  
Town Hall  
52 Main Street  
Milford, MA 01757

Att: Larry Dunkin, Town Planner

Re: Change of Use at 23 Maple Street Property, Milford MA

Dear Members of the Board;

The accompanying plans and application are in support of an "Application for the Change of Use" of the facility at 23 Maple Street, Milford, MA. This is a 10,000 square foot, one story building, which has two units of 5,000 sf. on each side. Unit # 1 is occupied by Eaton Apothecary, a company that prepares prescription drugs for CVS stores.

The northerly 5,000 sf. side, (Unit #2), which is now vacant, was a day care facility for children. It is proposed to be converted to a Dog & Cat Day Care center by the Applicant, Kimberly & Robert Karolides, of 70 Oakland Street, Medway, MA. 02053. The property owner is B & K 23 Maple Street, LLC, whose address is 12 Washington Street, Wellesley, MA. 02482.

The Karolides applicants are also proposing to expand their Dog & Cat Day Care facility into the Apothecary Unit, when Eaton's lease expires, within the next 2 years. They plan to occupy half of that area (2,500 sf.) and seek a Veterinarian to occupy the remaining 2,500 sf. area.

The exterior of the site, which is represented in the accompanying Site Plan, has the following moderate improvements: the driveway is established at a 24 foot width for two way access; there is a 1500 sf. Dog "Recreation Area" at the rear of the building, which is fenced and accessed through the existing garage-type door, and we have provided for additional parking for the future use of the building. The Existing Conditions are represented by the existing Site Plan, prepared by Land Planning, Inc.

On behalf of the Applicant and the property owner, we respectfully request approval of this "Change of Use" Application by your Board.

Very truly yours,

  
Richard R. DeBenedictis P.E.

cc Kim & Robert Karolides

William C. Roberts



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: 23 Maple Street, Milford MA  
(address)

Assessor Map: 55 Block:          Lot: 10  
Deed Reference: Book 62328 Page 137  
Lot Area: 47,726 Zoning District(s):         

Applicant: Kimberly & Robert Karolides Owner: B & K 23 Maple Street, LLC  
(name) 70 Oakland Street (name) William C. Roberts, Manager  
(address) Modway, MA 02053 (address) 12 Washington Street  
508-254-2117 (address) Wellesley, MA  
(phone number)          (phone number) 781-431-7344  
kimberly.karolides@gmail.com (e-mail address) WCRGCR@gmail.com  
(e-mail address)         

Existing use of premises: Unit #1 (5,000sf) Eaton Apothecary  
Proposed use of premises: Unit #2 (5,000sf) Vacant - Formerly a Day Care for Children  
Unit #2 (6,000 sf) Dog & Cat Care facility (Day Care)  
Future Use Dog & Cat Care will takeover 2500 sf of Unit #1  
and the remaining 2500 sf of Unit #1 will be Veterinary

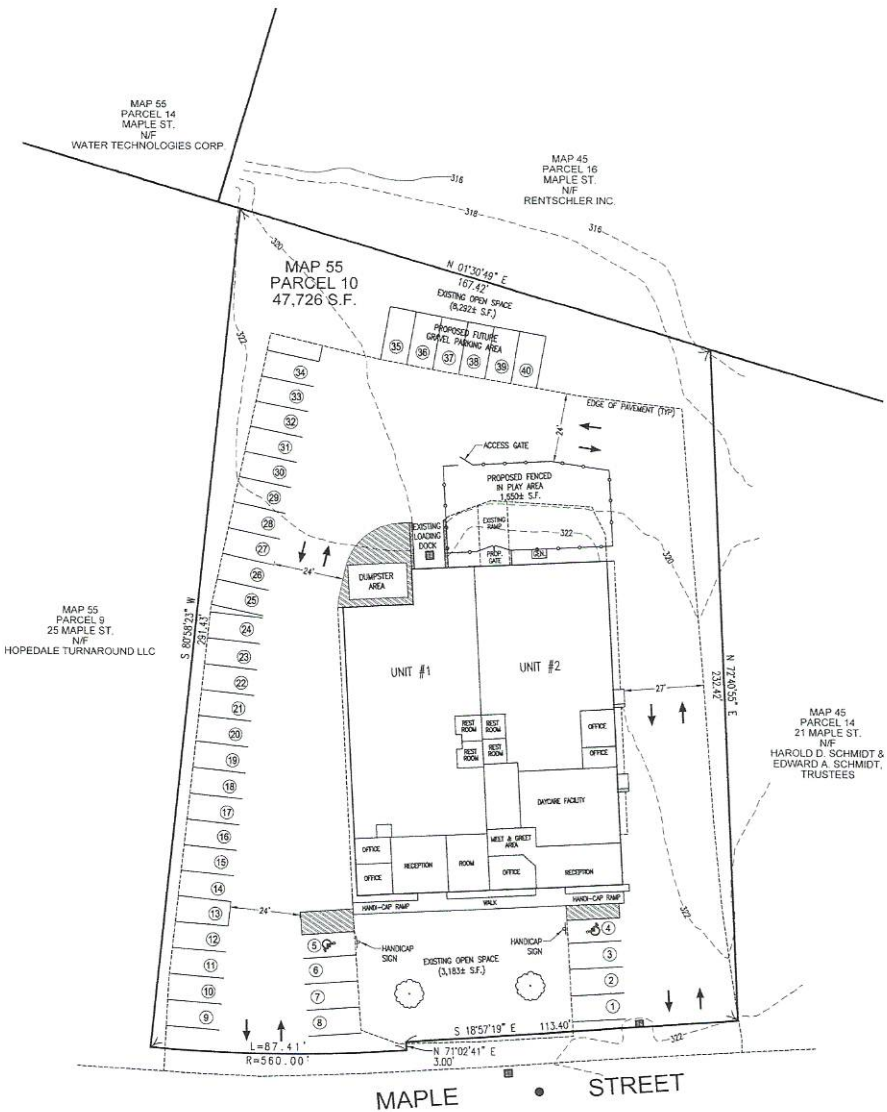
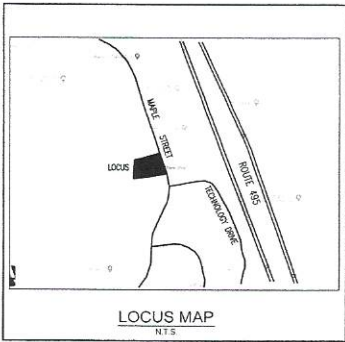
	Existing / Proposed	Existing / Proposed
Number of buildings:	<u>1 / 1</u>	Open space: <u>24% / 24%</u>
Building area: sf.	<u>10,000 / 10,000</u>	Parking spaces: <u>        / 34 → 40</u>
Building height:	<u>&lt; 20ft / same</u>	Employees: <u>Unit #1 10 / +3</u>
Lot coverage:	<u>21% / 21%</u>	Traffic generation: <u>N/A / N/A</u>

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

Application Fee: \$100.00

Kim Karolides 6/15/2020  
Applicant's Signature Date

William C. Roberts 6/15/2020  
Owner's Signature (if different) Date



**LEGEND**

- EXISTING 1' CONTOUR --- 49 ---
- EXISTING 5' CONTOUR --- 50 ---
- EXISTING TREELINE
- EXISTING BORDERING VEGETATED WETLANDS LINE (BWW)
- EXISTING UTILITY POLE
- EXISTING FENCE LINE
- CONCRETE BOUND
- PROPOSED EROSION CONTROL LINE
- PROPOSED CONTOUR LINE
- PROPOSED EDGE OF PAVEMENT / CAPE COD BERM
- PROPOSED SITE LIGHTING
- PROPOSED CATCH BASIN
- PROPOSED DRAIN MANHOLE
- PROPOSED TRAFFIC FLOW ARROWS
- PROPOSED WATER SERVICE
- PROPOSED SPOT GRADE

- NOTES:**
- LOCUS IS SHOWN AS LOT 10 ON MAP 55 OF THE TOWN OF MILFORD ASSESSORS PLANS.
  - RECORD OWNER: B & K 23 MAPLE STREET LLC  
WILLIAM C. ROBERTS, MANAGER  
DEED REFERENCE - BOOK 62328, PAGE 137
  - APPLICANTS: KIMBERLY & ROBERT KAROLIDES  
70 OAKLAND STREET  
MEDWAY, MA 02053
  - LOT SIZE: 47,726 S.F. (1.096 ACRES)
  - ZONE: HIGHWAY INDUSTRIAL B (IB) (SEE ZONING TABLE)
  - OPEN SPACE (MINIMUM 20%)  
LOT AREA = 47,726 S.F.  
EXISTING OPEN SPACE = 11,475 S.F. (24.0%)
  - PARKING REQUIREMENTS:  
OFFICE - 4 SPACES PER 1000 S.F. OF GROSS FLOOR AREA  
INDUSTRIAL (WAREHOUSE/RESEARCH/DEVELOPMENT) - 1 SPACE PER EMPLOYEE  
PLACE OF ASSEMBLY - 1 SPACE PER 100 S.F.

**EXISTING USE:**

UNIT	DESCRIPTION	SPACES REQUIRED
UNIT #1	EATON APOTHECARY MAXIMUM OF 10 EMPLOYEES PER SHIFT	10

**PROPOSED USE:**

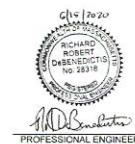
UNIT	DESCRIPTION	SPACES REQUIRED
UNIT #2	DOG & CAT DAYCARE FACILITY @ 3 SPACES PER 1000 S.F. (5,000 S.F.)	15
<b>TOTAL PARKING SPACES REQUIRED - 25</b>		
<b>TOTAL PARKING SPACES PROVIDED - 34</b>		

**FUTURE USE:**

UNIT	DESCRIPTION	SPACES REQUIRED
UNIT #1	VETERINARY FACILITY (2,500 S.F.) 6 SPACES PER 1000 S.F. (6 X 2.5)	15

**PROPOSED USE:**

UNIT	DESCRIPTION	SPACES REQUIRED
UNIT #2	DOG DAYCARE FACILITY @ 3 SPACES PER 1000 S.F. (7,500 S.F.) & 3 EMPLOYEES	23
<b>TOTAL PARKING SPACES REQUIRED - 38</b>		
<b>TOTAL PARKING SPACES PROVIDED - 40</b>		



SITE PLAN APPROVAL FOR CHANGE OF USE  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
MILFORD PLANNING BOARD



ISSUE	DATE	DESCRIPTION	DRAWN	DESIGN	CHECK	RESP. ENG.

**CHANGE OF USE  
SITE PLAN**

TOWN: **MILFORD, MASS.**

LOCATION: 23 MAPLE STREET PARCEL ID: 55-10

PREPARED FOR: ROBERT & KIMBERLY KAROLIDES  
70 OAKLAND STREET  
MEDWAY, MA 02053

SCALE: 1" = 20' DATE: MAY 26, 2020

RICHARD R. DEBENEDICTIS, P.E.  
57 SANDWICH DRIVE  
PLYMOUTH, MA 02360

SHEET 1 OF 1

EXISTING BORDE

PROPOSED

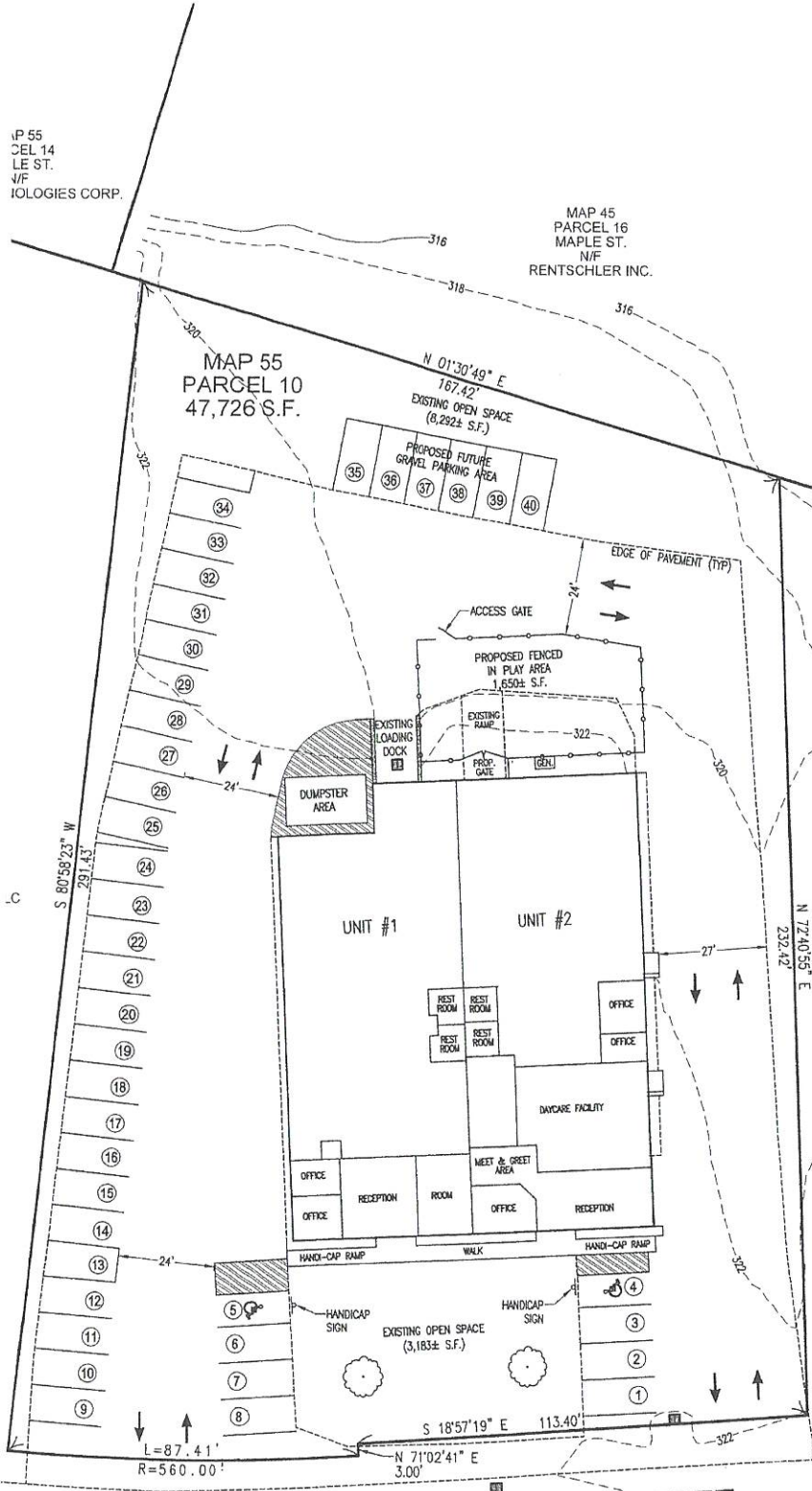
MAP 55  
PARCEL 14  
LE ST.  
V/F  
IOLOGIES CORP.

MAP 45  
PARCEL 16  
MAPLE ST.  
N/F  
RENTSCHLER INC.

MAP 55  
PARCEL 10  
47,726 S.F.

EXISTING OPEN SPACE  
(8,292± S.F.)

PROPOSED FUTURE  
GRAVEL PARKING AREA



**NOTES:**

- LOCUS IS SHOWN AS LOT 10 ON MAP 55 OF THE TOWN OF MILFORD ASSESSORS PLANS.
- RECORD OWNER: B & K 23 MAPLE STREET LLC  
WILLIAM C. ROBERTS, MANAGER  
DEED REFERENCE - BOOK 62328, PAGE 137
- APPLICANTS: KIMBERLY & ROBERT KAROLIDES  
70 OAKLAND STREET  
MEDWAY, MA 02653
- LOT SIZE: 47,726 S.F. (1.096 ACRES)
- ZONE : HIGHWAY INDUSTRIAL B (IB) (SEE ZONING TABLE)
- OPEN SPACE (MINIMUM 20%)  
LOT AREA = 47,726 S.F.  
EXISTING OPEN SPACE = 11,475 S.F. (24.0%)
- PARKING REQUIREMENTS:  
OFFICE - 4 SPACES PER 1000 S.F. OF GROSS FLOOR AREA  
INDUSTRIAL (WAREHOUSE/RESEARCH/DEVELOPMENT - 1 SPACE PER EMPLOYEE  
PLACE OF ASSEMBLY - 1 SPACE PER 100 S.F.

EXISTING USE:	SPACES REQUIRED
UNIT #1 - EATON APOTHECARY MAXIMUM OF 10 EMPLOYEES PER SHIFT	10
<b>PROPOSED USE:</b>	
UNIT #2 - DOG & CAT DAYCARE FACILITY @ 3 SPACES PER 1000 S.F. (5,000 S.F.)	15
TOTAL PARKING SPACES REQUIRED - 25	
TOTAL PARKING SPACES PROVIDED - 34	
<b>FUTURE USE:</b>	
UNIT #1 - VETENARY FACILITY (2,500 S.F.) 6 SPACES PER 1000 S.F. (6 x 2.5)	15
<b>PROPOSED USE:</b>	
UNIT #2 - DOG DAYCARE FACILITY @ 3 SPACES PER 1000 S.F. (7,500 S.F.) & 3 EMPLOYEES	23
TOTAL PARKING SPACES REQUIRED - 38	
TOTAL PARKING SPACES PROVIDED - 40	

SITE PLAN APPROVAL FOR CHANGE OF USE

DATE: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

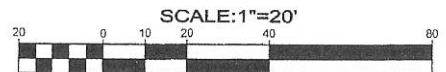
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\_\_\_\_\_

\_\_\_\_\_

MILFORD PLANNING BOARD

MAPLE STREET



ISSUE

TOWN :

LOCATI

PREPAI



Property Information

Property ID 55-0-10  
Location 23 MAPLE ST  
Owner B&K MAPLE STREET LLC



MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT

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

Geometry updated March 2018  
Data updated 11/16/2018



**TOWN OF MILFORD**

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

OFFICE OF PLANNING  
AND ENGINEERING

Larry L. Dunkin, MCRP  
*Town Planner*

July 14, 2020

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

(  
( **ZBA Special Permit Referral**  
( **PMG Northeast LLC.**  
( **97 Cedar Street**  
( **Map 28 Lot 3**  
( **IB Zone**  
(

Dear Mdm. Chairman:

The applicant requests a special permit to redevelop the existing attendant-service gasoline station on the subject property to a self-service operation. Self-service gasoline stations are allowed by special permit in the IB zone due to the recently approved zoning amendment.

The subject site is the location of the former Granite Gulf attendant-service gasoline station. The proposed redevelopment will shift the location of the building, the pump islands, the parking spaces, and include a new retail store with drive-thru restaurant/coffee shop. There will be no auto service bays in the proposed building. Adequate off-street parking is being provided, including the required queue and safety lane for the drive-thru pick-up window. One pump island is to be retained as attendant-service and be adequately identified.

Therefore, I recommend a favorable report be forwarded to the Zoning Board of Appeals. A site plan approval from the Planning Board will be required subsequent to the ZBA special permit.

Respectfully,

Larry L. Dunkin, MCRP  
Town Planner



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

To the Zoning Board of Appeals  
Milford, MA 01757

Date: 6/16/20

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

INSTRUCTIONS TO APPLICANTS

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

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

*Applicant:* PMG Northeast LLC 2359 Research Court, Woodbridge, VA 22192  
*(Full Name)* *(Address)*

*Owner:* PMG Northeast LLC 2359 Research Court, Woodbridge, VA 22192  
*(Full Name)* *(Address)*

*Tenant (if any):* TBD

*L. Location of Premises* 97 Cedar Street  
*(Address Number)* *(Name of Street)*

*Assessor's:* 28 0 3  
*(Map)* *(Block)* *(Lot)*

2. *Within which Zoning District is the premises located?* Industrial Highway IB District
3. *State the Worcester Registry of Deeds Book and Page number, or the Land Court Certificate number for title of present owner* Cert. #18320; Book 92; Page 122
4. *State present use of premises* Gas Station / Automobile Repair Shop
5. *State proposed use of premises* Gas Station /Convenience Store with Drive-through
6. *Give extent of proposed alterations* The Applicant is proposing to demolish the existing site improvements and construct a gas station canopy with six MPDs and a 3,993 SF convenience store with drive through component, as well as appurtenant site improvements.
7. *Number of families or housing units for which building is to be arranged* N/A
8. *Have you submitted plans for above to the Building Inspector?* No
9. *Has a permit been refused?* No
10. *Pursuant to what provisions(s) of the zoning by-law do you seek a special permit and for what purpose(s)* (i) Special Permit for the "Gasoline Stations/Self-Service" use pursuant to Zoning Bylaw, §§ 1.10.1, 2.2.1, and 2.3; (ii) Special Permit to reduce the number of off-street parking spaces from 27 spaces to 20 spaces pursuant to Zoning Bylaw, §§ 3.4.6.2 and 4.3.1.
11. *Explain the reasons you assert that:*
  - (a) *the special permit sought is in harmony with the general purpose and intent of the zoning by-law* See attached supporting memorandum
  - (b) *the proposed use of the premises will not create undue traffic congestion or impair pedestrian safety* See attached supporting memorandum
  - (c) *the proposed use of the premises will not cause harm to the neighborhood or create a nuisance or hazard affecting the health, safety or general welfare of the public* See attached supporting memorandum
12. *If applicant is not the owner, provide proof of authorization by owner, either by copy of executed agreement or by the owner's authorized signature below.*

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

*Applicant  
Signature:* 

*Owner  
Signature:* 

*Address:* 2359 Research Court,  
Woodbridge  
VA 22192

*Address:* 2359 Research Court,  
Woodbridge  
VA 22192

*Telephone:* 908-803-2641

*Cell phone*

*e-mail:* AKeurian@petromg.com

*Attorney (if any)*

*Address:*

*Telephone:*

*e-mail:*

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



Brian C. Levey  
155 Federal Street, Suite 1600  
Boston, MA 02110  
+1.617.419.2333  
blevey@bdlaw.com

July 2, 2020

**VIA UPS**

Zoning Board of Appeals  
c/o Town Clerk's Office  
Town Hall  
52 Main Street, Room 12  
Milford, MA 01757

Re: *97 Cedar Street, Milford – Revised Plan for Petition for Special Permit for Use  
and Notice of Request to Withdraw Special Permit for Parking Reduction*

Dear Chairman Consigli and Members of the Zoning Board of Appeals:

We are writing on behalf of PMG Northeast LLC (“PMG”) in connection with its pending special permit application before the Zoning Board of Appeals to

- (i) submit the enclosed revised Layout Plan for the project;
- (ii) submit the enclosed Building Commissioner’s Interpretation concerning the parking required for the site; and
- (iii) pursuant to Zoning Bylaw, § 1.13, advise that PMG plans to seek the ZBA’s approval to withdraw its application for a special permit for a parking reduction for the reasons set forth below.

For your convenience, five copies of both the Layout Plan and the Building Commissioner’s letter are enclosed.

PMG respectfully requests that the ZBA substitute the enclosed Layout Plan, prepared by Maser Consulting, dated July 2, 2020 (“Revised Layout Plan”), for the Layout Plan originally submitted with PMG’s Petition. PMG revised the Layout Plan consistent with the recommendation of the Town Planner to move the site’s entrance on Cedar Street further south. To accommodate this change while maintaining efficient site circulation, PMG also moved the drive-through queue south, updated the parking adjacent to the queue to 5 parallel spaces, and added a pedestrian crossing from the parking spaces to the sidewalk.

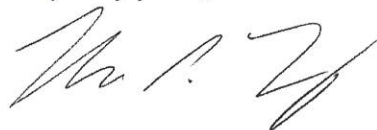
July 2, 2020

Page 2

In its conversation with the Town Planner, PMG also learned that it had over-calculated the required parking for the site at 27 spaces. As set forth in the enclosed Building Commissioner's Interpretation Letter, dated July 1, 2020, the project requires only 18 spaces. Since the Revised Layout Plan provides the required 18 spaces, PMG hereby provides notice of withdrawal of the portion of its application that is for a special permit for the parking reduction and respectfully requests the Zoning Board of Appeals grant the withdrawal.

PMG will proceed with its Petition for a special permit for the "Gasoline Service Station/Self-Service Use," and looks forward to presenting this project before the Zoning Board of Appeals. Thank you for your attention to this matter. Please do not hesitate to reach out with any questions.

Very truly yours,

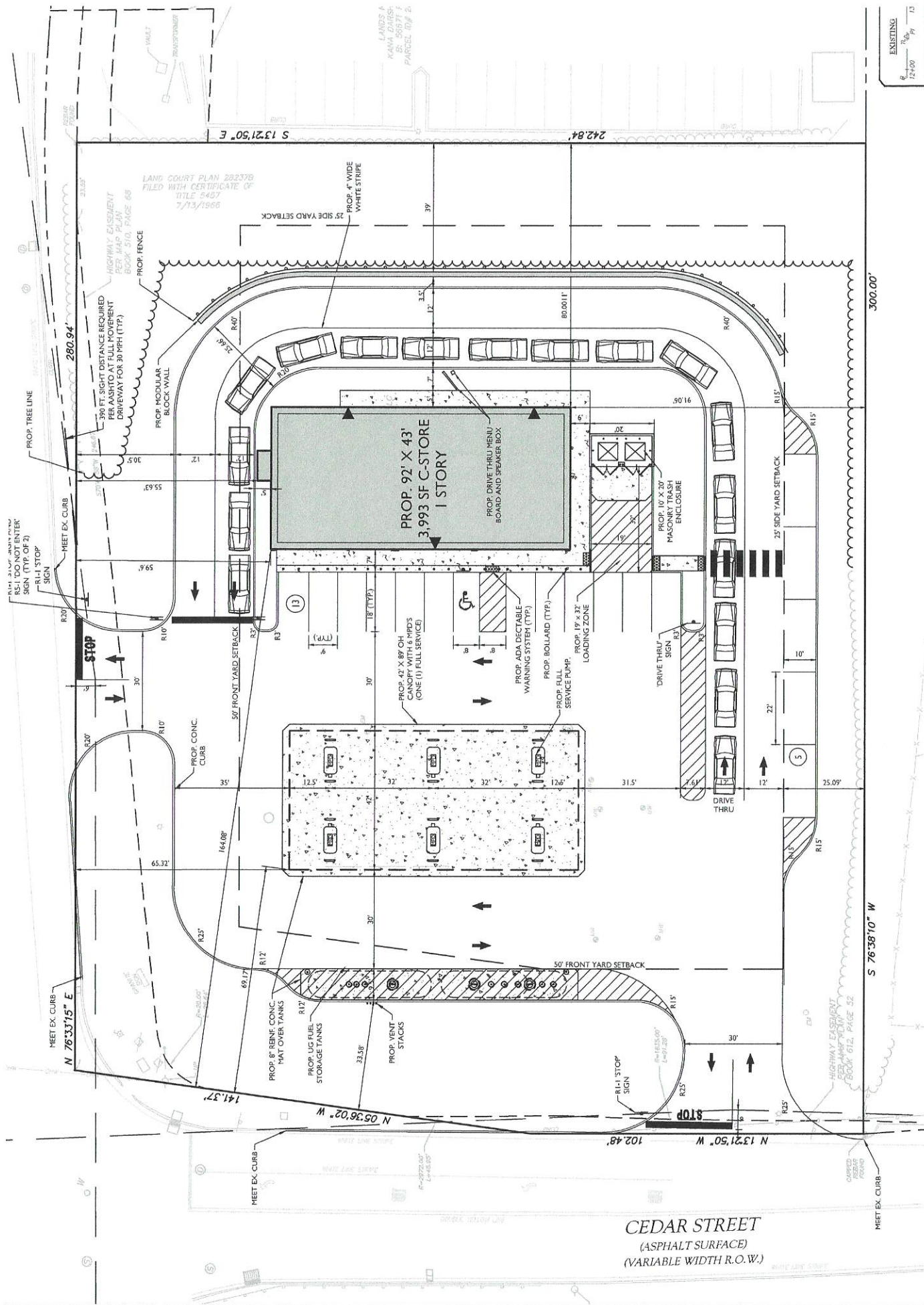


Brian C. Levey

Enclosures

cc: Larry Dunkin, Milford Town Planner (Via UPS)  
Charles Boddy, Esq., Town Counsel (Via Electronic Mail w/ Encl.)  
PMG Northeast, LLC (Via Electronic Mail w/ Encl.)  
Maser Consulting, P.A. (Via Electronic Mail w/ Encl.)





LAND COURT PLAN 282378  
FILED WITH CERTIFICATE OF  
TITLE 5457  
7/98/13/1

HIGHWAY EASEMENT  
FOR A 30' PLANNED  
DRIVEWAY FOR 30 MPH (TYP.)  
SEE MAP PLAN  
BOOK 012, PAGE 68

PROP. 92' X 43'  
3,993 SF C-STORE  
1 STORY

PROP. 42' X 87' OH  
CANOPY WITH 6 MPDS  
(ONE (1) FULL SERVICE)

PROP. 8" RENF. CONC.  
MAT OVER TANKS

PROP. UG FUEL  
STORAGE TANKS

PROP. VENT  
STACKS

PROP. DRIVE THRU MENU  
BOARD AND SPEAKER BOX


PROP. 10' X 20'  
MAGNETIC LIGHT  
ENCLOSURE

**CEDAR STREET**  
(ASPHALT SURFACE)  
(VARIABLE WIDTH R.O.W.)

EXISTING  
12-1-00  
15-0-00  
15



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

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

