

# Milton Site Plan Submission Form

Please use this form to ensure that your submission for Site Plan Approval is consistent with Section 11 of the Town of Milton Planning Board's Rules and Regulations

Complete the following fields or specify the location in your submittal (File name, page number, and section number, if applicable) where you address each requirement. If a requirement is not addressed or is not applicable, please indicate that.

**Please Upload Submission Documents here, including a Form SPA. Up to 6 documents can be submitted. If your submission requires more documents than can be uploaded, please email them to the Director for Planning and Community Development, Tim Czerwienksi, at [tczerwienksi@townofmilton.org](mailto:tczerwienksi@townofmilton.org).**

or drag files here.

 [Exhibit I 440 Granite Avenue Site Plan Application form dated 1.7.2023.pdf](#) (X)

1.1 MB

 [Exhibit II 440 Granite Avenue Existing Conditions Survey Plan and p. 6-8 Historical Co...](#) (X)

2.8 MB

 [Exhibit III ARchitectural site Plan and comparison slide, old and new design.pdf](#) (X)

50.7 MB

 [Exhibit IV Traffic ad Parking VHB Analysis; BETA Peer Review, VHB update for smaller...](#) (X)

5 MB

 [Exhibit V 440 Granite Avenue Stormwater Management Report, Nitsch Peer Review Fi...](#) (X)

9.4 MB

 [Exhibit VI 440 Granite Ave Construction Management Plan as approved by Town on 10...](#) (X)

3 MB

## Applicant Details

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## Application Details

**The existing topography of the land showing existing and proposed two-foot contours.**

The parcel is flat. See Exhibit II, Existing conditions

**A mapping of major site features such as large trees, wooded areas, rock ridges and outcroppings, water bodies, meadows, stone walls, and buildings, a description of these features, and any proposed removal or changes in these features.**

Existing buildings as shown in Exhibit II include one two family house (29 Mechanic), a connected commercial and residential structure (426 Granite), and one residential and one commercial structure (440 Granite); there is one large pine tree at 29 Mechanic which will be removed. All buildings will be removed, having been determined to not be of historical significance, See Exhibit II, pp 6,7,8. There are no other listed features at this site.

**The siting, grading, and landscape plan for all proposed and existing buildings, open areas, streets, parking areas, paths, walkways, driveways, tennis courts, basketball courts, ball fields, swimming pools, any other athletic facility, playgrounds, gardens and fences.**

Refer to Exhibit III, Architectural Site Plan, specifically p. 5 ground level layout and pp 30-33, landscaping plan. While the site will be largely occupied by one building with enclosed garage, accessed by a driveway off Mechanic Street, there will be a ground floor area 6 space parking area, landscaping bushes towards the front on the side towards Citizens Bank and the rear towards Mechanic Street, a vegetated fence towards Mechanic Street, evergreen plantings around the control structure facing Mechanic Street, and improvements to the streetscape on Granite Avenue and Mechanic Street by widening the sidewalks, adding ten street trees as approved by STAC, planters in recesses next to the building, and one seating area/planter at the corner of Granite and Mechanic. In addition this building will have a green roof over the garage at a ten foot height designed to reduce the heat island effect, and channel and use stormwater to water the plants. The applicant has agreed to pay for reconstructing sidewalk curb ramps on both sides of the intersection of Mechanic Street and Granite Avenue.

**A written description of the landscape characteristics of the site and its contiguous neighborhood and of the effect of the development on such characteristics, including the passage of water through the site and to and from contiguous property, and of the efforts made to preserve such characteristics.**

This is a developed business district site impacted by the noise, dirt and canyon effect of the Southeast Expressway and Granite Avenue exit ramp on one side of the building. There is very limited existing landscaping consisting of some grass at 29 Granite, and a small yard and one large pine tree at 29 Mechanic Street. There are no water bodies or drainage structures on the site. The development will channel rainwater and absorb it by using pervious pavement and a green roof, in order not to increase stormwater runoff. These engineering plans have been peer reviewed and approved by the Town. Please refer to Exhibit V, Stormwater Management Plan, Peer review and Town Engineers Letter. On the Mechanic Street side of this triangular lot there are residential homes located in a Residence C District; The proposed building has been located away from these homes and next to the Expressway edge, and the 4th floor has been stepped back, so as to place the new building as far as possible from residences - much further than the required setbacks in a Residence C District: the full height of the building is setback 45' from 23 Mechanic Street while the green roof is at a distance of 25' ; 94' from 26 Mechanic Street, 61' from 30 Mechanic Street and 39' from 42 Mechanic Street. There is little or no shadow effect from this proposed building, on the adjacent residential district, and there will be very little light overspill onto the street since the lighting is all on the building and is dark sky compliant and at the lowest intensity possible while meeting safety and building code standards. Please refer to Exhibit III for shadow study and lighting plans.

**A written description of the site's current uses, such as watershed, wildlife habitat, woodland, or meadowland and of the effects of the development on such uses and of the effort made to minimize adverse effects.**

There are no current watershed, wildlife habitat, woodland or meadowland on this site.

## **Runoff and Erosion Control**

**Describe the methods to be used during construction to control erosion and sedimentation: i.e. use of sediment basins and type of mulching, matting, or temporary vegetation; describe approximate size and location of land to be cleared at any given time and length of time and exposure; covering of soil stockpiles; and other control methods used. Evaluate effectiveness of proposed methods on the site and on the surrounding areas.**

Please refer to Construction Management Plan, Exhibit VI, which has been approved by the Town, and the pages of the Existing Conditions plan, Exhibit II, describing erosion control structures and methods for stockpiling dirt, etc. to be used during construction.

#### **Any areas subject to flooding or ponding.**

There are no such areas.

#### **Proposed land grading and permanent vegetative cover.**

Most of the site will be occupied by one building and driveways and one 6 car parking area. The land is already level. Permanent vegetative cover will be located between the Citizens Bank lot and this lot, and Mechanic Street to the rear; including bushes and fence covered by a creeping vine; the control structure on Mechanic Street will be surrounded by bushes, and there will be ten new street trees planted on the edge of Granite avenue and Mechanic Street; please refer to Exhibit III, Landscaping (pp 30-e33)

#### **Methods to be used to protect existing vegetation.**

The site will be cleared. However there is one tree at the edge of the adjacent Citizens Bank lot that is close to the lot line. If the owner of the lot agrees, that tree could be taken down as the roots are likely to be damaged by excavation on the development site. Or, appropriate protection can be tried, to try to keep the tree.

#### **Any areas subject to flooding or ponding.**

There are no such areas.

#### **The relationship of the development to the topography.**

The lot is flat and will be occupied by one building with enclosed parking, driveways with pervious pavement and one exterior ground level parking area for 6 cars.

**Any proposed alterations of shorelines, marshes or seasonal wet areas.**

No such alteration proposed.

**Any existing or proposed flood control or wetland easements.**

There are no existing or proposed flood control or wetland easements. The applicant will prepare and grant an easement to the Town for maintenance of a water line/drainage pipe on the premises, which easement will be recorded prior to the granting of an occupancy permit for any unit in the development..

**Estimated increase of peak runoff caused by altered surface conditions, and methods to be used to return water to the soils and avoid projected increase in runoff.**

Please refer to stormwater management report, peer review and Town Engineer approval letter in Exhibit V which provides tables showing the expected runoff and methods for managing any increase in runoff. The methods used to control runoff include pervious pavement on driveways and parking areas, drains emptying onto the green roof to be absorbed there except in case of heavy rainfall when excess rainfall will be directed into the Town's storm drain.

**Sewage: Completely describe sewage disposal methods. Evaluate impact of disposal methods and impact of any sewer on existing sewer system to which it will connect.**

Sewage disposal methods are described in Exhibit II, Existing conditions and Engineering Plans, and Exhibit V, the Stormwater Management and Engineering Plan, Peer review and Town Engineer's Letter approving the final plans. Sewage from the development will flow into the existing town sewerage pipes which have been evaluated to determine that the capacity exists to receive the flow. These studies were completed for the original larger proposal; the expected impact from the current proposal will be reduced.

## Sub-surface Conditions

### Describe any limitations on proposed project caused by subsurface soil and water conditions and methods to be used to overcome them

Exhibit V, Stormwater Management and Engineering Report provides a section describing the hydrogeology and the results of test borings which determined that the subsurface conditions will be adequate to support the proposed structure of steel frame and wood. There is some ledge underground; if breaking up of ledge is unavoidable, it will be done by the least intrusive method possible, not by blasting.

### Describe procedures and findings of percolation tests conducted on the site.

This project will use the public sewer.

### Evaluate impact of on-site sewage disposal methods on quality of sub-surface water.

There will be no on-site disposal of sewage.

## Town Services

### Describe estimated traffic flow at peak periods, proposed circulation pattern, and effect on existing streets.

Please refer to Exhibit IV, The Traffic and Parking impact Study by VHB, the Peer Review by BETA, and VHB's November, 2022 letter updating the projected trips based upon the current reduced proposal for 26 rather than 34 residential units and 1500 sf of commercial space rather than 4100 sf of commercial space; as well as the draft Parking Demand Management Plan prepared for the Board of Appeals. This project is expected to generate additional vehicle trips within the range of expected traffic fluctuations during peak periods on Granite Avenue and Mechanic Street: an estimated total during peak AM of trips in and out of 14 and an estimated total of trips in and out in peak PM of 23. No intersection LOS is expected to be negatively affected. There is a very high level of existing traffic volume on Granite Avenue. VHB reports on their on the ground study in August, 2021 of intervals between cars on Granite Avenue during peak periods, in order to determine that there would not be a significant wait time before cars from Mechanic Street could turn into Granite Avenue.

**Describe locations and number of vehicles accommodated in parking areas and projected parking requirements.**

There will be 38 parking spaces in the automated enclosed parking garage for 26 residential units. In addition within the garage there will be two handicapped spaces and one space designated for short term loading and unloading. At ground level towards the rear of the lot there will be parking area for six cars, exiting directly onto Mechanic Street. These spaces will be designated parking from 7 am to 6 pm for customers of the commercial unit; and from 6 pm to 7 am these spaces will be available as guest parking spaces for condominium unit guests. 6 on-site parking spaces meets the Town's zoning requirements for parking for 1500 sf of new commercial space. By closing three existing curb cuts on Granite Avenue, the applicant has created parking space on the street for more cars. Contingent upon approval by the Town, the proposal is to create street parking as shown in Exhibit III, the ground level layout plan, including one large three space loading zone, located near the building's main entrance, where there will be a indoor seating area and package/mail room for deliveries. Condominium move-ins will be scheduled by the applicant initially and then by the condominium association, to avoid conflicts and do move-ins during less heavy traffic times. Otherwise the loading zone will be for deliveries and Uber and taxi drop-off and pick-up. The commercial space will not be occupied by any business requiring large truck deliveries such as a restaurant or small grocery store. Please refer to the Parking Demand Management Plan in Exhibit IV for additional detail.

The enclosed automated parking garage is a slide-puzzle system with on-site controls accessible by the Town's emergency services. Management is by a separate parking system management company available on call 24/7. Cars enter the secure garage and pull into a space after sending a signal to bring down an empty space and open a gate. The occupants of the car exit and outside the space, in the garage, they either use their individual control or a wall control to order the gate enclosing the space to close. The parking system then moves the care into a space in the garage. To retrieve a car the same steps are used in reverse. There are two entry stalls and some queuing space in the garage to avoid any possibility of cars having to wait outside. Last year Planning Board members viewed such system in operation and more recently some neighbors have had that opportunity. The applicant will make arrangements for anyone else who would like to see how this works, to view such a garage in operation.

Garage spaces will be owned by condominium owners and will not be available for use/ownership to anyone but owners of condominiums in this development, all of which will be specifically addressed in the condominium deed, declaration of trust, and in the deeds for the units and the separate deeds for the parking spaces.

**Describe requirements of project for additional police and fire protection services and the ability of the Town to provide them.**

Once constructed this project will not require additional police or fire protection. The Fire Department has reviewed the plans and concluded that it can provide fire protection as required, including for the automated enclosed parking garage. State elevator regulations applicable to such garages require that the local fire department have a means to immediately access the garage and control system in case of emergency. The garage will have a generator system in case of power failure. Please refer to Fire Chief's letter at the end of Exhibit IV. Before beginning construction the applicant will be required to provide a traffic and parking management plan to the Town for review and approval, for the period of construction

**Describe requirements of project for additional public works department services and the ability of the Town to provide them.**

The project will not require additional public works department services.

**Describe requirements of project for additional educational services and the ability of the Town to provide them.**

This project is not expected to increase demands for public education services. The market for these condominiums is empty nesters looking for residential accommodations with an elevator, who may no longer drive or prefer to drive less, within easy walking distance of services, retail stores, restaurants, parks and places of worship, and younger professional first-home buyers who may have one or no car and rely more on public transportation and use of a bicycle for transportation. Neither group is likely to have children in the school system. For comparison, Quisset Brook condominium development in Milton which is not age-restricted nevertheless generally has no school-age children in any unit.

**Describe the effect of the project on the town water supply and distribution system.**

The engineering plans have been peer reviewed and approved by the Town Engineer; see Exhibit V. The available public water and sewer lines have been studied and will be able to accommodate the flow from this development.

## Human Environment

**Provide elevations and plans for the proposed buildings.**

Please refer to elevations pages in Exhibit III, Architectural Site Plan. The building will be four stories high. The first floor will be parking, one commercial space, and two residential units. The remaining units will be on floors 2-4. The first floor, in order to accommodate the enclosed automated garage design, will be 17' in height. The height of the building will be 53' 2" in height and with the elevator enclosure and visual screen around mechanicals on the roof, the total height will be 61' 2". This size building is allowed by special permit from the Board of Appeals in a business district.

**Provide a tabulation of proposed buildings by type, size (number of bedrooms, floor area), ground coverage, and a summary showing the percentages of the tract to be occupied by buildings, parking and other paved vehicular areas, and usable open space.**

One building is proposed, which is to include the parking for the residential units. The layout including size of each unit on each floor is shown in Exhibit III, the Architectural Site Plan. There will be two large units on the first floor (one of them an affordable unit), 8 units on floors 2 and 3, one of which on each floor will be affordable; and 6 units on the 4th floor. The area covered by buildings and pavement will be 19,234 sf, or 95% of the development parcel. The limited green or open space is described in other sections of this application.

**Describe type of construction, building materials to be used, location of common areas, location and type of service facilities (laundry, trash, garbage disposal).**

The construction type is to be wood on steel frame. Please refer to pages of Exhibit III, Architectural Site Plan for a description of exterior building materials which are to be made of brick and high quality composite materials, which have been chosen for quality and durability on this very difficult site facing the Expressway. There will be a common seating area within the building entrance on Granite Avenue, where there will be a real-time video display for public transportation, and where there are elevators. Within that entrance will be an area for packages and mail to be deposited. Laundry facilities will be located within each condominium. Trash will be brought to a room on the ground floor next to Mechanic Street, which will be accessed from Mechanic Street by the trash hauler. Each unit will have a storage area and bicycle parking area in the basement.

**Describe transportation services.**

Public transportation is available near this site from two bus lines, running from mass transit on the Red Line in Quincy to the red line terminus at Ashmont and in Mattapan Square. Uber and taxis will use the proposed loading zone on Granite Avenue.

**Describe proposed recreational facilities, including active and passive types, and age groups participating, and state whether recreational facilities and open space are available to all residents and, if not, to whom they will be available.**

This building will not have on-site recreational facilities except for the entrance seating area. Residents will be able to use Manning Park over the Expressway, Crane Park, Andrews Field, and Cunningham Park, all with walking distance, and it will be short drive or bike ride to the Blue Hills Reservation. This development site is constrained by its triangular shape, corner lot and business district location, and proximity to the noisy and dirty Expressway, and is better utilized for a heavily insulated and noise protected building than recreational facilities.

**Summarize briefly the positive and negative impacts with supporting reasons for concluding that the proposed development maximizes positive impacts and minimizes the negative impacts.**

The negative aspect of this development is that it will be a different type of building on this site, and change of this type generates concerns about impacts. Therefore careful attention has been paid to the way this building is designed and consistency with the existing varied building materials and facades in East Milton Square. The size of the original proposal has been reduced, to reduce or eliminate impacts from shadows, lighting, traffic and parking demand, especially on the residents of Mechanic Street.

This development proposal will revitalize an under-utilized business district site that has been greatly impacted by the Southeast Expressway and exit ramp. To date it has not been possible to adapt the uses and buildings on this site well to the impact of the Expressway. It is worthwhile to stand outside the current site to experience the harsh conditions because of the Expressway. The noise level is extraordinary and the constant traffic generates a tremendous amount of dirt and exhaust.

This design is proposed to mitigate those conditions while also providing a high level of energy efficiency: an all electric sourced building with photovoltaic panels on the roof; a high thermal performing envelope; and a highly efficient mechanical system. The green roof will reduce the heat island effect and use and absorb rainwater. Finish materials will be sustainable, of superior quality and durability, and with high recycled content.

The residential parking system has been designed to be out of sight of neighboring properties, and to park automatically, so car engines can be turned off upon entrance into a space, and then moved by the system. There will be parking stalls with electric charging stations available. This is a good type of parking system for this unique site with its triangular lot, corner location and adjacent residential district, and for this area where both parking and available land is in short supply.

The building mass and height has been reduced from the original proposal but still can generate adequate revenue to pay for the construction. The building size is now within the parameters that can be allowed by a special permit in this business district.

The applicant is offering to include three affordable units in the 26 units, a ratio of approximately 12%; this will maintain the Town's current ratio of market to affordable units.

While this building will change this site, it is well designed for the site and for this area and will offer useful updated commercial space, replacing an equivalent square footage for what is there now, as well as providing a needed type of housing. The parking availability and design and the parking design management system will reduce parking demand and car trips compared to a large all commercial building and the design will encourage the use of a variety of types of transportation.

With completion of this project as proposed, there will be a substantial additional contribution to the Town's property tax revenue each year. This project is estimated to increase the property tax value of this business district parcel to approximately six times its present value (current annual property tax revenue: \$38,394.76; projected annual property tax revenue: \$266,733.80, based on estimates provided by the Milton Assessors Office).

**Submit**