MIDDLETON SELECT BOARD

MEETING AGENDA
FULLER MEADOW ELEMENTARY SCHOOL
NATHAN MEDIA CENTER
143 SOUTH MAIN STREET, MIDDLETON, MA 01949
TUESDAY, OCTOBER 22ND, 2024
6:00 PM
This meeting is being recorded

6:00 pm 1. Business

- Warrant: 2508 and FP 46
- Minutes: Open Session, October 8, 2024; Executive Session, October 8, 2024
- Town Administrator Updates and Reports

6:05 pm 2. Public Comment

6:10 pm 3. Middleton Municipal Campus Updates

- Project Updates

6:15 pm 4. Department Head Update: Town Clerk Ilene Twiss

6:30 pm 5. Review of $2,000,000 MassWorks Grant to address traffic at intersection of Rt.114 and Rt.62

7:10 pm 6. Discussion of MBTA Communities status, impacts and potential proposed plan changes

7:50 pm 7. Update on Planning Board ADU Bylaw Discussion

7:50 pm 8. Open and review Warrant for the December 12th, 2024 Special Town Meeting (if needed)

8:00 pm 9. Donation Acceptance

- $25,000 to the Middleton Food Pantry from Sylvania Employees Association

8:05 pm 10. Second review of One-Day Liquor License Policy

8:15 pm 11. Updates & Announcements

8:20 pm 12. Executive Session pursuant to G.L. c. 30A, s. 21(a)(3) To conduct strategy sessions in preparation for collective bargaining sessions or contract negotiations with union personnel if an open meeting may have a detrimental effect on the bargaining position of the public body and the chair so declares: AFSCME 93 Flint Public Library

Upcoming Meetings:	November 12, 26	Regular Select Board Meeting
	December 3	Regular Select Board Meeting

The Board reserves the right to consider items on the agenda out of order. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.

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MEETING MINUTES
MIDDLETON SELECT BOARD MEETING
FULLER MEADOW SCHOOL, NATHAN MEDIA CENTER
143 SOUTH MAIN STREET, MIDDLETON, MA 01949
October 8, 2024 at 6pm

With a quorum present the Chair called the meeting to order at 6pm and announced the meeting was being recorded.
Select Board present: Rick Kassiotis, Chair (L-7:55pm); Brian Cresta; Jeff Garber; Kosta Prentakis.
Not present: Debbie Carbone, Clerk
Also attending: Justin Sultzbach, Town Administrator; Jackie Bresnahan, Assistant Town Administrator; others as noted.

The Board reserves the right to consider items on the agenda out of order. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.

Business

- **Warrant** 2507 /October 3, 2024: Payroll: $ 860,000; Bills Payable: $ 1,328,513; FP45 $ 2.5 M

The Town Accountant/Finance Director Sarah Wood has reviewed the warrant and requested the Board 's approval.
Town Administrator Sultzbach provided a brief overview of the warrant presented for approval.

*On a motion by Prentakis, seconded by Cresta, the Board voted unanimously **to approve** Warrant 2507 & FP45.*

- **Minutes**: September 17, 2024 os /es

  *On a motion by Carbone seconded by Garber, the Board voted unanimously **to accept** the open session minutes for September 3, 2024 and the executive session minutes for September 3, 2024 as written.*

- **Town Administrator Updates & Reports-** *This report is posted on the Town website.*
  - The Tax Rate Certification Hearing is set to take place at your upcoming November 12th meeting.
  - Veterans Day falls on a Monday this year. The Town of Middleton will be holding a ceremony on the 11th of November at 11am in Middleton Square.
  - Wreaths Across America is set to take place on December 14th. Huge thanks to our VSO Nathan Stedman for coordinating these important events.
  - J. Sultzbach will be joining our Chiefs at the request of our Town Clerk to discuss election safety.
  - MassDOT approved a dedicated left turn arrow from 114 onto Boston St. We are awaiting an installation date.
  - Finance Director Wood and ATA Bresnahan joined the Town Administrator to discuss the FY26 Budget Process Calendar. We will have this finalized and distributed within the month.
  - We will be applying for a grant for Rapid Flashing Beacons on Boston Street in response to a citizen request pertaining to pedestrian safety along that stretch of sidewalk.
  - Masco teacher negotiations are ongoing, with a lengthy bargaining session held last week.
  - Paul Goodwin and I are meeting with the Town of Danvers tomorrow to continue conversations surrounding the Water Intermunicipal Agreement.
  - Thank you again to the Select Board for a successful Employee Appreciation Day last week.
  - No word yet on the status of our HousingWorks Grant Application.

2. Public Comment

Antony Wood, Cabral Drive spoke in support on the extension of the sidewalk along Boston Street but identified the safety situations and asked the town to improve the safety of the traffic crossings on Boson Street.
Edwin Cowart, Cabral Drive & Sam Moustafa, Phaneuf Street also spoke on safety concerns with speeding traffic.
Highlighted for the minutes:

- Current sidewalks (N=5) along Boston St. require pedestrians to cross Boston Street (Rte. 62) at multiple points
- Most of these crosswalks have minimal signage or markings beyond road paint
- Difficult to see by drivers in moving cars (especially in dark)
- This creates a dangerous situation for pedestrians attempting to use crosswalks on Boston Street.

• He has personally had near-misses with cars that failed to yield and have witnessed others in the s a m e situation
• Risk is higher for children, and anyone with mobility challenges
• There has been demonstrated awareness of this problem
• Recent efforts to improve crosswalk visibility with in-road (portable) crosswalk markers, but these efforts failed:
• Reduced lane width, creating vehicle barriers that were difficult to see, especially at night and were hit/run over, and are now gone (waste of $$). Proposed Solution: Improve pedestrian safety on Boston Street by upgrading crosswalks to include pedestrian-activated light signals.
He observed very high driver compliance at crosswalks with pedestrian-activated light signals (e.g., Rail Trail Crossings)
• Current speed limit is 40 mph, frequently exceeded by drivers; this speed limit was set in 1970, when neighborhood population density and suggested the Board consider reducing the speed limit along Boston Street

3. Middleton Municipal Campus Updates

- Project Updates –The 2nd floor of town hall is in progress; Site work continues.

4. Appointment Recommendation of a Planning Director

J. Sultzbach briefly described the interview process to fill the Planning Director position and introduced Anna Bury Carmer, AICP, as the recommended candidate. A. Bury Carmer spoke on her background, qualifications, and experience, and fielded questions from the Board.

> *On a motion by Crest, seconded by Garber, the Board voted unanimously* ***to appoint*** *Anna Bury Carmer as the Planning Director for the Town of Middleton, for a term starting November 4, 2024 through June 30, 2027.*

5. Updates from Meredith Shaw, Executive Director, Tri-town Council

M. Shaw was present with two youth leaders to provide the annual report. She began with an overview of the Tri-Town Council, a nonprofit organization supporting Middleton, Topsfield, and Boxford's youth and families to provide healthy foundations and reducing risk behaviors through supportive programing. The Youth leaders spoke on their experience and the beneficia programs through the Tri-Town Counsel. M. Shaw engaged in a follow up discussion on the programs with the Board and answered questions.

6. Department Head Update: Q4 & End-of-Fiscal Year Review: Finance Director Sarah Wood – S. Wood was present and highlighted the fourth quarter/ end of FY24 documents.

- As of June 30, 96.9 percent of the FY General fund had been expended and provided a summary of budget vs actuals as of the second quarter in Fy24 and a breakdown of spending by department and encumbrances.
- The Town saw a surplus in revenues of $4,033,597; the investment income of one-time revenues was in part the reason for this amount.
- *The CPA Fund undesignated balance, prior to FY25 commitments: $377,291.*
- *Water Fund - $50,00 earmarked for unforeseen expenditure was not needed; the current water enterprise fund was certified at $652,280.*
- *Free Cash was certified as of July 1, 2024 at $6,719,465 which is 14.5 percent of the FY general fund operating appropriation. The town's policy is 3percent of the prior year general fund operating appropriation.*
- *It was noted the number of properties with outstanding bills has increased. S. Woods will provide additional information as available.*
- *OPEB liability - The new evaluation for FY24 will be completed in the next few month. The Town's Audit will start late this year on October 21, due to delays in the Essex Regional Retirement System reporting.*

7. Refer Accessory Dwelling Unit (ADU) Bylaw to Planning Board - Scott Fitzpatrick, Building Commissioner was present and participated in this discussion.
J. Sultzbach summarized Town Counsel provided guidance on the Governor's Housing Bill to mandate ADUs be allowed by right in Massachusetts, effective February 2, 2025. He noted most town meetings are in the spring and Middleton is considering the best approach to regulate specific areas of the bylaw that can be applied before town meeting approval to maintain the desired approach to ADUs in Middleton.

S. Fitzpatrick spoke on the permitted regulations of short term rentals, dimensional requirements, 900 square foot dwelling, bulk/height, one by right on the property, one parking space, and site plan approval required.
The ZBA is the Special Permitting authority and all codes must be followed.
It was questioned if the Town has the ability to regulate the location of the ADU on the lot, i.e. front lawns.
J. Sultzbach expressed concern with ADUs built prior to town meeting would be grandfathered. He suggested the Board vote to refer this to the Planning Board, tonight, for consideration.
J. Bresnahan reviewed the timeline to place articles on the warrant for the December 12 Special Town Meeting.
J. Garber was not in favor of holding an emergency town meeting for this and cited the town's history of not putting zoning items on a Special Town Meeting Warrant. J. Sultzbach reminded the Board a Special Town Meeting may be required for other town business regardless of ADU Zoning.
B. Cresta noted zoning changes are required to be reviewed by the Attorney General, which will extend the time this bylaw would be in effect; voting in May would potentially mean a July implementation. He spoke in support of ADUs to allow additional affordable housing in Middleton, but also supported regulations to maintain the Town's character.
Chair of the Zoning Board of Appeals (ZBA) Rich Benevento, was recognized as a citizen, not representing the ZBA, questioned if the Planning Board and Zoning Board could work jointly on this bylaw. He stressed the importance the bylaw not be left to interpretation by the Town and the language be specific i.e. septic / bedroom ratio, setbacks, and non-confirming lots, as an example of guidance that needs clarity in this bylaw. S. Fitzpatrick reiterated the current task is to regulate what can be regulated in a timely fashion before February, and noted Town Counsel is working with the state on details in preparation of the bylaw.

> *On a motion by Prentakis, seconded by Cresta, the Board voted **to refer** the Accessory Dwelling Bylaw to the Planning Board.*

8. MELD Peak Load Shaving Generator Memorandum of Understanding (MOU) - At a previous meeting the Select Board authorized the Town Administrator to J. Sultzbach to sign the MOU Agreement with Middleton Electric Light Department for the use of standby power and peak load reduction at the (new) Middleton Municipal Complex, 105 S. Main Street. J. Sultzbach reviewed the terms of the agreement.

> On a motion by Garber, seconded by Cresta, the Board voted unanimously **to authorize** the Town Administrator to sign the MOU with MELD.

➢ *R. Kassiotis left the meeting at 7:55pm - J. Garber chaired the remainder of the meeting.*

9. Town Administrator Annual Evaluation - The Board members submitted evaluation forms prior to the meeting. B. Cresta opined the evaluation form was a good baseline term and this form be used during staff evaluations.
B. Cresta gave a brief, but concise opinion on the Town Administrators first year performance and stated J. Sultzbach performance was "Hands down the best performance in the last year to anybody he's worked with, especially during very trying times". He went on to highlight specific challenging situations handled by J. Sultzbach who he said "has served the town well." K. Prentakis and J. Garber echoed these sentiments and added J. Sultzbach met all expectations and noted he earned the respect of the citizens and employees.
J. Sultzbach thanked the Board and acknowledged J. Bresnahan, co-workers, department heads, board/committee members and his predecessors for the successful year.

10. One-Day Liquor License Policy Review – J. Bresnahan summarized her findings of other community's One Day Liquor License Policies and processes. She reported Middleton is in the middle of the spectrum and did not recommend additional regulations to the Middleton policy and noted the Police Chief had no additional requests.
The Board had a number of questions regarding liquor licenses and requested draft language to require alcohol be opened at time of service and a two alcoholic beverages per person/per transaction limit.

11. Public Health Excellence (PHE) Grant IMA Renewal - J. Bresnahan spoke on the grant renewal and reviewed substantive changes:
Middleton is now the lead community.

Funding has been provided for two new part-time positions, one being a shared service coordinator, and parttime social worker for community programing/outreach and public health program. Opioid settlement funds are not available for shared services.

On a motion by Prentakis, seconded by Cresta, the Board voted unanimously ***to approve*** *the Public Health Excellence (PHE) Grant IMA Renewal, subject to approval by Town Council.*

12. Review of FY25 Goals – J. Sultzbach referenced the print out of the FY25 Goals and noted those items highlighted are completed. He briefly reviewed those items not completed to date. This will be on a future agenda for further discussion to include additional goals as submitted by the Board.

13. Updates & Announcements – Town Hall is closed Monday October 14.

8:43pm - Executive Session Pursuant to G.L. c. 30A, s. 21 (a) (2) *On a motion b Cresta, seconded by Prentakis, the Board voted unanimously by roll call to enter into Executive Session* To conduct strategy in preparation for negotiations with nonunion personnel or to conduct collective bargaining sessions or contract negotiations with nonunion personnel: Police Captain; and to return to open session to vote.
The Board returned to open session at

On a motion by Cresta, seconded by Prentakis, the Board voted unanimously ***to approve*** *the Memorandum of Understanding with the Police Captain, pursuant to negotiations that have occurred.*

Upcoming Select Board Meetings:
October 22; November 12, 26

Adjourn: *The Board unanimously adjourned at*

Respectfully submitted by
Catherine E. Tinsley
Catherine Tinsley, Recording Secretary

Debbie Carbone, Clerk

Documents either distributed to the Select Board before the meeting in a packet or at the meeting:

- Warrant 2506 & Facility Project 44
- Minutes OS/ES – September 17 , 2024
- Town Administrator Report
- Municipal Complex Project Monthly Project Update – September 2024
- Planning Director – A. Bury Carmer Resume
- Tri Council Annual Report FY2024
- FY 2024 4th Quarter Report – S. Woods 9.9.24
- MOU – Town of Middleton & Middleton Electric Light Department – Draft
- Amendment ADU Bylaw
- One Day Liquor License Policy 8.9.23
  - Application
  - Memo Policy Review – 10.3.24
  - Email Police Chief 10.4.24
- PHE Essex Tri Town Shared Services Collaborative Intermunicipal Agreement- Draft
- Priorities & Goals FY 2024-2026 dated 10.24.23

5.1

MEMORANDUM

TO: Mr. Lars Unhjem
Villebridge
1150 Great Plain Avenue, # 920056
Needham, MA 02492

FROM: Mr. Jeffrey S. Dirk, P.E.*, PTOE, FITE JSD
Managing Partner *and*
Mr. Daniel C. LaCivita
Transportation Engineer
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com
**Professional Engineer in CT, MA, ME, NH, RI and VA*

DATE: October 27, 2023

RE: 9301

SUBJECT: Corridor Improvement Study
North Main Street/South Main Street (Route 114)/Boston Street (Route 62)
Middleton, Massachusetts

Vanasse & Associates, Inc. (VAI) has prepared a Corridor Improvement Study for the North Main Street/ South Main Street (Route 114) and Boston Street (Route 62) corridors in Middleton, Massachusetts, to identify potential improvement strategies that are intended to improve traffic flow, enhance safety and promote mobility through accommodating alternative modes of transportation to single-occupancy vehicles (SOVs). This study has been prepared in accordance with the scope of work developed in consultation with the Town of Middleton and includes the following:

- An evaluation of existing traffic volumes, motor vehicle crash data and operating conditions (levels of service, motorist delays and vehicle queuing) at five (5) intersections along Route 114 between and including the Fuller Meadow Elementary School driveway and Essex Street/Foster Street and three (3) intersections along Route 62 between and including Route 114 and River Street;

- An assessment of future traffic volumes and operating conditions at the study intersections with the completion of identified specific development projects and general background traffic growth; and

- A review of potential improvement strategies for the segment of Route 114 between and including Boston Street and Central Street/Lake Street.

The following details our assessment of improvement strategies for the South Main Street/North Main Street and Boston Street corridors.

STUDY AREA

The study area that was evaluated as a part of this assessment consisted of South Main Street/ North Main Street (Route 114) between and including the Fuller Meadow Elementary School driveway and Forest Street/Essex Street, and Boston Street (Route 62) between and including Route 114 and River Street.

Within this area, the following specific intersections were included in this assessment which are also depicted geographically on Figure 1:

1. Route 114 (North Main Street) at Forest Street and Essex Street
2. Route 114 (North Main Street and South Main Street) at Central Street and Lake Street
3. Route 114 (South Main Street) at Maple Street (Route 62)
4. Route 114 (South Main Street) at Boston Street (Route 62) and the Middleton Town Hall Driveways
5. Route 114 (South Main Street) at the Fuller Elementary School Driveway
6. Route 62 (Boston Street) at Elm Street (Route 62)
7. Route 62 (Boston Street) at Flint Street
8. Route 62 (Boston Street) at River Street

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in May and June 2022. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. In addition to the filed inventories, a detailed inventory of the traffic signal equipment at the signalized study area intersections along Route 114 was also completed. The traffic signal inventories are attached and were used to inform the traffic operations analysis (discussion follows).

The following describes the study area roadways and intersections.

Roadways

North Main Street/South Main Street (Route 114)

- Urban principal arterial roadway that traverses the study area in a general north-south direction and provides four lanes (2 lanes per direction) between Boston Street (Route 62) and Central Street/Lake Street, and two lanes (1 lane per direction) to the north of Central Street/ Lake Street and to the south of Boston Street;
- Under MassDOT jurisdiction south of Boston Street, between Pleasant Street and Maple Street, and north of Central Street/Lake Street;
- Provides one to two 13-foot wide travel lanes that are separated by a double-yellow centerline with 2-foot wide marked shoulders and additional travel lanes at major intersections;
- The posted speed limit is 30 miles per hour (mph) within the study area;
- Sidewalks are provided along one or both sides of the roadway within the study area;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, Memorial Hall (Middleton Town Offices), and residential and commercial properties.

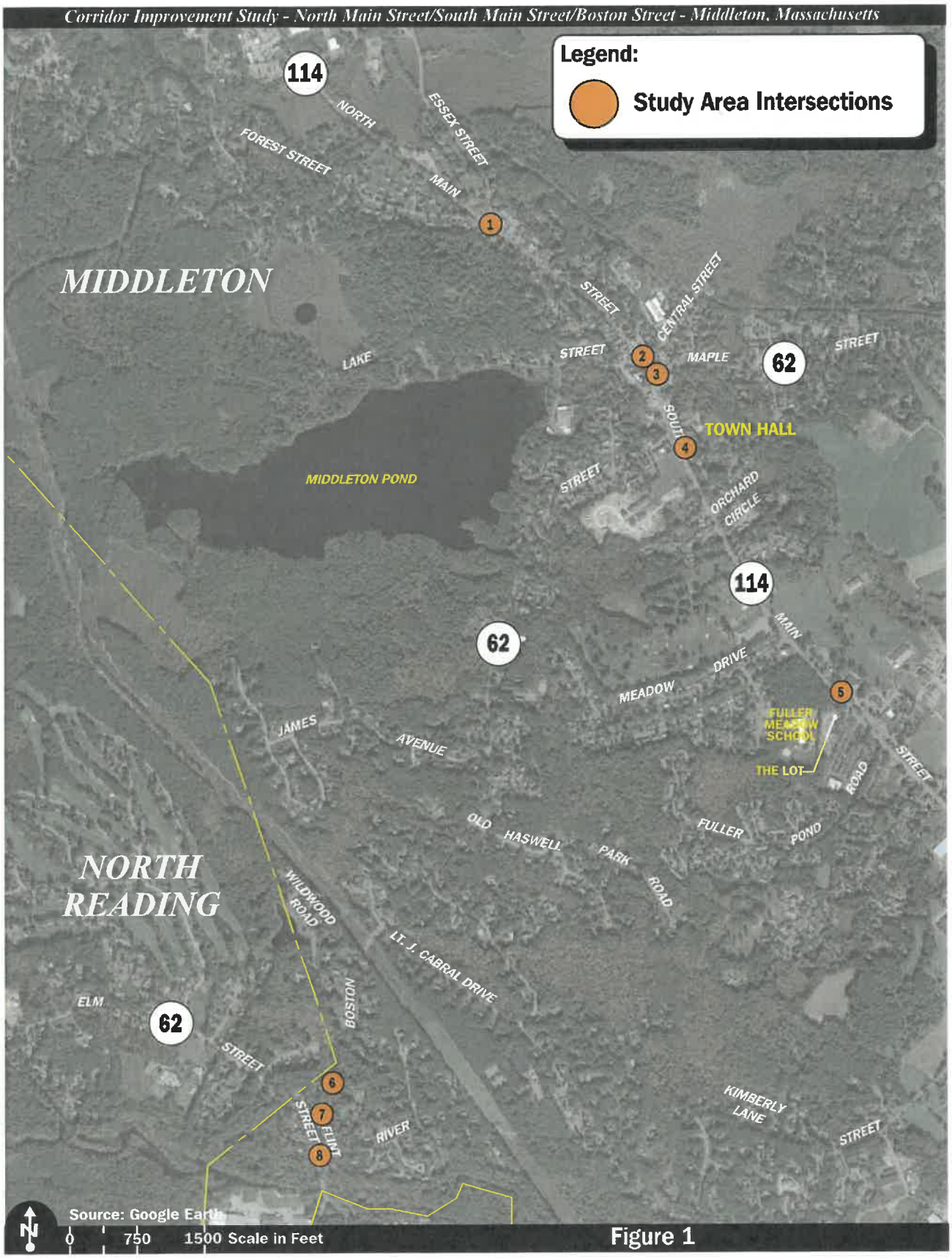


Figure 1

Study Area Map

Vanasse & Associates inc

Boston Street (Route 62)

- Two-lane urban minor arterial roadway under Town jurisdiction;
- Traverses the study area in a general northeast-southwest direction;
- Provides two 11- to 12-foot wide travel lanes that are separated by a double-yellow centerline with 1-foot wide marked shoulders and additional travel lanes provided at major intersections;
- The posted speed limit varies from 25 mph to 40 mph within the study area;
- A sidewalk is provided along the north side of the roadway between Route 114 and James Road and along the south side to Wildwood Road;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, St. Agnes Parish and residential properties.

Intersections

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in June and July 2022.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
North Main St./ Essex St./ Forest St.	TS	1 left-turn lane and 1 through lane, with right-turns exiting prior to the intersection by way of a channelized right -turn lane on the North Main St. northbound approach; 1 left-turn/through lane and 1 through/right-turn lane on the North Main St. southbound approach; 1 general-purpose travel lane on the Essex St. and Forest St. approaches.	Yes; 1 to 4 feet on all legs.	Yes; sidewalks are provided along both sides of North Main St. south of the intersection, the east side of North Main Street north of the intersection for approximately 230 feet, both sides of Essex St. and the south side of Forest St. for approximately 100 ft; crosswalks are provided for crossing Essex Street and the North Main St. south leg; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way[b]

See notes at end of table.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
South Main St./ North Main St./ Central St./ Lake St.	TS	1 left-turn/through lane and 1 through/right-turn lane on North and South Main St. approaches; 1 general-purpose travel lane on Central St. and Lake St. approaches; marked on-street parking along the west side of North Main St. north of the intersection.	Yes; 1 foot on South Main St.; 1 to 2 feet on Central St.; 2 feet along the east side of North Main St.	Yes; sidewalks are provided along both sides of North and South Main St., along the north side of Central St. and along the south side for approximately 70 feet, and the north side of Lake St. for approximately 80 feet; crosswalks are provided for crossing all legs of the intersection; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./ Maple St.	TS	1 through lane and 1 through/right-turn lane on South Main St. northbound approach; 1 left-turn/through lane and 1 through lane on South Main St. southbound approach; 1 left-turn lane and 1 right-turn lane on Maple St. approach.	Yes; 1 to 2 feet on all legs.	Yes; sidewalks are provided along both sides of the intersecting roadways; crosswalks are provided for crossing South Main St. south leg and Maple St.; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./ Boston St./ Town Hall Dwys	TS	1 left-turn/ through lane and 1 through/right-turn lane on South Main St. approaches; 1 left-turn lane and 1 through/ right-turn lane on Boston St. approach; 1 general-purpose travel lane on the Town Hall driveway approach.	Yes; 2 feet on the South Main St. and 1 foot on Boston St.	Yes; sidewalks are provided along both sides of South Main St. and the north side of Boston St.; crosswalks are provided for crossing the South Main St. and Boston St. legs; the sidewalk along the east side of South Main St. is flush across the Town Hall Dwys; pedestrian traffic signal equipment and phasing (exclusive) are provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./ Fuller Meadow School Dwy.	U	1 left-turn lane and 1 through/right-turn lane on South Main St. northbound; center turn lane and 1 through/right-turn lane on South Main St. southbound; 1 general purpose lane on Fuller Meadow School Dwy.	Yes; 3 to 4 feet on the South Main St.	Yes; sidewalk along the west side of South Main St. and along the north side of the Fuller Meadow School Dwy.; crosswalk provided across the Fuller Meadow School Dwy.	Yes; shared traveled-way

See notes at end of table.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Boston St./ Elm St.	S	1 general-purpose travel lane on all approaches.	Yes; 1 to 3 feet on all approaches.	No	Yes; shared traveled-way
Boston St./ Flint St.	S	1 general-purpose travel lane on all approaches; Flint St. is one-way toward Boston St.	Yes, 1 to 2 feet on Boston St.	No	Yes; shared traveled-way
Boston St./ River St.	S	1 general-purpose travel lane on all approaches; truck restriction signs installed for River St.	Yes, 2 to 3 feet on Boston St. and 1 foot on River St.	No	Yes; shared traveled-way

TS = traffic signal control; S = STOP-sign control.
[b]Combined shoulder and travel lane width equal to or exceeding 14 feet.

Existing Traffic Volumes

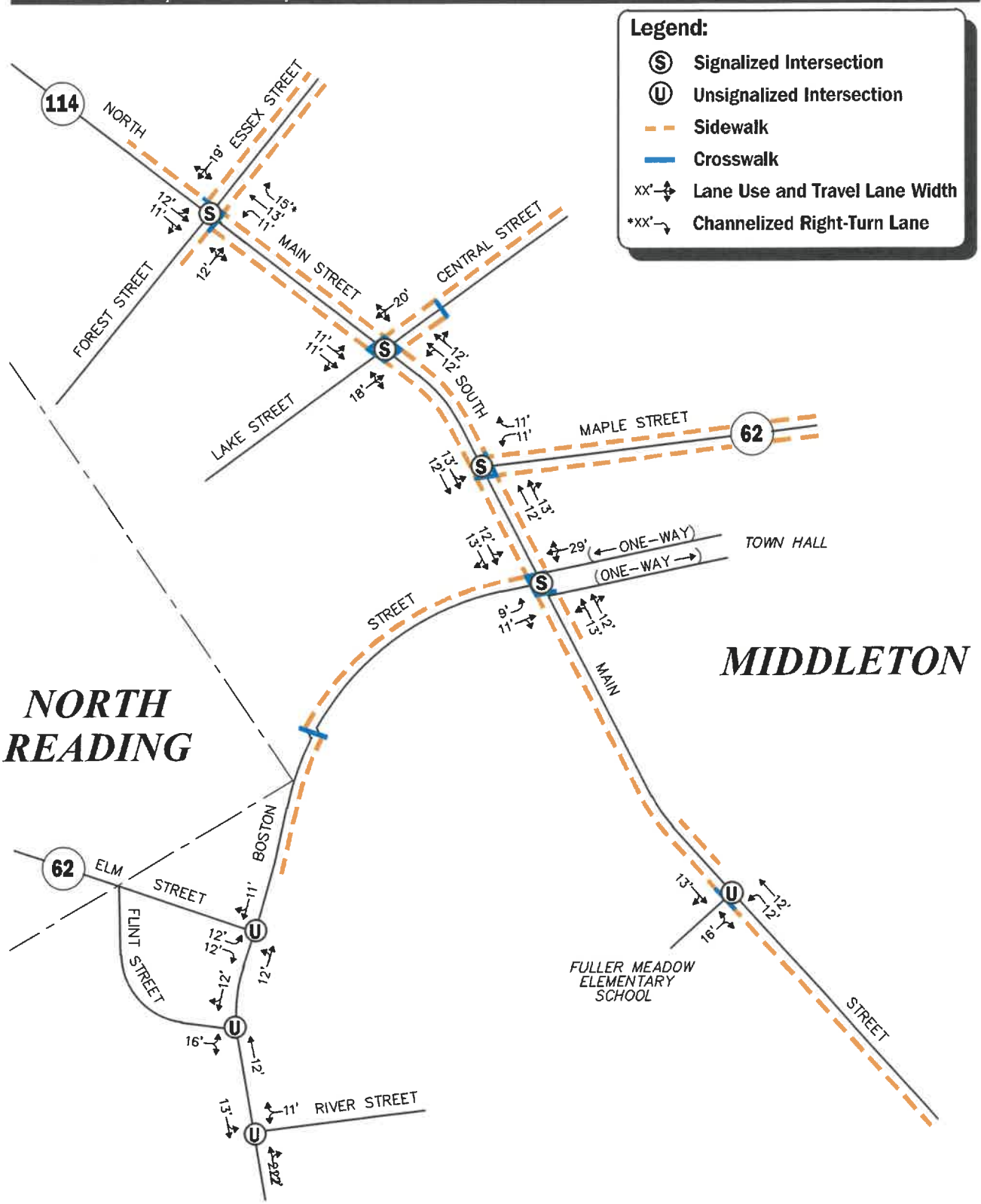
In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in May 2022 and September 2023. The ATR counts were conducted on May 19th through May 21st, 2022 (Thursday through Saturday, inclusive) on South Main Street south of Boston Street, on Boston Street west of South Main Street, and on North Main Street north of Lake Street in order to record weekday traffic conditions over an extended period, with peak-period TMCs performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (3:00 to 7:00 PM or 2:00 to 7:00 PM) peak-periods on Thursday, May 19, 2022 and on Thursday, September 28, 2023 (South Main Street/Fuller Meadow Elementary School Driveway), and during the Saturday midday peak-period (11:00 AM to 2:00 PM) on May 21, 2022 and on September 30, 2023 (South Main Street/Fuller Meadow Elementary School Driveway). These time periods were selected for analysis purposes as they are representative of the peak traffic volume hours for the study area roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Group 3 (Other Principal Arterial) and Groups 4-7 (minor arterials, major and minor collectors and local roads and streets), which include roadways with the same functional classification as the study area roadways, were reviewed.[1] Based on a review of this data, it was determined that traffic volumes for the month of May are approximately 7.0 to 12.0 percent *higher* than those under average-month conditions with those during the month of September approximately 8.7 percent *higher* than those under average-month conditions. In order to provide a conservative assessment of traffic volume conditions within the study area, no adjustment was made to the raw traffic count data as the data is representative of *above* average-month conditions.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at MassDOT Continuous Count Station No. 5080 located on I-95

[1]MassDOT statewide Traffic Data Collection; 2019 Weekday Seasonal Factors, Groups U4-7.



Not To Scale

Figure 2

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

Vanasse & Associates inc

in Peabody in May 2022 was compared to data collected at the same count station in May 2019.[2] Based on this pre- and post-COVID-19 traffic-volume comparison, the traffic-volume data that was collected as part of this assessment was found to be approximately 8.8 percent *below* the conditions that existed prior to the COVID-19 pandemic. As stated previously, May traffic volumes are approximately 7.0 to 12.0 percent *higher* than those under average-month conditions. A review of the monthly traffic count data for Count Station No. 5080 indicates that May traffic volumes at that location are approximately 5.3 percent *higher* than average month conditions. As such, the May traffic volumes were adjusted upward by the difference between the COVID adjustment (8.8 percent) and the seasonal adjustment (5.3 percent) based on the count station data in order to be representative of traffic volume conditions that existed prior to the COVID-19 pandemic under average-month conditions. We note that MassDOT no longer requires pandemic-related adjustment of traffic counts performed after March 2022, except in locations where the predominant land use consists of offices or similar uses[3] and, as such a pandemic-related adjustment was not applied to the September 2023 traffic count data.

In order to account for the changes in traffic volumes between the year the counts were taken (2022) to the current year (2023), the May 2022 traffic volumes were adjusted upward using the annual background traffic growth rate (discussion follows) in order to be representative of traffic volume conditions that exist in 2023.

The 2023 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figures 3, 4, and 5, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

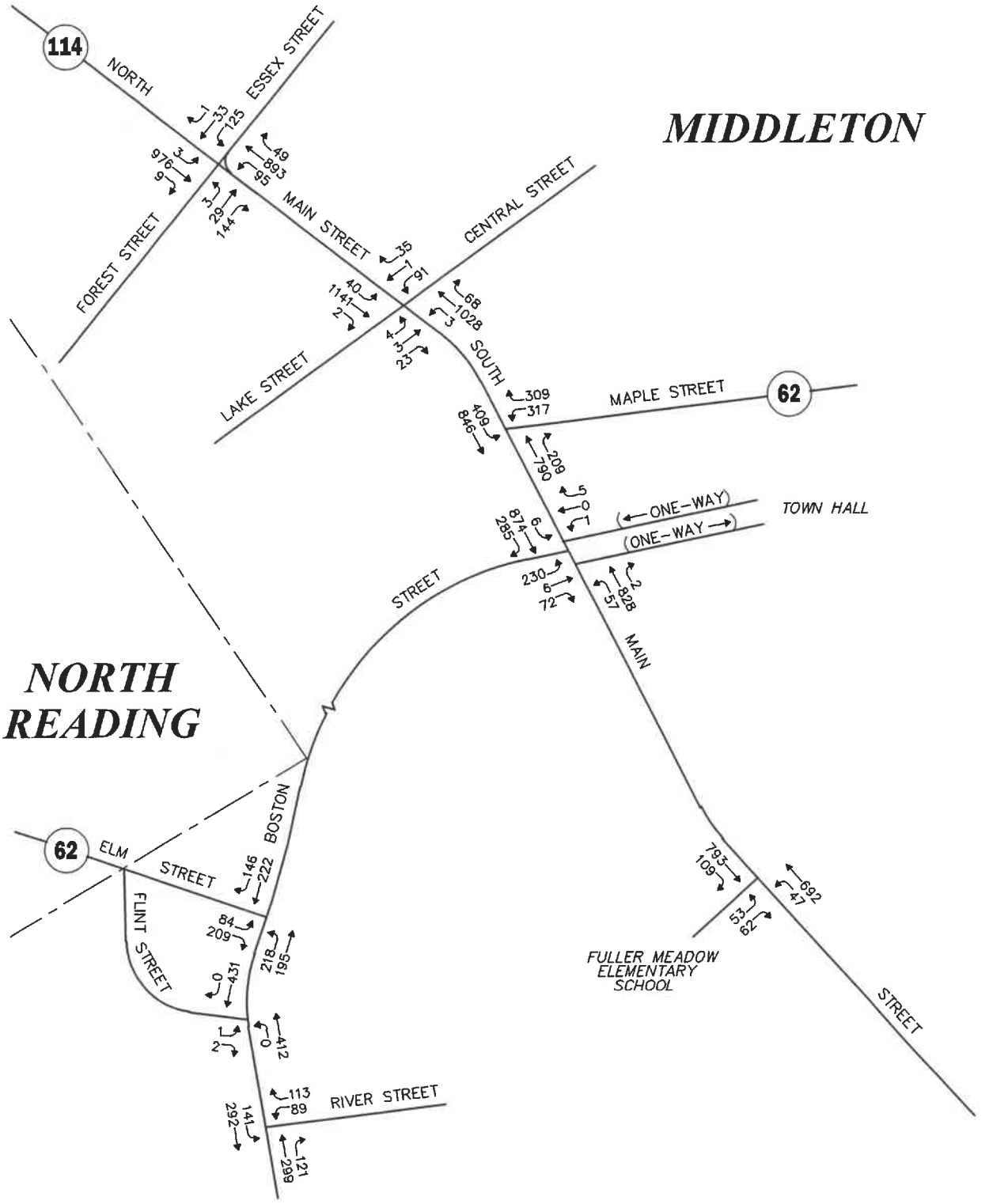
Table 2
2023 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT[a]	Saturday[b]	VPH[c]	K Factor[d]	Directional Distribution[e]
South Main Street, south of Boston Street:	24,345	23,740	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	--	1,834	7.5	51.7% SB
Weekday Evening (4:45 – 5:45 PM)	--	--	1,934	7.9	51.7% NB
Saturday Midday (12:15PM – 1:15 PM)	--	--	1,907	8.0	50.3% SB
Boston Street, west of South Main Street:	8,400	8,370	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	--	650	7.7	52.5% WB
Weekday Evening (4:45 – 5:45 PM)	--	--	775	9.2	56.7% EB
Saturday Midday (12:15PM – 1:15 PM)	--	--	649	7.8	56.2% EB
North Main Street, north of Lake Street:	22,265	20,495	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	--	2,247	10.1	52.6% SB
Weekday Evening (4:45 – 5:45 PM)	--	--	2,366	10.6	52.6% NB
Saturday Midday (12:15PM – 1:15 PM)	--	--	2,002	9.8	51.6% SB

[a]Average weekday traffic in vehicles per day.
[b]Average Saturday traffic in vehicles per day.
[c]Vehicles per hour.
[d]Percent of daily traffic occurring during the peak hour.
[e]Percent traveling in peak direction.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

[2]MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2022.

[3]*25% Design Submission Guidelines*; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.



Not To Scale

Figure 3

2023 Existing Weekday Morning Peak-Hour Traffic Volumes

Vanasse & Associates inc

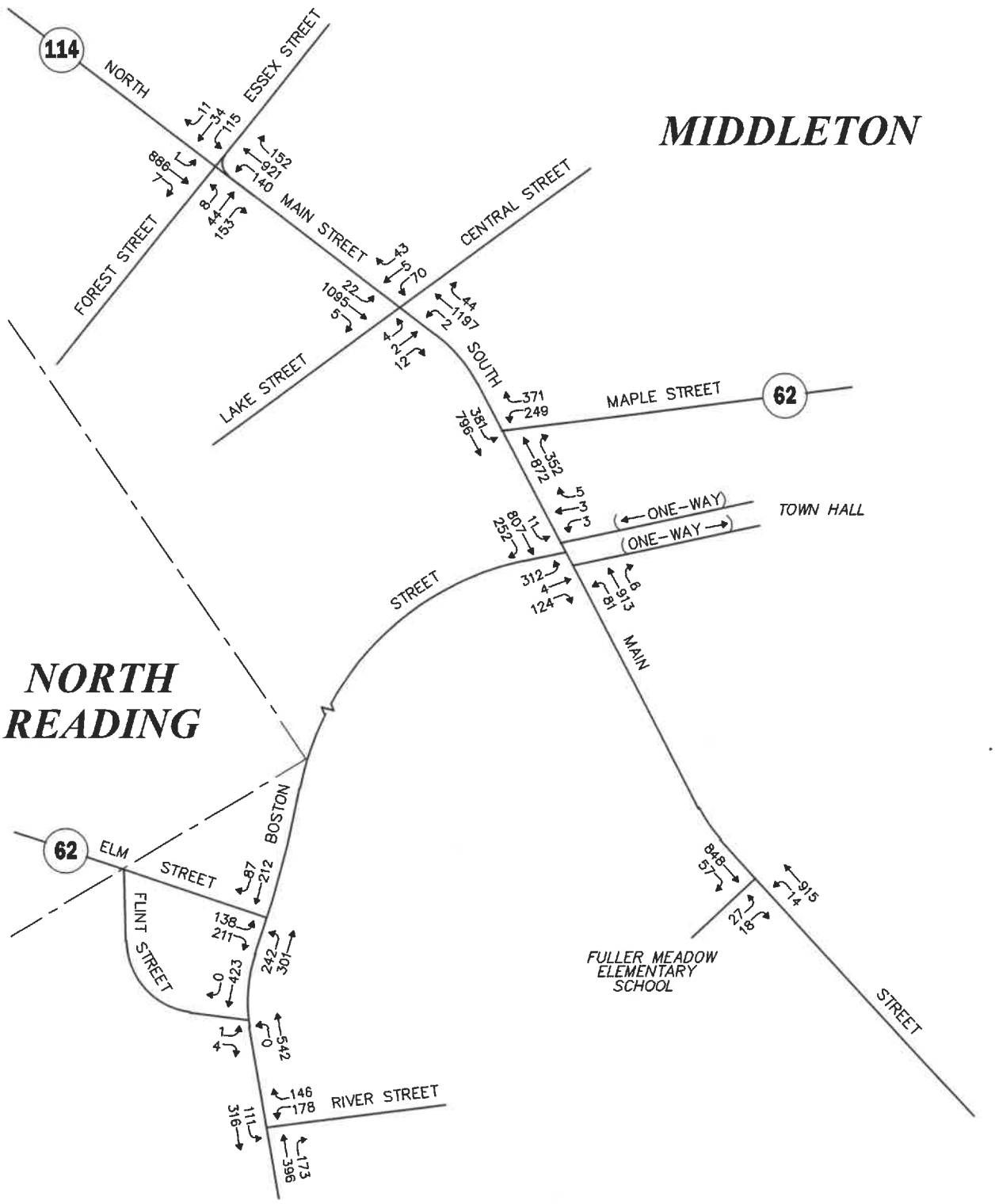


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Figure 4

2023 Existing Weekday Evening Peak-Hour Traffic Volumes

Vanasse & Associates inc

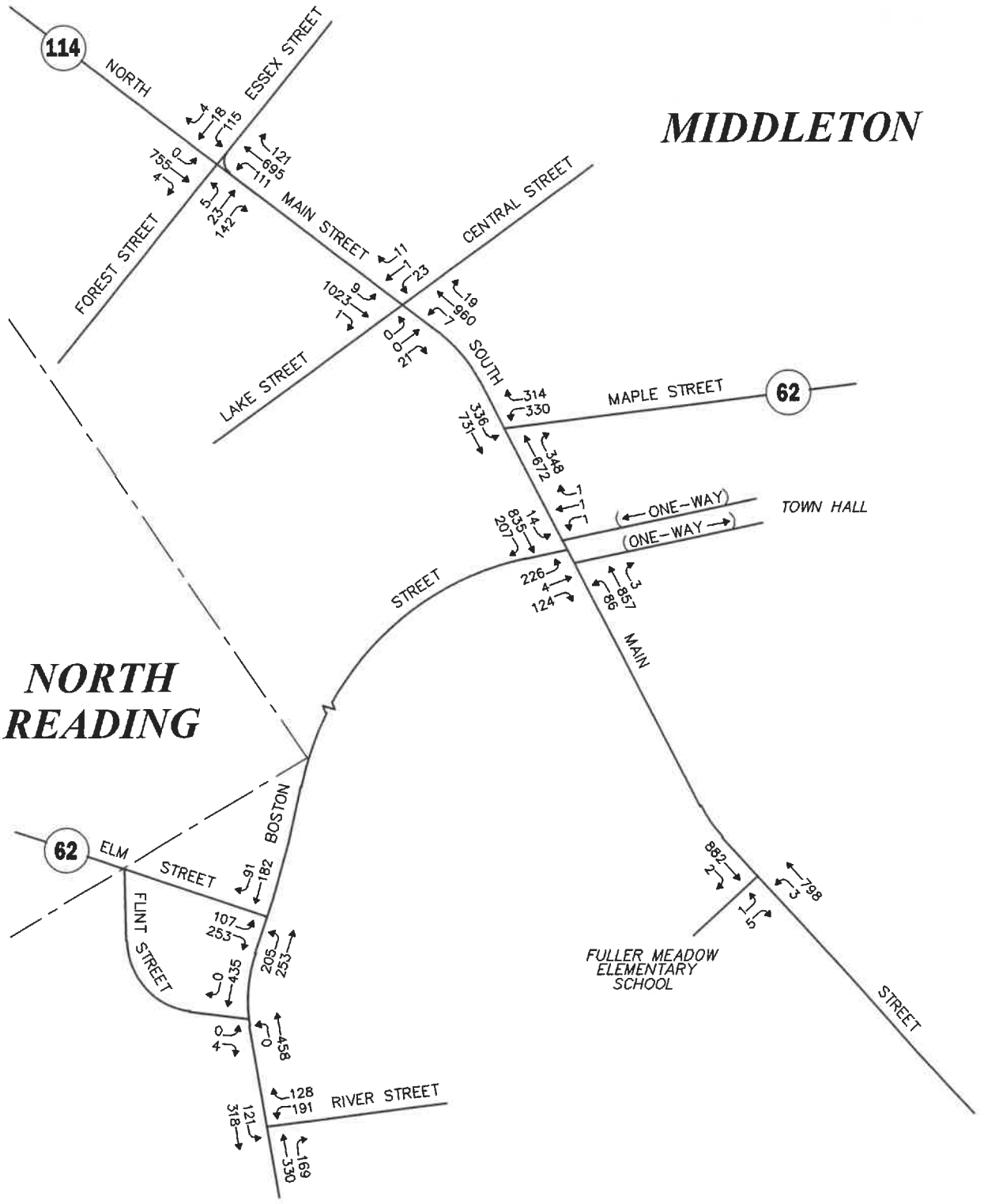

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Figure 5

2023 Existing
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

As can be seen in Table 2, South Main Street south of Boston Street was found to accommodate approximately 24,345 vehicles on an average weekday and approximately 23,740 vehicles on a Saturday (both two-way, 24-hour volumes), with approximately 1,834 vehicles per hour (vph) during the weekday morning peak-hour, 1,934 vph during the weekday evening peak-hour and 1,907 vph during the Saturday midday peak-hour.

Boston Street west of South Main Street was found to accommodate approximately 8,400 vehicles on an average weekday and approximately 8,370 vehicles on a Saturday, with approximately 650 vph during the weekday morning peak-hour, 775 vph during the weekday evening peak-hour and 649 vph during the Saturday midday peak-hour.

North Main Street north of Lake Street was found to accommodate approximately 22,265 vehicles on an average weekday and approximately 20,495 vehicles on a Saturday, with approximately 2,247 vph during the weekday morning peak-hour, 2,366 vph during the weekday evening peak-hour and 2,002 vph during the Saturday midday peak-hour.

Pedestrian and Bicycle Facilities

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in June 2022. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections, as well as the location of existing and planned future bicycle facilities.

As detailed on Figure 2, with the exception of Lake Street, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections along North and South Main Street, and pedestrian traffic signal equipment and phasing provided as a part of the traffic systems at the signalized study area intersections.

Formal bicycle facilities are not currently provided within the study area; however, the study area roadways generally provide sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration.[4]

Public Transportation

Regularly scheduled public transportation services are not currently provided within the Town of Middleton. The Massachusetts Bay Transportation Authority (MBTA) operates The Ride paratransit services for eligible persons within the Town who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in accordance with Americans with Disabilities Act (ADA) requirements. In addition, the Town of Middleton Council on Aging (COA) provides transportation services to eligible seniors for errands and medical appointments by appointment.

[4] A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

Spot Speed Measurements

Vehicle travel speed measurements were performed on North Main Street, South Main Street and on Boston Street in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	South Main Street		Boston Street		North Main Street	
	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound
Mean Travel Speed (mph)	32	36	27	30	33	33
85th Percentile Speed (mph)	37	42	33	34	39	40
Posted Speed Limit (mph)	30	30	25	35	30	35

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along South Main Street south of Boston Street was found to be 32 mph in the northbound direction and 36 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 37 mph in the northbound direction and 42 mph southbound, which is 7 to 12 mph *above* the posted speed limit in the Project site vicinity (30 mph).

The mean vehicle travel speed along Boston Street west of South Main Street was found to be 27 mph in the eastbound direction and 30 mph westbound, with the measured 85th percentile vehicle travel speed found to be 33 mph in the eastbound direction and 34 mph westbound. We note that the speed limit transitions in the vicinity of the Project site to 25 mph in the eastbound direction approaching South Main Street and is 35 mph in the westbound direction (consistent with the posted speed limit on Maple Street, which is also Route 62).

The mean vehicle travel speed along North Main Street north of Lake Street was found to be 33 mph in both the north and southbound directions, with the measured 85th percentile vehicle travel speed found to be 39 mph in the northbound direction and 40 mph southbound, which is 5 to 9 mph *above* the posted speed limit in the vicinity of the Project site (30/35 mph).

Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2016 through 2020, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY[a]

	North Main St./ Essex St./ Forest St.	North Main St./ South Main St./ Central St./ Lake St.	South Main St./ Maple St.	South Main St./ Boston St./ Town Hall Dwys	South Main St./ Fuller Meadow Midde School/ The Lot	Elm St./ Boston St.	Boston St./ River St.
Traffic Control Type:[b]	S	S	S	S	U	U	U
Year:							
2016	5	6	15	2	0	0	3
2017	0	4	13	8	0	1	4
2018	3	7	17	7	1	3	3
2019	3	2	16	7	1	2	2
2020	3	6	4	0	0	4	1
Total	14	25	65	24	2	10	13
Average	2.8	5.0	13.0	4.8	0.4	2.0	2.6
Rate[c]	0.28	0.49	1.06	0.47	0.05	0.41	0.49
MassDOT Crash Rate:[d]	0.78/0.73	0.78/0.73	0.78/0.73	0.78/0.73	0.57/0.57	0.57/0.57	0.57/0.57
Significant?[e]	No	No	Yes	No	No	No	No
Type:							
Angle	6	7	21	7	0	6	7
Rear-End	5	9	29	8	1	2	1
Head-On	1	3	1	0	0	2	0
Sideswipe	1	5	14	5	1	0	2
Fixed Object	0	1	0	0	0	0	0
Pedestrian/Bicycle	0	0	0	0	0	0	0
Unknown/Other	1	0	0	4	0	0	3
Total	14	25	65	24	2	10	13
Conditions:							
Clear	9	15	51	20	1	7	10
Cloudy	3	5	6	3	1	3	0
Rain	2	4	7	1	0	0	1
Snow/Ice	0	1	1	0	0	0	2
Total	14	25	65	24	2	10	13
Lighting:							
Daylight	9	18	40	19	2	8	11
Dawn/Dusk	1	2	3	2	0	0	0
Dark (Road Lit)	3	5	21	3	0	2	2
Dark (Road Unlit)	1	0	1	0	0	0	0
Total	14	25	65	24	2	10	13
Day of Week:							
Monday through Friday	11	17	54	19	2	9	7
Saturday	3	7	6	3	0	0	2
Sunday	0	1	5	2	0	1	4
Total	14	25	65	24	2	10	13
Severity:							
Property Damage Only	13	19	57	20	2	4	7
Personal Injury	1	6	8	4	0	5	6
Fatality	0	0	0	0	0	0	0
Not Reported	0	0	0	0	0	1	0
Total	14	25	65	24	2	10	13

[a]Source: MassDOT Safety Management/Traffic Operations Unit records, 2016 through 2020.
[b]Traffic Control Type: S = Signalized; U = unsignalized.
[c]Crash rate per million vehicles entering the intersection.
[d]Statewide/District crash rate.
[e]The intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 4)

As can be seen in Table 4, with the exception of the South Main Street/Maple Street intersection, the study area intersections were found to have experienced an average of 5.0 or fewer reported motor vehicle crashes per year over the five-year review period and were found to have motor vehicle crash rates below the MassDOT statewide and District averages for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 4). The majority of the crashes were reported to have occurred on a weekday; under clear conditions; during daylight; and involved angle or rear-end type collisions that resulted in property damage only. No (0) motor vehicle crashes were reported to have occurred at the Boston Street/Flint Street intersection over the five-year review period.

The South Main Street/Maple Street intersection was found to have experienced a total of 65 reported motor vehicle crashes over the five-year review period, or an average of 13.0 crashes per year, the majority of which occurred on a weekday; during daylight; under clear weather conditions; and involved angle or rear-end type collisions that resulted in property damage only. The intersection was found to have a motor vehicle crash rate that is above both the MassDOT statewide and District average crash rates for similar intersections for the MassDOT Highway Division District in which the intersection is located.

A review of the MassDOT statewide High Crash Location List indicates that the South Main Street/ Maple Street intersection has been identified as a "Top 5% Intersection Crash Cluster" location for the 2018-2020 reporting period and Highway Safety Improvement Program (HSIP) eligible. MassDOT defines a HSIP eligible cluster as: "...one in which the total number of 'equivalent property damage only' crashes is within the top 5% in the region." The Equivalent Property Damage Only (EPDO) index is a method of combining the number of crashes with the severity of crashes based on a weighted scale, where a property damage only crash is worth 1 point and injury and fatal crashes are worth 21 points. Designation as a HSIP location allows for MassDOT to prioritize funding for safety-related improvements in a specific region of the state.

The Applicant for the multifamily residential development that is proposed to be located at 10 Boston Street has committed to advancing the following improvements at the South Main Street/Maple Street intersection: i) facilitating the completion of a Road Safety Audit (RSA) at the intersection in order to identify improvement strategies; and ii) designing and implementing an optimal traffic signal timing and phasing plan, with a particular emphasis of the "yellow" and "all-red" clearance intervals and the pedestrian phase times.

The detailed MassDOT Crash Rate Worksheet and High Crash Location mapping are attached.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2030, which reflects a seven-year planning horizon from the existing conditions baseline and is consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The following describes the methodology used to the develop the 2030 Future condition horizon year traffic volumes.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Middleton Planning Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this discussion, the following projects were identified for review in conjunction with this assessment:

- ***Multifamily Residential Community, 20 Elm Street, North Reading, Massachusetts.*** This project will entail the construction of a 200-unit multifamily residential community to be located at 20 Elm Street in North Reading.

- ***Age-Restricted Residential Development, 59 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of a 45 unit age-restricted multifamily residential development to be located at 59 South Main Street in Middleton.

- ***Middleton Town Complex, 105 South Main Street, Middleton, Massachusetts.*** This project will consist of the relocation of the Middleton Fire Station, Police Station and Town Hall to a single complex to be located at 105 South Main Street in Middleton.

- ***Aroma Joe's, 210-220 South Main Street, Middleton, Massachusetts.*** This project will convert a portion of an existing commercial building located at 210-220 South Main Street in Middleton, to accommodate an Aroma Joe's coffee shop with a drive-through window.

- ***Chase Bank, 247 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of a Chase Bank with a drive-up ATM to be located at 247 South Main Street in Middleton.

- ***Multifamily Residential Development, 10 Boston Street, Middleton, Massachusetts.*** This project will entail the construction of a 60-unit multifamily residential development to be located at 10 Boston Street and portions of 49 South Main Street and 18 Boston Street in Middleton.

- ***Commercial Development, 49 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of two (2) commercial buildings to be located at 49 South Main Street in Middleton that are envisioned to include a 5,000± sf bank with drive-up teller facility and an 8,000± sf building that will include a coffee-shop, restaurant or pharmacy with drive-through window. For the purpose of this study, the 8,000± sf building was assumed to be occupied by a coffee shop.

Traffic volumes associated with the aforementioned specific development projects by others were obtained from the traffic study conducted for the projects.[5,6,7,8,9] No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Middleton and surrounding towns were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the past several years (2009 to 2019), with the average traffic growth rate found to be approximately 1.31 percent. In order to provide a prudent planning condition and to be consistent with the growth rate used in recently completed transportation assessments that have been performed within the study area, a higher 1.5 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

MassDOT and the Town of Middleton Highway Division were consulted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2030 within the study area. Based on these discussions, the following roadway improvement project was identified within the study area:

- ***Route 114 Resurfacing and Related Work, Middleton, Massachusetts.*** This project is being undertaken by the Town of Middleton and will entail the resurfacing of sections of Route 114. The project is expected to be funded through the 2023 Transportation Improvement Program (TIP). No changes are planned at the study area intersections as a result of this project that would impact future traffic volumes or operating conditions.

In addition, the Applicant for the multifamily residential development that is proposed at 10 Boston Street has committed to implementing the following improvements within the study area in conjunction with the project and subject to receipt of all necessary rights, permits and approvals:

- ***South Main Street at Boston Street and Town Hall Driveways*** - Design and implement an optimal traffic signal timing and phasing plan.

- ***South Main Street at Maple Street*** - Facilitate the completion of a Road Safety Audit (RSA) and Design and implement an optimal traffic signal timing and phasing plan, with a particular emphasis of the "yellow" and "all-red" clearance intervals and the pedestrian phase times.

- ***North Main Street and South Main Street at Lake Street and Central Street*** - design and implement an optimal traffic signal timing and phasing plan.

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[5] *Transportation Impact Assessment*, Proposed Multifamily Residential Community, North Reading, Massachusetts; VAI; July 2019.

[6] *Memorandum*, Trip Generation Estimate Proposed Age-Restricted Residential Development, Middleton, Massachusetts; MDM Transportation Consultants, Inc.; August 15, 2019.

[7] *Initial Traffic Assessment*, Middleton Town Complex, Middleton, Massachusetts, Pare Corporation; October 2019.

[8] *Transportation Impact Assessment*, Proposed Aroma Joe's, Middleton, Massachusetts; VAI; January 2022.

[9] *Transportation Impact Assessment*, Proposed Multifamily Residential Development, Middleton, Massachusetts; VAI; August 2023.

No other roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

Future Horizon Year Traffic Volumes

The 2030 Future horizon year peak-hour traffic-volumes were developed by: i) applying the 1.5 percent per year compounded annual background traffic growth rate to the 2023 Existing peak-hour traffic volumes; and ii) adding the peak-hour traffic volumes associated with the identified specific development projects. The resulting 2030 Future weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figures 6, 7 and 8, respectively.

TRAFFIC OPERATIONS ANALYSIS

In order to assess operating conditions on the roadway network, a detailed traffic operations analysis (motorist delays, vehicle queuing, and level-of-service) was performed for the study intersections. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with LOS "A" representing the best operating conditions and LOS "F" representing congested or constrained operations. An LOS of "E" is representative of a transportation facility that is operating at its design capacity with an LOS of "D" generally defined as the limit of "acceptable" traffic operations. Since the level-of-service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the *2000 Highway Capacity Manual*[10] for signalized intersections and the *Highway Capacity Manual 6th Edition* (HCM)[11] for unsignalized intersections, was used to complete the level-of-service and vehicle queue analyses.

Analysis Results

Level-of-service and vehicle queue analysis were conducted for 2023 Existing and 2030 Future conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 5 and 6, with the detailed analysis results attached.

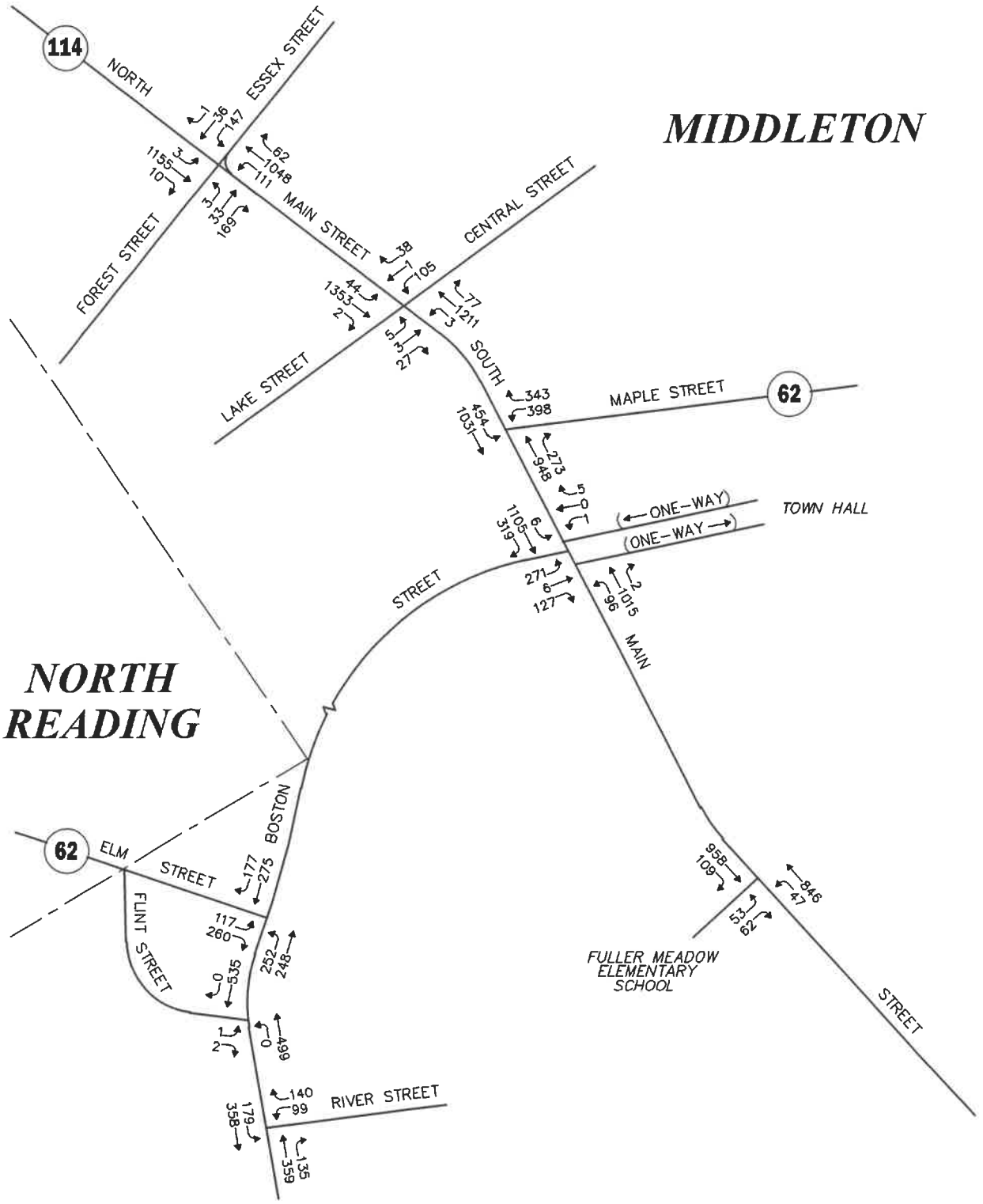
The following is a summary of the level-of-service and vehicle queue analyses for intersections within the study area. For context, we note that an LOS of "D" or better is generally defined as "acceptable" operating conditions.

Signalized Intersections (Table 5)

- ***North Main Street at Essex Street and Forest Street***

  Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS B during all three analysis periods. Vehicle queues for through movements on the North Main

[10] *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.
[11] *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2016.



Not To Scale

Figure 6

2030 Future Year Weekday Morning Peak-Hour Traffic Volumes

Vanasse & Associates inc

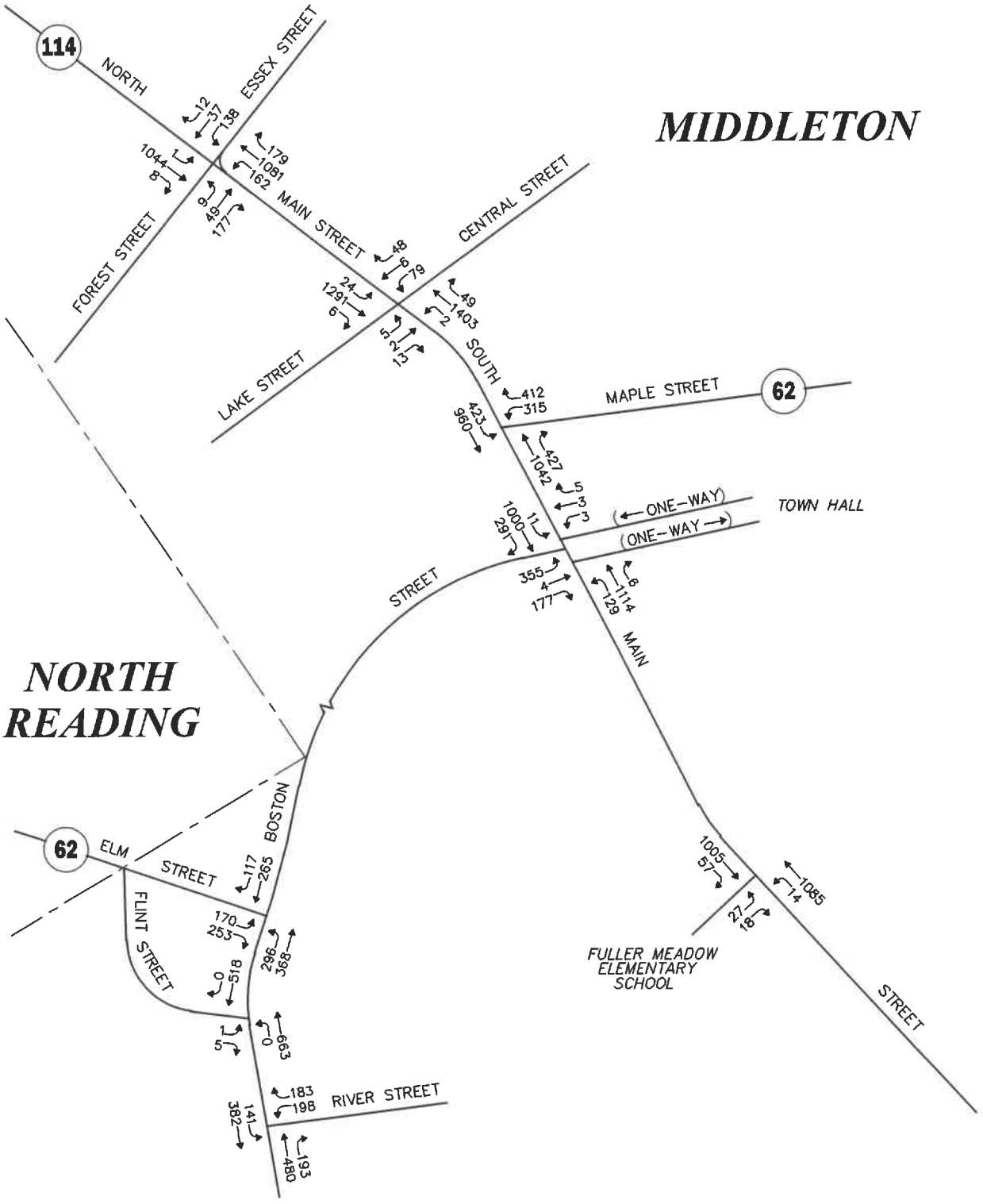


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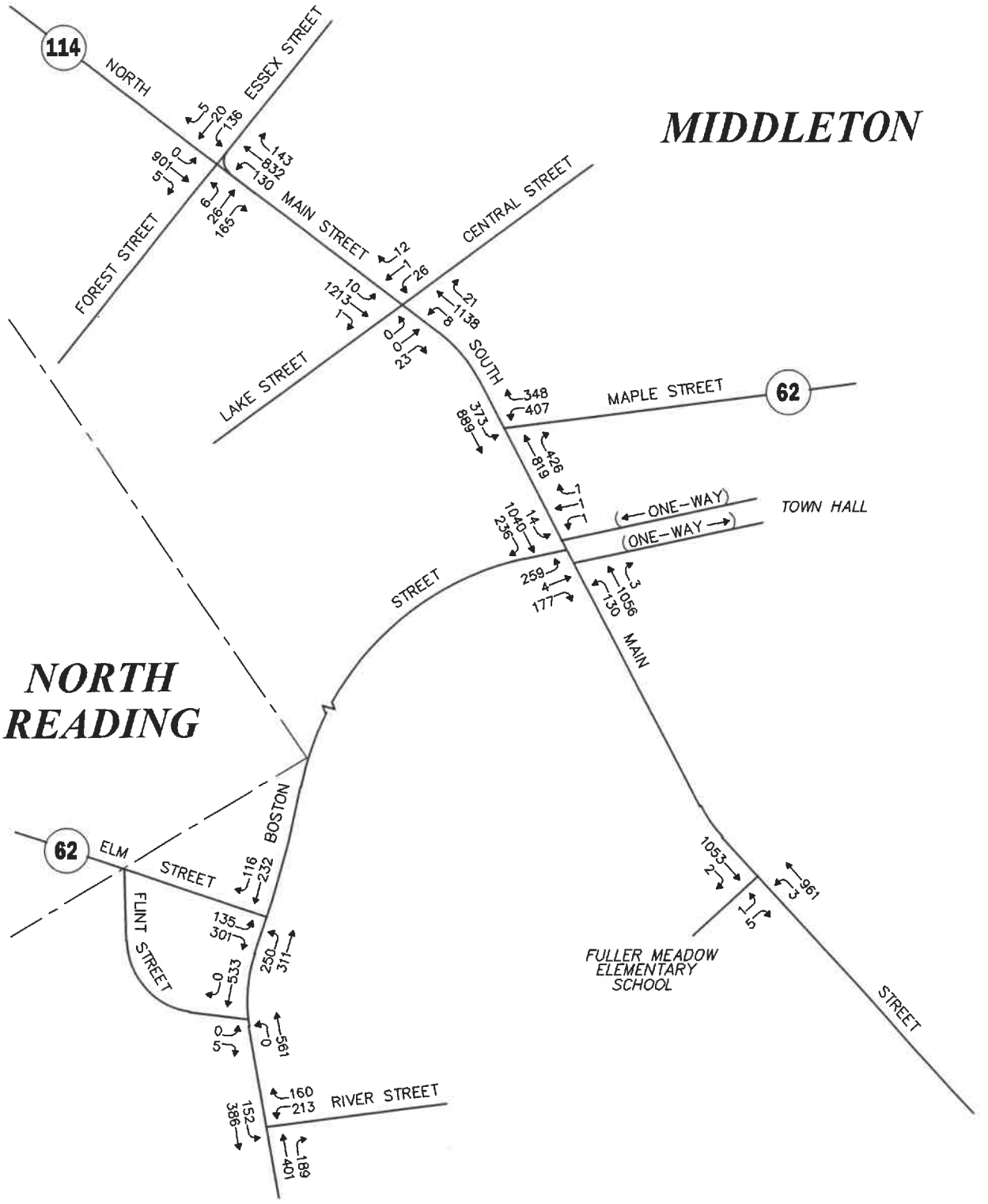
Figure 7

2030 Future Year Weekday Evening Peak-Hour Traffic Volumes

Vanasse & Associates inc



Not To Scale

Figure 8

2030 Future Year Saturday Midday Peak-Hour Traffic Volumes

Vanasse & Associates inc

Street northbound approach were reported to extend up to 21 vehicles (weekday evening peak-hour).

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS B to LOS C during the weekday morning and evening peak hours, and to remain operating at from LOS B during the Saturday midday peak-hour. All movements from Forest Street were identified to operate at capacity (LOS E) during the weekday morning and evening peak hours with vehicle queues of up to 8 vehicles.

- ***North Main Street at South Main Street at Central Street and Lake Street***

Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS C during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours. It was noted that all movements from Central Street were identified to be operating over capacity (LOS F) during the weekday morning peak-hour and at capacity (LOS E) during the weekday evening peak-hour with vehicle queues of up to 8 vehicles.

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS C to LOS D during the weekday morning peak-hour, from LOS B to LOS C during the weekday evening peak-hour and to remain at LOS B during the Saturday midday peak-hour. All movements from Central Street were identified to continue to operate over capacity (LOS F) during the weekday morning peak-hour and at capacity (LOS E) during the weekday evening peak-hour with vehicle queues of up to 10 vehicles.

- ***South Main Street at Maple Street***

Under 2023 Existing conditions, this signalized intersection was shown to operate over capacity (LOS F) during all three analysis periods with extended vehicle queuing reported (up to 39 vehicles) on the South Main Street northbound approach. In addition to the South Main Street northbound approach, left-turn movements from Maple Street were shown to be operating at capacity (LOS E) during the weekday morning and weekday evening peak hours, and over capacity during the Saturday midday peak-hour, with vehicle queues of up to 20 vehicles.

Under 2030 Future horizon year conditions, overall operating conditions were shown to remain at LOS F during the peak hours, with the South Main Street northbound approach and left-turn movements from Maple Street identified to be operating over capacity with vehicle queues of up to 38 vehicles on South Main Street northbound and up to 26 vehicles in the Maple Street left-turn lane.

- ***South Main Street at Boston Street and the Town Hall Driveways***

Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS B during the weekday morning peak-hour, at LOS C during the weekday evening peak-hour and at LOS B during the Saturday midday peak-hour. It was noted that left-turn movements from the Boston Street approach were identified to be operating at their design capacity (LOS E) during the weekday morning and Saturday midday peak hours with vehicle queues of up to 14 vehicles (weekday evening peak-hour).

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS B to LOS D during the weekday morning peak-hour, from LOS C to LOS F during the weekday evening peak-hour and from LOS B to LOS C during the Saturday midday peak-hour.

Left-turn movements from Boston Street were shown to continue to operate at LOS E during the weekday morning and Saturday midday peak hours with vehicle queues of up to 15 vehicles (weekday evening peak-hour), with all movements from the South Main Street northbound approach was shown to operate over capacity (LOS F) during the weekday evening peak-hour with vehicle queues of up to 40 vehicles.

Unsignalized Intersections (Table 6)

- **South Main Street at the Fuller Meadow Elementary School Driveway**

Under 2023 Existing conditions, all movements exiting the Fuller Meadow Elementary School driveway were shown to operate over capacity (LOS F) during the weekday morning and evening peak hours, and at LOS C during the Saturday midday peak-hour, with vehicle queues of up to 28 vehicles (weekday morning peak-hour). All movements approaching the intersection along South Main Street were shown to operate at LOS A during all three peak hours with negligible vehicle queuing.

Under 2030 Future horizon year conditions, all movements exiting the Fuller Meadow Elementary School driveway were shown to continue to operate over capacity during the weekday morning and evening peak-hours, and to change from LOS C to LOS E during the Saturday midday peak hour. Vehicle queues on the school driveway approach were shown to increase to 33 vehicles during the weekday morning peak-hour. All movements approaching the intersection along South Main Street were shown to continue to operate at LOS A during all three peak hours with vehicle queuing of up to one (1) vehicle.

- **Boston Street at Elm Street**

Under 2023 Existing conditions, left-turn movements from Elm Street were shown to operate over capacity (LOS F) during the weekday morning and evening peak hours, and at capacity (LOS E) during the Saturday midday peak-hour, with vehicle queues of up to 8 vehicles (weekday evening peak-hour). All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Under 2030 Future horizon year conditions, left-turn movements from Elm Street were shown to continue to operate over capacity during the weekday morning and evening peak hours, and to change from LOS E to LOS F during the Saturday midday peak-hour, with vehicle queues of up to 17 vehicles (weekday evening peak-hour). All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to two (2) vehicles.

- **Boston Street at Flint Street**

Under 2023 Existing and 2030 Future year conditions, all movements from Flint Street were shown to operate at LOS C during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours, with negligible vehicle queuing. All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours, also with negligible vehicle queuing.

❖ **Boston Street at River Street**

Under 2023 Existing conditions, all movements exiting River Street were shown to operate over capacity (LOS F) during all three analysis periods, with vehicle queues of up to 19 vehicles during the weekday evening and Saturday midday peak hours. All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Under 2030 Future horizon year conditions, all movements exiting River Street were shown to continue to operate over capacity during all three analysis periods, with vehicle queues increasing to up to 34 vehicles during the weekday evening and Saturday midday peak hours. All movements approaching the intersection along Boston Street were shown to continue to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Table 5
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2023 Existing				2030 Horizon Year			
Signalized Intersection/Peak-hour/Movement	V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	V/C	Delay	LOS	Queue 50th/95th
North Main Street at Forest Street and Essex Street								
Weekday Morning:								
Essex Street EB LT/TH/RT	0.19	17.8	B	1/2	0.22	18.0	B	1/2
Forest Street WB LT/TH/RT	0.71	29.2	C	3/5	0.93	59.9	E	3/7
North Main Street NB LT	0.35	7.8	A	1/1	0.45	9.9	A	1/2
North Main Street NB TH	0.82	14.2	B	10/20	0.96	29.5	C	14/26
North Main Street NB RT	0.03	4.8	A	0/0	0.04	4.8	A	0/1
North Main Street SB LT/TH/RT	0.67	14.2	B	6/9	0.90	24.2	C	9/14
Overall	--	**15.2**	**B**	--	--	**27.3**	**C**	--
Weekday Evening:								
Essex Street EB LT/TH/RT	0.36	18.3	B	2/3	0.44	19.0	B	2/3
Forest Street WB LT/TH/RT	0.74	31.6	C	3/6	0.99	79.1	E	3/8
North Main Street NB LT	0.45	8.1	A	1/2	0.59	11.8	B	1/3
North Main Street NB TH	0.85	15.7	B	10/21	1.00	37.3	D	15/27
North Main Street NB RT	0.12	5.2	A	1/1	0.15	5.3	A	1/2
North Main Street SB LT/TH/RT	0.63	14.1	B	5/8	0.87	21.9	C	7/12
Overall	--	**15.5**	**B**	--	--	**29.6**	**C**	--
Saturday Midday:								
Essex Street EB LT/TH/RT	0.19	14.9	B	1/2	0.22	17.4	B	1/2
Forest Street WB LT/TH/RT	0.49	17.4	B	2/4	0.74	31.7	C	2/6
North Main Street NB LT	0.35	7.4	A	1/2	0.42	8.1	A	1/2
North Main Street NB TH	0.67	10.0	B	6/10	0.75	11.5	B	8/14
North Main Street NB RT	0.09	5.6	A	0/1	0.11	5.2	A	1/1
North Main Street SB LT/TH/RT	0.56	13.4	B	4/6	0.62	13.9	B	6/8
Overall	--	**11.9**	**B**	--	--	**13.8**	**B**	--

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	2030 Horizon Year V/C	Delay	LOS	Queue 50th/95th
North Main Street and South Main Street at Lake Street and Central Street								
Weekday Morning:								
Lake Street EB LT/TH/RT	0.06	47.2	D	1/1	0.07	47.3	D	1/1
Central Street WB LT/TH/RT	1.07	136.3	F	6/8	1.28	212.1	F	8/10
South Main Street NB LT/TH/RT	0.44	12.8	B	2/7	0.52	19.3	B	2/11
North Main Street SB LT/TH/RT	0.76	22.2	C	16/20	0.93	33.6	C	22/30
Overall	--	**28.2**	**C**	--	--	**42.1**	**D**	--
Weekday Evening:								
Lake Street EB LT/TH/RT	0.06	47.1	D	1/1	0.07	47.2	D	1/1
Central Street WB LT/TH/RT	0.69	60.2	E	5/6	0.80	70.7	E	6/7
South Main Street NB LT/TH/RT	0.48	13.2	B	3/8	0.56	19.6	B	4/12
North Main Street SB LT/TH/RT	0.66	19.1	B	13/16	0.80	23.3	C	18/22
Overall	--	**19.4**	**B**	--	--	**24.8**	**C**	--
Saturday Midday:								
Lake Street EB LT/TH/RT	0.02	46.8	D	0/0	0.02	46.8	D	0/0
Central Street WB LT/TH/RT	0.15	47.9	D	1/2	0.17	48.1	D	1/2
South Main Street NB LT/TH/RT	0.39	7.0	A	3/4	0.47	11.3	B	3/8
North Main Street SB LT/TH/RT	0.60	17.7	B	12/15	0.71	20.3	C	16/19
Overall	--	**13.7**	**B**	--	--	**17.0**	**B**	--

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing V/C[a]	2023 Existing Delay[b]	2023 Existing LOS[c]	2023 Existing Queue[d] 50th/95th	2030 Horizon Year V/C	2030 Horizon Year Delay	2030 Horizon Year LOS	2030 Horizon Year Queue 50th/95th
South Main Street at Maple Street								
Weekday Morning:								
Maple Street WB LT	0.92	76.3	E	11/18	1.16	146.9	F	17/25
Maple Street WB RT	0.22	40.6	D	0/3	0.29	41.5	D	1/4
South Main Street NB TH/RT	1.61	326.4	F	23/31	1.97	495.1	F	38/38
South Main Steet SB LT	--	--	--	--	--	--	--	--
South Main Street SB LT/TH	0.72	4.0	A	1/3	0.85	11.1	B	4/4
Overall	--	**135.1**	**F**	--	--	**212.5**	**F**	--
Weekday Evening:								
Maple Street WB LT	0.79	56.7	E	9/13	0.99	93.8	F	12/19
Maple Street WB RT	0.28	41.4	D	0/3	0.31	41.8	D	0/3
South Main Street NB TH/RT	1.76	399.2	F	33/39	2.12	544.2	F	30/43
South Main Steet SB LT	--	--	--	--	--	--	--	--
South Main Street SB LT/TH	0.65	1.5	A	0/1	0.76	5.1	A	0/4
Overall	--	**172.8**	**F**	--	--	**239.2**	**F**	--
Saturday Midday:								
Maple Street WB LT	1.08	117.9	F	15/20	1.33	214.8	F	21/26
Maple Street WB RT	0.25	41.0	D	0/2	0.46	43.7	D	2/5
South Main Street NB TH/RT	1.46	257.9	F	25/31	1.80	408.5	F	29/34
South Main Steet SB LT	--	--	--	--	--	--	--	--
South Main Street SB LT/TH	0.62	0.9	A	0/0	0.73	2.8	A	0/0
Overall	--	**115.8**	**F**	--	--	**188.8**	**F**	--

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	2030 Horizon Year V/C	Delay	LOS	Queue 50th/95th
South Main Street at Boston Street and the Town Hall Driveways								
Weekday Morning:								
Boston Street EB LT	0.82	57.3	E	8/11	0.84	55.5	E	10/12
Boston Street EB TH/RT	0.07	34.2	C	0/2	0.11	31.1	C	0/2
Town Hall Driveways WB LT/TH/RT	0.01	33.5	C	0/0	0.01	29.9	C	0/0
South Main Street NB LT	--	--	--	--	--	--	--	--
South Main Street NB LT/TH/RT	0.58	12.7	B	9/14	1.02	54.5	D	23/31
South Main Street SB LT/TH/RT	0.55	14.7	B	15/18	0.72	21.1	C	19/23
Overall	--	**19.1**	**B**	--	--	**37.8**	**D**	--
Weekday Evening:								
Boston Street EB LT	0.85	52.5	D	11/14	0.79	39.8	D	12/15
Boston Street EB TH/RT	0.10	28.0	C	0/2	0.14	22.6	C	0/2
Town Hall Driveways WB LT/TH/RT	0.02	27.2	C	0/1	0.02	21.4	C	0/1
South Main Street NB LT	--	--	--	--	--	--	--	--
South Main Street NB LT/TH/RT	0.80	24.8	C	15/21	1.79	264.3	F	33/40
South Main Street SB LT/TH/RT	0.57	21.2	C	15/19	0.80	21.6	C	7/10
Overall	--	**27.2**	**C**	--	--	**123.0**	**F**	--
Saturday Midday:								
Boston Street EB LT	0.80	57.1	E	8/11	0.83	56.6	E	9/12
Boston Street EB TH/RT	0.10	35.9	D	0/2	0.14	33.9	C	0/2
Town Hall Driveways WB LT/TH/RT	0.01	35.0	D	0/0	0.01	32.5	C	0/0
South Main Street NB LT	--	--	--	--	--	--	--	--
South Main Street NB LT/TH/RT	0.59	11.5	B	8/14	0.94	33.3	C	18/29
South Main Street SB LT/TH/RT	0.48	6.1	A	7/9	0.61	9.8	A	10/15
Overall	--	**15.3**	**B**	--	--	**25.3**	**C**	--

[a]Volume-to-capacity ratio.
[b]Control (signal) delay per vehicle in seconds.
[c]Level of service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

Table 6
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2023 Existing				2030 Horizon Year			
Unsignalized Intersection/Peak-hour/Movement	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th
South Main Street at Fuller Meadow Elementary School								
Weekday Morning:								
Fuller Meadow Elementary School EB LT/RT	115	689.6	F	28	115	1343.8	F	33
South Main Street NB TH	739	0.7	A	0	893	0.6	A	1
South Main Street SB TH	902	0.0	A	0	1,067	0.0	A	0
Weekday Evening:								
Fuller Meadow Elementary School EB LT/RT	45	315.9	F	10	45	758.6	F	13
South Main Street NB TH	929	0.2	A	0	1,099	0.1	A	0
South Main Street SB TH	905	0.0	A	0	1,062	0.0	A	0
Saturday Midday:								
Fuller Meadow Elementary School EB LT/RT	6	24.5	C	0	6	34.0	E	1
South Main Street NB TH	801	0.0	A	0	964	0.0	A	0
South Main Street SB TH	884	0.0	A	0	1,055	0.0	A	0
Boston Street at Elm Street								
Weekday Morning:								
Elm Street EB LT	84	63.3	F	4	117	330.9	F	11
Elm Street EB RT	209	13.6	B	2	260	17.4	C	3
Boston Street NB LT/TH	413	4.9	A	1	500	5.1	A	2
Boston Street SB TH/RT	368	0.0	A	0	452	0.0	A	0
Weekday Evening:								
Elm Street EB LT	138	142.8	F	8	170	683.1	F	17
Elm Street EB RT	211	11.9	B	2	253	13.9	B	2
Boston Street NB LT/TH	543	3.9	A	1	664	4.3	A	2
Boston Street SB TH/RT	299	0.0	A	0	382	0.0	A	0
Saturday Midday:								
Elm Street EB LT	107	41.6	E	3	135	167.7	F	9
Elm Street EB RT	253	12.5	B	2	301	15.1	C	3
Boston Street NB LT/TH	458	3.8	A	1	561	4.1	A	1
Boston Street SB TH/RT	273	0.0	A	0	348	0.0	A	0

See notes at end of table.

Table 6
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2023 Existing				2030 Horizon Year			
Unsignalized Intersection/Peak-hour/Movement	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th
Boston Street at Flint Street								
Weekday Morning:								
Flint Street EB LT/RT	3	15.0	C	0	3	17.9	C	0
Boston Street NB TH	412	0.0	A	0	499	0.0	A	0
Boston Street SB TH	431	0.0	A	0	535	0.0	A	0
Weekday Evening:								
Flint Street EB LT/RT	5	13.1	B	0	6	14.7	B	0
Boston Street NB TH	542	0.0	A	0	663	0.0	A	0
Boston Street SB TH	423	0.0	A	0	518	0.0	A	0
Saturday Midday:								
Flint Street EB LT/RT	4	11.3	B	0	5	12.4	B	0
Boston Street NB TH	458	0.0	A	0	561	0.0	A	0
Boston Street SB TH	435	0.0	A	0	533	0.0	A	0
Boston Street at River Street								
Weekday Morning:								
River Street WB LT/RT	202	55.3	F	7	239	233.3	F	17
Boston Street NB TH	420	0.0	A	0	494	0.0	A	0
Boston Street SB TH	433	2.9	A	1	537	3.2	A	1
Weekday Evening:								
River Street WB LT/RT	324	225.9	F	19	381	650.8	F	34
Boston Street NB TH	569	0.0	A	0	673	0.0	A	0
Boston Street SB TH	427	2.5	A	1	523	2.8	A	1
Saturday Midday:								
River Street WB LT/RT	319	197.1	F	19	373	562.1	F	34
Boston Street NB TH	499	0.0	A	0	590	0.0	A	0
Boston Street SB TH	439	2.5	A	1	538	2.7	A	1

[a]Volume-to-capacity ratio.
[b]Control (signal) delay per vehicle in seconds.
[c]Level of service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

CORRIDOR IMPROVEMENT EVALUATION

As identified in the previous sections, the South Main Street/Maple Street intersection was identified to be operating at or over capacity under 2023 Existing conditions, with the South Main Street/ Boston Street/Town Hall Driveways intersection identified to operate over capacity during the weekday evening peak-hour under 2030 Future horizon year conditions. In addition, the South Main Street/ Maple Street intersection was identified to have a motor vehicle crash rate that exceeds the MassDOT average crash rates for similar intersections and the intersection has been identified as a "Top 5% Intersection Crash Cluster" location for the 2018-2020 reporting period and HSIP eligible. Given the proximity of the North Main Street/South Main Street/Lake Street intersection to the South Main Street/ Maple Street intersection, these two intersections are controlled by the same traffic signal controller and operationally function as a single interconnected traffic signal. As such, recommendations for improvements at the South Main Street/Maple Street intersection also need to consider impacts at the North Main Street/South Main Street/Lake Street intersection.

A review of potential improvement measures was undertaken for the North Main Street/South Main Street corridor within the Middleton Town Center area, inclusive of the North Main Street/South Main Street/ Lake Street, South Main Street/Maple Street and South Main Street/Boston Street/Town Hall Driveways intersections, that are intended to improve traffic operations, enhance safety and promote mobility through improving pedestrian and bicycle accommodations in the context of a Complete Streets design approach. Two improvement strategies were evaluated that include a Long-Term Corridor Improvement Project for the Route 114 corridor that would result in the establishment of on-road, buffered bicycle lanes and sidewalks along both sides of the roadway, with capacity enhancements by way of the development of left-turn lane accommodations at critical intersections, and a Critical Infrastructure Improvement Plan that would allow for the advancement of specific improvements that would achieve the operational and safety improvement goals and improve pedestrian accommodations while planning for the potential future long-term corridor improvements.

The intent of the Critical Infrastructure Improvement Plan is to define specific improvements that could be advanced in the near-term within then available public right-of-way and with the cooperation of the property owners along the west side of South Main Street at Boston Street.

The following summarizes the improvement strategies that have been identified for the North Main Street/South Main Street corridor within the Middleton Town Center area.

- **Long-Term Corridor Improvement Project**
  - ***North Main Street/South Main Street Corridor Improvements:***
    a. Provide 5.5-foot wide (minimum) Americans with Disabilities Act (ADA) compliant sidewalks along both sides of North Main Street/South Main Street with accompanying ADA compliant wheelchair ramps for all pedestrian crossings.
    b. Provide 5-foot wide buffered bicycle lanes along both sides of North Main Street/ South Main Street that are separated (buffered) from the adjacent travel lane by 3-feet.
    c. Maintain two (2) through travel lanes per direction that are 11-feet in width with additional turn lanes provided where necessary at major intersections (discussion follows).

- ***Intersection Improvements:***

  - *North Main Street and South Main Street at Central Street and Lake Street*

    Install an Adaptive Signal Control Technologies (ASCT) system to include vehicle detection and monitoring

  - *South Main Street at Maple Street*

    a. Widen South Main Street to provide a southbound left-turn lane;
    b. Widen Maple Street to provide a second left-turn lane;
    c. Reconstruct the traffic signal system to accommodate the roadway widening; and
    d. Install an ASCT system to include vehicle detection and monitoring; and

  - *South Main Street at Boston Street and the Middleton Town Hall Driveways*

    a. Widen South Main Street to provide a northbound left-turn lane;
    b. Widen Boston Street to provide a second left-turn lane and to accommodate a bicycle lane transition from South Main Street along the north side;
    c. Provide a 10-foot wide shared-use path along the south side of Boston Street to accommodate eastbound bicycle travel approaching South Main Street;
    d. Reconstruct the traffic signal system to accommodate the roadway widening;
    e. Install an ASCT system to include vehicle detection and monitoring; and
    f. Replace the pedestrian signal indications with Audible Pedestrian Signal (APS) devices with countdown-type displays and accompanying ADA compliant pushbuttons and signs.

The suggested long-term improvements at the South Main Street/Boston Street/Middleton Town Hall Driveways intersection are depicted on Figure 9, which has been prepared to define an easement area along Boston Street and South Main Street at the intersection that would allow for: i) advancement of the suggested long-term improvements; ii) provide context for the planned redevelopment of 49 South Main Street; and iii) accommodate the multifamily residential development proposal that is currently before the Zoning Board of Appeals at 10 Boston Street (reflected on Figure 9).

Table 7 summarizes the improvement in traffic operations that can be attained with the implementation of the long-term corridor improvement project. As can be seen in Table 7, overall operating conditions at the intersections within the Middleton Town Center area were shown to improve to LOS D or better. The Central Street approach to the North Main Street/South Main Street/Central Street/Lake Street intersection was shown to continue to operate over capacity (LOS F) during both the weekday morning and evening peak hours. These conditions are, in part, due to the need to balance operating conditions at the intersection with those at the South Main Street/Maple Street intersection since both intersections are operated by the same traffic signal controller. With the installation of the ASCT system, actual operating conditions are expected to be better than predicted by the analysis model as the ASCT system will look for efficiencies and seek to balance and improve traffic operations based on real-time measurements of vehicle arrival and departure data.

Table 7
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2030 with Long-Term Corridor Improvements				2030 with Critical Infrastructure Improvements			
	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
North Main Street and South Main Street at Lake Street and Central Street								
Weekday Morning:								
Lake Street EB LT/TH/RT	0.11	50.5	D	1/1	0.09	49.3	D	1/1
Central Street WB LT/TH/RT	2.17	536.0	F	10/12	1.77	426.0	F	10/12
South Main Street NB LT/TH/RT	0.49	1.8	A	2/2	0.50	7.3	A	2/5
North Main Street SB LT/TH/RT	0.76	13.8	B	15/18	0.89	26.5	C	20/25
Overall	--	**51.5**	**D**	--	--	**51.0**	**D**	--
Weekday Evening:								
Lake Street EB LT/TH/RT	0.11	52.1	D	1/1	0.12	53.2	D	1/1
Central Street WB LT/TH/RT	1.45	295.5	F	8/9	1.63	374.9	F	8/10
South Main Street NB LT/TH/RT	0.52	2.0	A	3/3	0.51	5.7	A	3/5
North Main Street SB LT/TH/RT	0.63	8.9	A	10/13	0.74	17.8	B	15/19
Overall	--	**24.3**	**C**	--	--	**35.0**	**D**	--
Saturday Midday:								
Lake Street EB LT/TH/RT	0.02	48.7	D	0/0	0.02	51.5	D	0/0
Central Street WB LT/TH/RT	0.23	50.5	D	1/2	0.32	54.1	D	1/3
South Main Street NB LT/TH/RT	0.45	2.6	A	3/3	0.44	2.8	A	3/3
North Main Street SB LT/TH/RT	0.61	11.8	B	12/14	0.67	16.5	B	14/17
Overall	--	**8.7**	**A**	-	--	**11.2**	**B**	--

See notes at end of Table.

Table 7 (Continued)
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2030 with Long-Term Corridor Improvements				2030 with Critical Infrastructure Improvements			
Signalized Intersection/Peak-hour/Movement	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
South Main Street at Maple Street								
Weekday Morning:								
Maple Street WB LT	0.91	72.5	E	7/11	1.11	127.2	F	15/23
Maple Street WB RT	0.24	46.4	D	0/4	0.25	38.5	D	0/4
South Main Street NB TH/RT	1.04	79.7	E	22/26	1.38	222.5	F	27/31
South Main Steet SB LT	0.88	41.6	D	10/17	--	--	--	--
South Main Street SB LT/TH	0.38	0.9	A	1/1	0.91	17.9	B	4/5
Overall	--	**48.3**	**D**	--	--	**109.6**	**F**	--
Weekday Evening:								
Maple Street WB LT	0.89	71.4	E	6/9	0.89	64.0	E	11/17
Maple Street WB RT	0.31	48.8	D	0/3	0.31	37.8	D	0/3
South Main Street NB TH/RT	1.05	76.9	E	20/29	1.41	232.4	F	28/38
South Main Steet SB LT	0.79	33.5	C	7/13	--	--	--	--
South Main Street SB LT/TH	0.34	0.6	A	1/1	0.83	10.0	B	1/4
Overall	--	**48.4**	**D**	--	--	**109.8**	**F**	--
Saturday Midday:								
Maple Street WB LT	0.94	73.9	E	8/12	1.19	152.4	F	19/24
Maple Street WB RT	0.28	45.1	D	0/2	0.38	38.6	D	2/4
South Main Street NB TH/RT	1.03	73.6	E	22/23	1.22	153.3	F	27/30
South Main Steet SB LT	0.73	27.8	C	4/10	--	--	--	--
South Main Street SB LT/TH	0.34	0.2	A	0/0	0.79	6.1	A	0/1
Overall	--	**46.0**	**D**	--	--	**85.0**	**F**	--

See notes at end of Table.

Table 7 (Continued)
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2030 with Long-Term Corridor Improvements				2030 with Critical Infrastructure Improvements			
Signalized Intersection/Peak-hour/Movement	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
South Main Street at Boston Street and the Town Hall Driveways								
Weekday Morning:								
Boston Street EB LT	0.68	49.1	D	4/6	0.67	47.8	D	5/6
Boston Street EB TH/RT	0.12	40.0	D	0/2	0.12	39.5	D	0/2
Town Hall Driveways WB LT/TH/RT	0.01	39.0	D	0/0	0.01	38.4	D	0/0
South Main Street NB LT	0.42	13.0	B	1/2	0.43	13.5	B	1/2
South Main Street NB LT/TH/RT	0.44	6.6	A	6/9	0.44	6.9	A	7/9
South Main Street SB LT/TH/RT	0.71	12.6	B	4/7	0.71	11.9	B	10/14
Overall	--	**15.5**	**B**	--	--	**15.2**	**B**	--
Weekday Evening:								
Boston Street EB LT	0.69	44.4	D	6/8	0.69	44.4	D	6/8
Boston Street EB TH/RT	0.15	35.4	D	0/2	0.15	35.4	D	0/2
Town Hall Driveways WB LT/TH/RT	0.03	34.2	C	0/1	0.03	34.2	C	0/1
South Main Street NB LT	0.51	17.1	B	2/4	0.51	16.7	B	2/4
South Main Street NB LT/TH/RT	0.51	9.8	A	9/12	0.51	9.8	A	9/12
South Main Street SB LT/TH/RT	0.74	16.9	B	6/7	0.73	17.4	B	10/14
Overall	--	**18.9**	**B**	--	--	**19.1**	**B**	--
Saturday Midday:								
Boston Street EB LT	0.67	49.7	D	5/6	067	50.3	D	5/6
Boston Street EB TH/RT	0.15	41.8	D	0/3	0.15	42.0	D	0/3
Town Hall Driveways WB LT/TH/RT	0.02	40.6	D	0/1	0.02	40.8	D	0/1
South Main Street NB LT	0.43	10.2	B	1/2	0.41	9.2	A	1/2
South Main Street NB LT/TH/RT	0.41	5.4	A	6/8	0.41	5.3	A	5/8
South Main Street SB LT/TH/RT	0.62	8.3	A	6/14	0.61	10.0	B	6/6
Overall	--	**13.6**	**B**	--	--	**14.3**	**B**	--

[a]Volume-to-capacity ratio.
[b]Control (signal) delay per vehicle in seconds.
[c]Level of service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

- **Critical Infrastructure Improvement Project**

  - ***South Main Street Corridor Improvements:***

    a. Provide 5.5-foot wide (minimum) ADA compliant sidewalks along both sides of South Main Street at and approaching Boston Street with accompanying ADA compliant wheelchair ramps for all pedestrian crossings.
    b. Provide a 10-foot wide shared-use path along the frontage of 49 South Main Street (South Main Street and Boston Street (partial)).
    c. Maintain two (2) through travel lanes per direction that are 11-feet in width with a left-turn lane provided on the northbound approach to Boston Street (discussion follows).

  - ***Intersection Improvements:***

    – *North Main Street and South Main Street at Central Street and Lake Street*

      Install an ASCT system to include vehicle detection and monitoring.

    – *South Main Street at Maple Street*

      Install an ASCT system to include vehicle detection and monitoring.

    – *South Main Street at Boston Street and the Middleton Town Hall Driveways*

      a. Widen South Main Street to provide a northbound left-turn lane;
      b. Provide a 10-foot wide shared-use path along the south side of Boston Street to accommodate bicycle travel approaching South Main Street;
      c. Reconstruct the traffic signal system to accommodate the roadway widening;
      d. Install an ASCT system to include vehicle detection and monitoring; and
      e. Replace the pedestrian signal indications with APS devices with countdown-type displays and accompanying ADA compliant pushbuttons and signs.

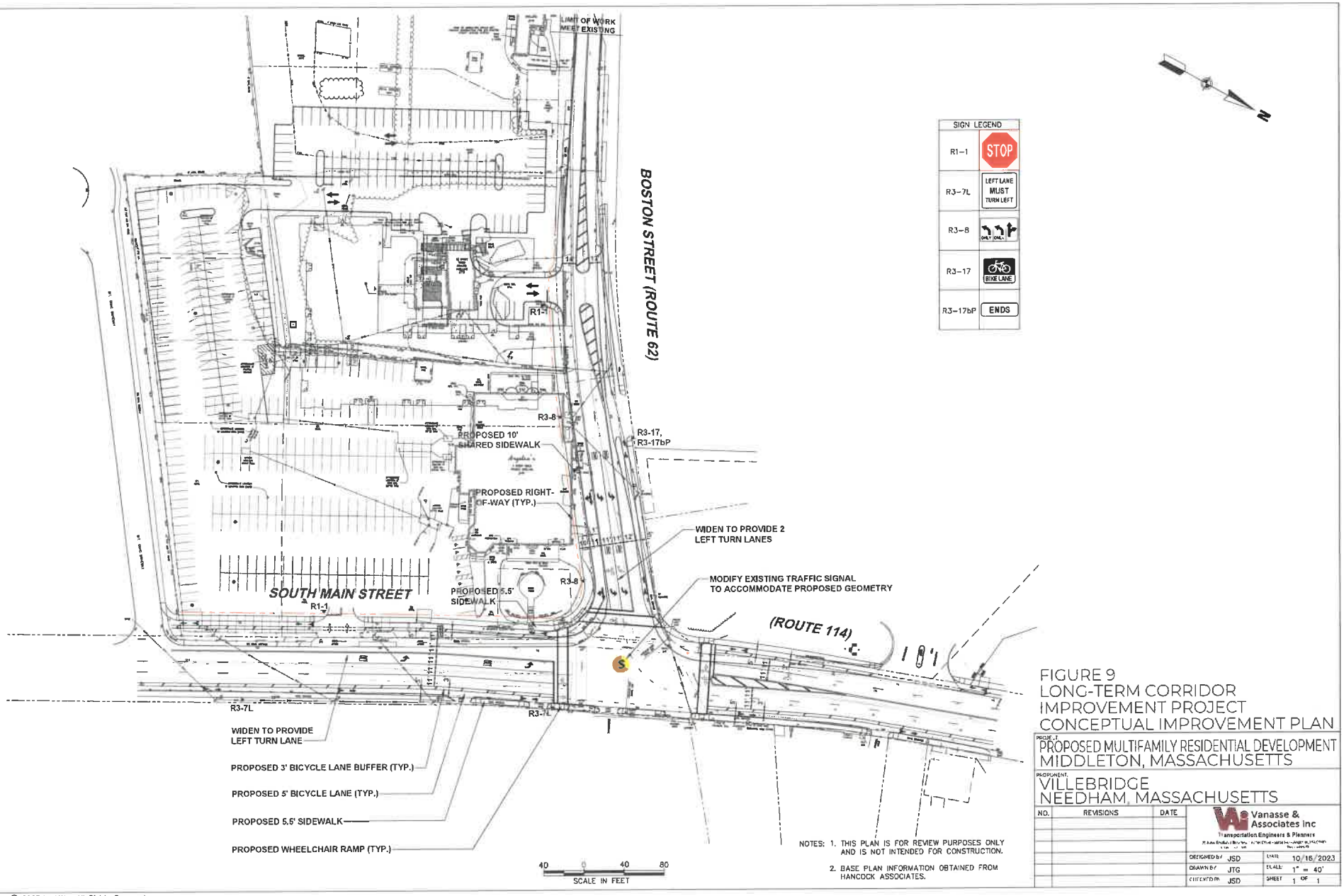
The suggested Critical Infrastructure Improvements at the South Main Street/Boston Street/ Middleton Town Hall Driveways intersection are depicted on Figure 10, which includes the same easement area that was established along Boston Street and South Main Street shown on Figure 9.

Table 7 also summarizes the improvement in traffic operations that can be attained with the implementation of the critical infrastructure improvements. As can be seen in Table 7, a similar level of operational improvement is afforded at the South Main Street/Boston Street/Middleton Town Hall Driveways intersection as that provided by the Long-Term Corridor Improvement Project, with overall intersection operations improving to LOS B during the analysis periods and no movement reported to be operating below LOS D. The replacement of the traffic signal systems at the North Main Street/South Main Street/Central Street/Lake Street and South Main Street/Maple Street intersections with the ASCT system will reduce overall motorists delays at both intersections; however, overall operating conditions will continue to be over capacity absent the capacity improvements that are associated with the Long-Term Corridor Improvement Project.

SUMMARY

VAI has prepared a Corridor Improvement Study for the North Main Street/South Main Street (Route 114) and Boston Street (Route 62) corridors in Middleton, Massachusetts, to identify potential improvement strategies that are intended to improve traffic flow, enhance safety and promote mobility. As a result of this study, suggested improvements have been developed for the North Main Street/South Main Street corridor within the Middleton Town Center area that include a Long-Term Corridor Improvement Project and a Critical Infrastructure Improvement Plan that would allow for the advancement of specific improvements in the near-term within then available public right-of-way and with the cooperation of the property owners along the west side of South Main Street at Boston Street. Both improvement programs will result in a reduction in overall motorist delay within the Middleton Town Center area and enhance safety for all roadway users.

Attachments



NOTES:
1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION OBTAINED FROM HANCOCK ASSOCIATES.

FIGURE 9
LONG-TERM CORRIDOR IMPROVEMENT PROJECT
CONCEPTUAL IMPROVEMENT PLAN

PROJECT:
PROPOSED MULTIFAMILY RESIDENTIAL DEVELOPMENT
MIDDLETON, MASSACHUSETTS

PROPONENT:
VILLEBRIDGE
NEEDHAM, MASSACHUSETTS

NO.	REVISIONS	DATE

Vanasse & Associates inc
Transportation Engineers & Planners

DESIGNED BY	JSD	DATE	10/16/2023
DRAWN BY	JTG	SCALE	1" = 40'
CHECKED BY	JSD	SHEET	1 OF 1

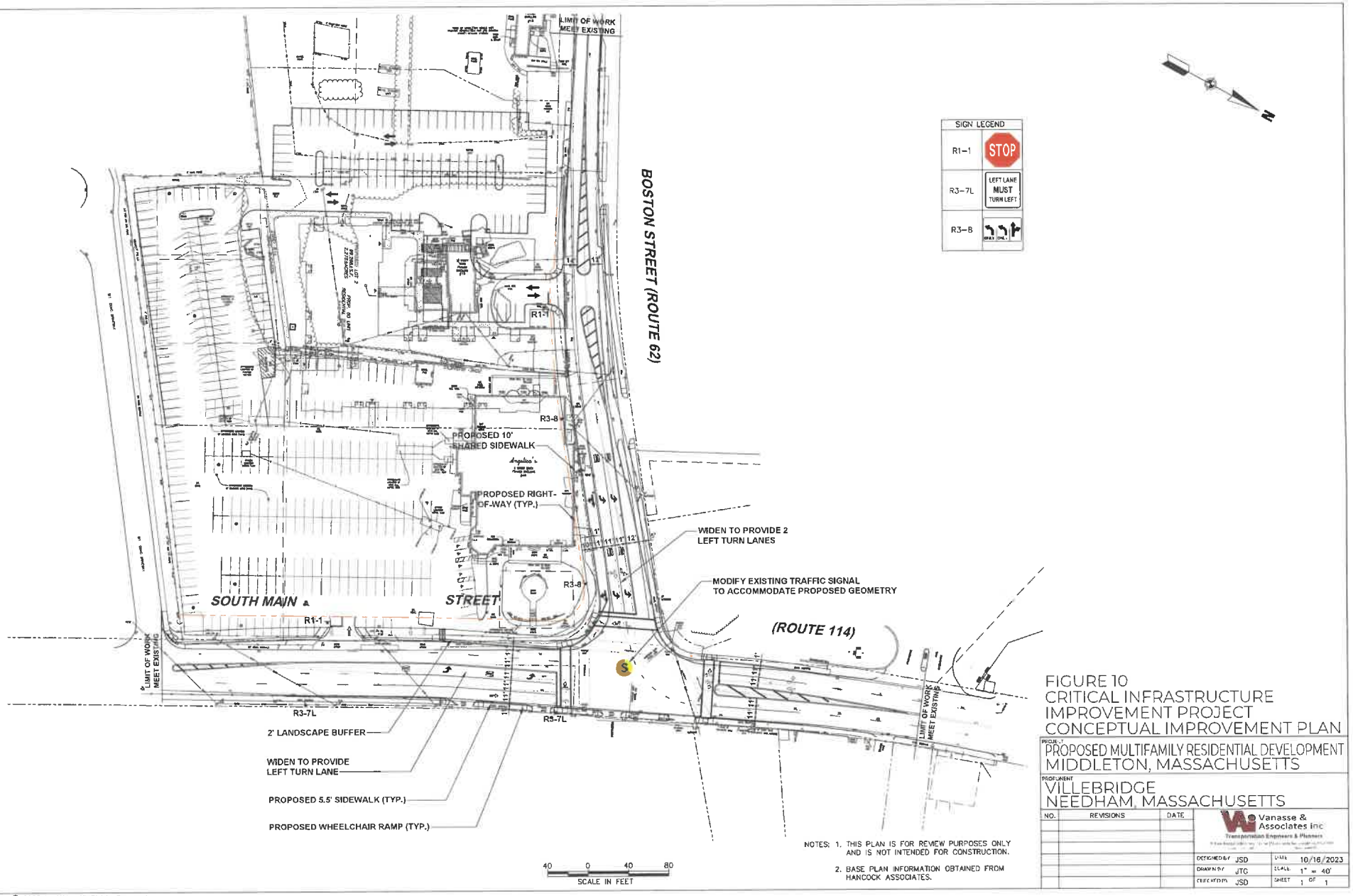


FIGURE 10
CRITICAL INFRASTRUCTURE IMPROVEMENT PROJECT
CONCEPTUAL IMPROVEMENT PLAN

PROJECT
PROPOSED MULTIFAMILY RESIDENTIAL DEVELOPMENT
MIDDLETON, MASSACHUSETTS

PREPARED FOR
VILLEBRIDGE
NEEDHAM, MASSACHUSETTS

NO.	REVISIONS	DATE

Vanasse & Associates inc
Transportation Engineers & Planners

DESIGNED BY	JSD	DATE	10/16/2023
DRAWN BY	JTC	SCALE	1" = 40'
CHECKED BY	JSD	SHEET	1 OF 1

APPLICANT INFORMATION

1.1. Applicant Organization Name:

Town of Middleton

1.2. Organization Location:

Middleton

Save the form after selecting Organization Location.

1.3. Organization Type

[X] Public Entity
- *[X]* Municipality
- Public Housing Authority
- Redevelopment Authority
- Regional Planning Agency
- Quasi-Governmental Agency (i.e. Economic Development Industrial Corporation, etc.)
- Water, Sewer, or Service District

Non-Public Entity

1.4. Applicant Organization Legal Address

Street Address:

49 South Main Street

City/Town: *Middleton*

State: *Massachusetts*

Zip Code: *01949*

1.5. Organization CEO

CEO Name

Justin Sultzbach

CEO Title

Town Administrator

CEO Phone

(978) 777-3617

CEO Email

justin.sultzbach@middletonma.gov

1.6. Project Contact (if different than CEO)

Project Contact Name

Justin Sultzbach

Project Contact Title

Town Administrator

Project Contact Phone	Project Contact Email
(978) 777-3617	*justin.sultzbach@middletonma.gov*

Organization Description – Describe your organization's structure, including staff capacity, and economic development goals.

1.7. *The Town serves just under 10,000 residents through 22 departments. We have limited staffing capacity within the departments focused on our roadways. As a result, we rely heavily on grants and creative solutions to resolve infrastructure challenges like the Route 114 corridor. As experienced in much of the Commonwealth, we have a housing shortage within our Town. Middleton has struggled to growan affordable housing stock, and in response to this has established an Affordable Housing Trust. The value of an average single-family home has surpassed $935,000 as of last year and is expected to inflate past the $1,000,000 mark within the next couple years. This sobering statistic has encouraged productive discussions in the community surrounding housing, affordability, and the way we approach zoning challenges. This has informed howthe Town has approached the 40B housing development (by Villebridge) and partner of this application. Initially, the development was met with resistance, but under the leadership of the Select Board we have softened our approach for more collaborative and successful discussions with the developer.*

1.8. **Joint Application** - Is this a joint application between two or more municipalities (and/or entities), which will entail a formal arrangement for a shared scope of work and allocation of funds?

Yes [X]No

1.10. **Community Housing Restrictions** - Does the community have any active housing or infrastructure moratoria, or other restriction bylaws (such as "growth limitations")?

Yes [X]No

1.11. **Community Development Tools** - Is your community interested in pursuing any of the following economic development tools offered by the Commonwealth of Massachusetts:

Chapter 43D Expedited Permitting Program Designation	Yes	[X]No
Massachusetts Vacant Downtown Storefronts Program Certification	Yes	[X]No
Property Assessed Clean Energy (PACE) Adoption	Yes	[X]No
Municipal Digital Equity Planning Program	Yes	[X]No

MBTA Community Compliance

1.12. **MBTA Community Compliance** - Choose the option below that best reflects your municipality's compliance status with the Guidelines for Multi-family Zoning Districts Under Section 3A of the Zoning Act (MGL c. 40A). Has your municipality:

Received a determination of District Compliance from EOHLC

Submitted a District Compliance Application but have not yet received a letter of determination from EOHLC.

[X] Have a deadline of December 31, 2024 or later, AND have submitted an Action Plan to EOHLC, AND have received a letter confirming Interim Compliance, AND have not yet submitted application for District Compliance.

Have a deadline of December 31, 2023 BUT not yet submitted an application for District Compliance in accordance with the Guidelines for Multi-family Zoning Districts.

PROJECT INFORMATION

PROJECT CORE

2.1. Project Name: *Route 62 & Route 114 Transportation Improvements*

2.2. Project Location: *Middleton*

Save the form after selecting Project Location.

Housing Choice Designation:	*No*	**Rural/Small Town Designation:**	*N/A*
MBTA Community Designation:	*Yes - MBTA*	**EOED Region:**	*Northeast*
Regional Planning Agency:	*Metropolitan Area Planning Council*		

2.3. Short Project Description / Abstract – Provide a concise description of the project, with a focus on how the grant funds would be used if awarded.

The Town is finalizing the approval for 60 units of housing and 19KSF retail at the SW corner of the Route 62/114 intersection. In 2025, the Town Offices will be relocated, and the land east of the intersection designated for future housing development. A successful grant would design, permit, and reconstruct the intersection to improve capacity and safety for all users. The project will coordinate three MassDOT traffic signals to alleviate long-term traffic congestion challenges along 114.

Project Category for Grant Consideration - Select the Development Continuum category, Project Type and Project Focus that best fits the project. Applicants can see the One Stop grant program most likely to review each type of project by hovering over the radio button next to each Project Focus option.

2.4.

ATTENTION APPLICANT: Save form after answering or changing answer to question "Project Category for Grant Consideration".

Development Continuum Category:

Community Activation and Placemaking
Planning and Zoning
Site Preparation
Building
[X] Infrastructure

Project Type:

*[X]*Public Infrastructure to Support Housing Growth (Residential Only)

Project Focus:

Pre-construction: Design / Engineering Documents Only
*[X]*Construction
*[X]*Roadway / Streetscape Improvements
Bridge / Culvert Repair or Replacement
Water / Sewer Infrastructure
Public Utility Project (Gas, Electric, etc.)

Public Infrastructure to Support Mixed-Use and Commercial/Industrial Growth

ATTENTION APPLICANT: Save form after answering or changing answer to question "Project Category for Grant Consideration".

ATTENTION APPLICANT

Based on the selection above, your project is likely best fit for consideration by the following program(s):

HousingWorks Infrastructure Program (HWIP)

Before you proceed, it is recommended that you visit the program website and review program guidelines.

Project Overview

2.5. **Narrative / Scope of Work** –Explain the project. Describe the proposed work that would be funded by the grant and carried out to execute this project.

The public infrastructure project would include the full reconstruction of the Boston Street (Route 62) intersection with S. Main Street (Route 114) and traffic signal improvements along Route 114 at Maple Street (Route 62) and Central Street. The reconstruction of Boston Street and S. Main Street will include roadway widening, sidewalk(s) or shared use path, newtraffic signal, drainage, pavement markings, and signs. The traffic signal at Boston Street will be coordinated with the existing traffic signals at Maple Street and Central Street by adaptive signalization.

A successful grant would fund the preconstruction and construction work necessary to execute the public infrastructure project. The preconstruction work would not require existing conditions survey and preliminary traffic engineering because the private developer has completed/funded those tasks, including a corridor improvement study of Route 114. The preconstruction work would include all transportation engineering tasks to design the project in accordance with MassDOT State Highway Access Permit policies for Route 114. The MassDOT permitting process will include three (3) detailed design submittals at the 25%, 75/100%, and PS&E stages. Once permitted through the MassDOT District 4 office, the remaining work would include bidding, construction, and construction administration.

2.6. **Project Need** – Describe why this project is necessary in enhancing housing and/or job growth.

Geographically, Middleton sits in line with a lot of development found along the Route 114 corridor to the north and south of our Town. Development along Route 144 and the accompanying traffic issues are impossible to ignore. Route 114 is laden with dangerous intersections and one of the most challenging areas is this section of the Route 114 corridor where it intersects Route 62. This area experiences existing traffic congestion and safety challenges that limit economic growth in the area. The intersection of Route 114 at Maple Street (Route 62) is identified by MassDOT as a high crash location. Any development in the area will further exacerbate the traffic issues, and as a result, the Town has required that the private development partner for this grant application make transportation improvements within the project area.

Grant Funding Request

2.7. **Grant Request – In the table below, provide a breakdown, by spending category, of the total grant funding requested for the proposed project.**

Spending Category	Funding Requested
Consultants / Prof. Fees	$
Pre-Construction (Design, Engineering, Permitting, Bidding, etc)	$330,000
Environmental Remediation	$
Construction Admin.	$210,000
Construction (Including Demolition)	$1,960,000
Contingency	$

Other / Miscellaneous	$
TOTAL	***$2,500,000***

Justification of Request - Provide line item explanations, justifications, and/or notes for the funding requested in question 2.7. Include an explanation of the methods for estimating project costs.

2.8. *An itemized construction cost estimate has been attached under section 2.11. Construction cost estimating was based on unit pricing for traffic signal equipment, granite curbing, ADA ramps, drainage, paving, pavement markings, signs, and sidewalk construction materials and the conceptual design plan included in section 2.23. The cost estimate was compared to recent regional MassDOT bid prices and checked by a Massachusetts Registered Professional Engineer to confirm consistency with today's bidding trends, plus escalation (2.5% / year). Construction Administration was estimated based on a 6-month construction schedule, 10% construction contingency, and 15% for pre-construction engineering, permitting, and bidding services were included.*

2.9. Applicant Match - Will the applicant provide a match to supplement any grant funds awarded?

[X]Yes No

2.9.a. If yes, what is the match amount?

$50,000

2.9.b. Describe the source(s) and status of all matching funds.

The Town will utilize available funds from its FY25 operating budget.

2.10. **Other Match Funding Sources** – Is the project directly supported by additional funding being provided by outside parties to support the project (i.e. partner organizations, developer contributions, other state/federal grants, etc.)?

[X]Yes No

2.10.a. If yes, how much is being contributed by other sources?

$175,000

Describe the source(s) and status of funds.

2.10.b. *Villebridge (developer) will contribute approximately $400,000 in land value to alter the layout of Boston Street and S Main Street to accommodate the intersection improvements and the Town approved acceptance of the land at Town meeting May 14th. The developer has also committed to contributing $225,000 total toward traffic mitigation. Approximately $50,000 has already been contributed through the completion of existing conditions survey, preliminary traffic engineering, and conceptual design to support project readiness. He also plans to contribute another $175,000 toward traffic mitigation and those funds will be made available to the Town upon receipt of a successful grant award.*

Total Project Cost

If the below table does not accurately reflect the total cost to complete the scope of work described, adjust the Grant Funding Request, Applicant Match, and Funding From Other Sources accordingly.

Source	Amount
Grant Funding Request	*$2,500,000*
Applicant Match	*$50,000*
Funding From Other Sources	*$175,000*
Total Project Cost	***$2,725,000***

ATTACHMENT HERE: Attach a cost estimate or proposal from prospective consultant(s), professional services provider(s), or contractor(s) for this project. Include a detailed workplan and schedule for the assessment and/or remediation work, prepared by a Mass. Licensed Site Professional in good standing.

2.11. **Cost Estimate** - Attach an engineer's cost estimate or similar document that details and substantiates the requested grant amount for construction. Applicant may submit a pre-filled worksheet, such as from the MassDOT Construction Project Estimator. Contingencies should be clearly identified using a separate line item(s).

2.11 Middleton_Project Cost Estimate.pdf

Community Description

2.12. **Project Location Map** - Attach a map or conceptual drawing showing the location of the project/project area.

2.12 Middleton_Project Location Map.pdf

2.13. **Environmental Justice** - Is the project site located within one mile of an Environmental Justice census block group? CLICK HERE to access the Commonwealth's Environmental Justice Map Viewer.

Yes [X]No

Community Description and Engagement Plan – Describe the population that will be impacted by the project and describe the community engagement efforts that have or will inform the project. Include how the project will promote an inclusive participation process, engage new voices, and/or empower diverse stakeholders. If applicable, describe how the project advances opportunities for community members who have been socially and economically disadvantaged, and/or historically underrepresented.

2.14. *The public infrastructure project will primarily impact and benefit a population that includes residents who live in the area, business owners, customers, and parents/school-aged children at the Howe-Manning Elementary School. The Route 114 corridor and this project area has already experienced an inclusive public participation process through various meetings. Its challenges have been an ongoing topic at Select Board and ZBA or Planning Board meetings to discuss any developments near the project area, especially the 60 units of housing and 19,000 SF of retail by Villebridge. Public engagement will be continued throughout the design development process to ensure all residents have an opportunity to be heard, especially those who are disadvantaged or underrepresented.*

Project Implementation

Leadership and Ability to Execute – Describe the leadership and project management group for this project and why it is an effective team to advance this project. Identify the full name of the person(s) that will serve as the applicant's project contact. If the applicant is partnering with other organizations, list the partner organization(s), and briefly describe their role in accomplishing the project.

2.15. *The leadership group for this public infrastructure project will be led by Justin Sultzbach, Town Administrator, CEO and contact for this grant. Justin has over 10 years' experience in municipal government and has been in a leadership role since 2017 when he was the Assistant Town Administrator in Tyngsborough. This is when he first started his working relationship with the consultant who will be managing design development of this project, TEC, Inc. Justin and TEC's first project together was the execution of a $2,500,000 MassWorks grant to design and construct signalized intersection improvements like this project. In 2021, Justin became the Town Administrator in Winchendon where he and TEC partnered on another intersection improvement project to address safety/operational challenges at Blair's Square through the MassDOT Transportation Improvement Program (TIP). TEC has over 10 years of proven experience in supporting municipalities with the MassWorks Infrastructure Program and other Community One Stop for Growth grants since its inception a fewyears ago.*

			$

Progress to Date – What progress has the applicant/partner organization(s) made on this project to date? Include details about planning, community engagement, prior State/Federal funding, development tools used, noting if the project is included in any adopted municipal or regional plans (e.g. Master Plan, CEDS, HPP, etc.).

2.16. *The public infrastructure project has seen progress through the local permitting and public meeting process. The developer (Villebridge) has made substantial investment to advance the project through the completion of existing conditions survey, traffic data collection/analysis/engineering to include the Route 114 Corridor Study, and conceptual design of the Boston Street/S Main Street intersection. The developer also intends to fund the completion of a Road Safety Audit (RSA) at the high-crash location of S Main Street and Maple Street this summer. The Town, Villebridge and its traffic engineer, members of the ZBA, and TEC have also met with MassDOT District 4 to discuss the project, this grant application, and an approach to successfully execute it.*

Project Implementation Timeline – Describe the steps and timeline to implement the project. Include any tasks that the applicant would need to complete before expending grant funds, if awarded (i.e. procurement, hiring contractors, issuing RFPs, etc.), as well as information about any notable dates and/or milestones. If applicable, Identify any necessary review and/or approval entities such as Planning Board, Council or Selectboard and/or subcommittee Committee, town meeting, etc. Note: Grants awards will be announced in Fall 2024 for contracts starting in FY25.

2.17. *Various preliminary engineering tasks have been completed to establish project readiness that aligns with the development project. The public infrastructure project will be executed through a phased approach. Phase 1 will include the coordination of the three (3) Route 114 traffic signals, limited pavement markings, and signs to allow for construction in the 2025 season, which will mitigate any delays to the private development project of 60 housing units/19,000 SF neighborhood convenience retail. Phase 2 will include the MassDOT design development process for the reconstruction of the Boston Street and Route 114 intersection. Phase 2 design will be completed over a 12-month period in 2025 and bidding in early 2026. The project is anticipated to be substantially complete within the 2026 construction season with punch list items to be completed in spring of 2027. Based on the above project implementation timeline, grant funds are anticipated to be fully expended before June 30, 2027.*

Environmental Sustainability and Emissions Reduction

Environmental Sustainability – Describe how the applicant will take climate change and environmental sustainability into consideration in the execution of the project.

2.18. *The project will aim to provide safe and accessible infrastructure within the public way for all of the roadway users in accordance with MassDOT design policies. The project will also focus on the reduction of traffic congestion that the project area experiences today. These project goals are well aligned with a sustainable environment. Safe sidewalks and bicycle facilities will encourage people to walk/bike, instead of drive, and limiting the time that cars spend idling with both reduce car emissions and improve air quality.*

Project Outcomes

Anticipated Outcomes and Impacts – Explain how the project will catalyze community economic development. Describe the tangible outcomes, including impacts on housing production, job growth, workforce development, entrepreneurship, local business and/or other social benefits.
2.19.

This project will be transformative for the Town because traffic issues are a significant deterrent to economic development. They also fuel high crash intersections and hamper walkability / bike travel along Middleton's most well-traveled corridor. The donated land from Villebridge, coupled with a grant-based financial infusion for infrastructure improvements, will catalyze community economic development and provide public benefit for our businesses and residents.

This project will result in the immediate addition of 60 units of housing right in the heart of Middleton, including an affordable component as described by the developer in this application. The project will also yield 19,000 square feet of new high quality commercial retail development, resulting in not only additional amenities for our residents, but also the creation of new jobs. These are real, tangible outcomes that will encourage housing production, job growth, and workforce development.

We are also happy to add that this project will be kicking off a full North to South overhaul of Route 114 over the next decade, a priority we have communicated to our leaders at the Statehouse as well as MassDOT. It has also inspired conversations surrounding new upcoming affordable housing development. By example, the Town has led citizen driven conversations over the past two months to explore the feasibility of converting town-owned Memorial Hall to approximately 8 affordable units by the year 2026. Memorial Hall currently serves as our Town Hall, but we will be vacating for a new facility in roughly 20 months. These conversations regarding future development have been anchored in the hope that the HousingWorks program will deliver on this currently proposed Villebridge project this year, helping us kick off a new chapter for housing and infrastructure improvements in Middleton for the coming decades.

2.20. **Project Impacts** – Complete the below table to show the expected impacts of the project (if N/A, enter 0):

Housing Impacts	
Maximum Housing Units Allowed on Site by Current Zoning	*1*
Number of new affordable rental units to be created:	*15*
Number of new affordable ownership units to be created:	*0*
Number of new market-rate rental units to be created:	*45*
Number of new market-rate ownership units to be created:	*0*

Total number of all NEW housing units to be created:	***60***
If any affordable, specify lowest income limit used (65% AMI, 80% AMI, etc.):	*80*
Employment Outcomes	
Number of NEW permanent full-time jobs to be created:	*50*
Number of NEW permanent part-time jobs to be created:	*40*
Total number of all NEW permanent jobs to be created:	***90***
Total construction jobs to be supported by the private development project(s):	*80*
Total existing full-time jobs to be retained as direct result of this project:	*0*
Businesses Impacts	
Square feet of commercial development allowed by current zoning:	*33,000*
Square feet of industrial development allowed by current zoning:	*0*
Square feet of office and/or retail space to be created, including restaurants:	*18,800*
Square feet of industrial space to be created, including warehouses:	*0*
Total square footage of commercial space to be created:	***18,800***

Site Information

2.21.General Information - Complete the table below with information about the project site.

Project Address(es) (If multiple, enter the ID for each parcel individually. Add lines as necessary)	*1 - 61 South Main Street (Route 114)* *7 - 17 Boston Street (Route 62)*

Site Description - Describe the project site(s) or building, include square footage, ownership history, past/present uses and operators, conditions of any existing building(s), historic considerations, unique challenges that may exist at this location, etc. If applicable, indicate whether the applicant has site control.

2.22. *The Route 114 corridor is an urban principal arterial roadway that experiences over 20,000 vehicles per day, maintains a 4-lane section through the project area but immediately drops to 3 lanes just south of Boston Street. The limit of work includes approximately 2,000' in total along Boston Street and S Main Street where the intersection will be fully reconstructed. The project site also includes the traffic signals where Route 114 intersects both Maple Street and Central Street, where signal equipment improvements will be made to coordinate all 3 intersections. Given the nearly 10,000 vehicles per day that travel along Boston Street (Route 62) and intersect with Route 114, bottleneck traffic congestion is too frequent an occurrence. Sidewalks within the project area are in fair condition and bicycle accommodations are not currently provided. Boston Street is owned by the Town and Route 114 is owned by MassDOT.*

2.23. **Site Plan/Construction Drawing** – Attach a site plan, conceptual drawing, and/or construction design that clearly demonstrates the location and proposed work.

2.23 Middleton_Concept Plan.pdf

2.24. **Transit Oriented Development** – Is the project site located at or within a half mile of a transit station (defined as a subway, light rail, ferry, commuter rail station) or bus route, and/or is located in a zoning district that allows multi-family by right in accordance with Section 3A of MGL c.40A?

Yes [X]No

2.25.Current Zoning – What type of use is currently allowed by zoning on the project site(s)? (Check all that apply)

[X]Industrial/Commercial Mixed - Use

Residential – Single Family / Townhome [X]Other: *40B Residential*

Residential – Multi-family

2.26. Community Development Tools – Indicate which, if any, of the following housing and/or economic development tools have been adopted within the project site.

40R/40Y Smart Growth or Starter Home District	Economic Opportunity Area (EOA)
43D Expedited Permitting District	Current or 'Graduated' Transformative Development Initiative (TDI) District
Approved Urban Renewal Plan	EOHLC Approved Housing Production Plan

District Improvement Financing (DIF)/Tax Increment Financing (TIF)

2.27. Site Ownership - Is the project site publicly owned?

Yes [X]No

2.27.a. If No, explain how the site will be publicly acquired/owned by the project start date or if public ownership is not applicable.

The majority of the public infrastructure project will fall within the Right-of-Way. Boston Street is owned by the Town and S Main Street is owned by MassDOT (State Highway Layout). The conceptual design plan (section 2.23) depicts a RED line representing an alteration to the layout along the southerly side of Boston Street and westerly side of S Main Street. This alteration will be required to accommodate roadway widening toward the private development project. As part of the design development process, ROW plans that are recordable at the registry of deeds will be prepared and recorded prior to the start of construction. The donation of this land to the Town was accepted by the Middleton residents at the May 14, 2024 Annual Town Meeting and is anticipated to have a value of $400,000.

Climate Resilience

2.28. Impervious Area – Will the project result in a net increase in impervious area?

Yes [X]No

Climate Resilience Design Standard Report – The Climate Resilience Design Standards Tool guides users to input basic project information and will generate a downloadable report for attachment. The Climate Resilience Design Standards Tool is accessed via the following link: https://resilientma.org/rmat_home/designstandards/

2.29. *After clicking "Submit Project inside the tool, the project information will be saved, and a "Download Report icon will appear for the user. The entire process, exclusive of registration, should take no more than 15 minutes per project.*

ATTACHMENT HERE: Attach a copy of the project's output report from the Commonwealth's online Climate Resilience Design Standards Tool.

2.29 Middleton_CRDSR.pdf

2.30. Exposure Rating – Does the project's Climate Resilience Design Tool report provide a "High preliminary exposure score for either Sea Level Rise/Storm Surge, Extreme Precipitation - Urban Flooding, or Extreme Precipitation - Riverine Flooding (see above ATTACHMENT)?

[X]Yes No

2.30.a. If yes, describe any design strategies that the public infrastructure project will incorporate, and/or that the applicant plans to investigate as part of the project's design, to mitigate the potential impacts of future flooding. For Infrastructure projects, specify the design storm (return period) that the applicant intends to use in the engineering of the project (e.g., the 25-year storm or 4% storm). For Building projects, specify any dry floodproofing and/or improved conformance to flood-resistant building standards that the project will achieve and/or investigate.

The intersection of Boston Street and Route 114 will be fully reconstructed to create an opportunity for stormwater improvements. Any available land adjacent to the project can be utilized for Best Management Practices (BMP's) to mitigate, treat, and store runoff from large storm events.

INFRASTRUCTURE ADDITIONAL QUESTIONS

***5.11.* Construction Timeline** - Provide the planned schedule/timeline for the project.

Milestone	Start Date	End Date
Design/Engineering/Permitting	1/1/2025	12/31/2025
Bidding Open/Close	1/1/2026	3/31/2026
Construction Start	4/1/2026	
50% Construction		7/31/2026
Construction Complete		11/30/2026

Design Completion - What percentage project design is completed?

5.12.

10

Permits/Licenses/Approvals - Which of the following permits, licenses, and/or approvals are required for this project? (Check all that apply) For selected items, indicate if secured and the actual or anticipated dates of filing and issuance.

5.13.

Check If Required	Check If Secured	Filing Date (Actual or Anticipated)	Decision Date (Actual or Anticipated)
Article 97 Land Disposition			
Chapter 91 License			
401 Water Quality Certification			
Superseding Order of Conditions			
Water Management Act Plan			
[X]MassDOT Access Permit	[X]	1/1/2025	12/31/2025
Mass Historic Commission Review			
Planning Board			
[X]Conservation Commission	[X]	9/1/2025	12/31/2025
Zoning Board			
Sewer Extension Permit			
Utility Relocation			
Building Permit			
Other Specify:			

5.14.Infrastructure Output – Indicate the types and quantities of infrastructure to be constructed.

Infrastructure Type (check all that apply)	Output
[X]Roadway Repair or Construction	2,000
Streetscape Improvements	
Bridge Repair or Replacement	
Culvert Repair or Replacement	
Water Infrastructure	
Sewer Infrastructure	
Public Utility - Gas	
Public Utility - Electric	
Public Utility - TeleComms	
Public Utility - Other	

5.15.MassDOT TIP – Is the construction work planned as a non-participating scope item on a MassDOT TIP project?

Yes [X]No

5.16.State Roadway - Will the project include work on a state roadway and/or at an intersection with a state roadway?

[X]Yes No

If Yes, identify the state roadway(s) involved:

5.16.a.

S Main Street (Route 114) is owned by MassDOT and is considered State Highway Layout.

5.17.MEPA Threshold – Does the public infrastructure project meet or exceed any of the thresholds for MEPA review set forth in 301 CMR 11.03?

Yes [X]No

Leveraged Private Development

5.18. Imminent Private Development - Does the public infrastructure project support an imminent private development?

[X]Yes No

5.19. Private Development Address – Provide the address or parcel ID of the private development site.

10/18 Boston Street & 49 S Main Street

5.20. Private Development Map - Attach an aerial view map showing the limits of work of the public project site in relation to the limits of work of the private project site (if applicable). Clearly delineate the two.

5.20 Middleton_Project Location Map Priv Dev.pdf

5.21. Developer Contact Information – Provide the following information for the primary private development project most directly leveraged by this infrastructure project, including the entity name and contact information.

Proponent Entity/Company:

Villebridge Acquisitions LLC

Project Name:

Middleton Corner

Project Address:

49 South Main Street and 10 Boston Street, Middleton, MA 01949

Contact Name/Title:

Lars Unhjem, Manager

Contact Phone:

(617) 418-3575

Contact Email:

lars@villebridge.com

Describe Private Development – Describe the private development project(s), including the scope of the development, expected public benefits, and project phasing, if any.

5.22. *The Project consists of construction of development comprising one multifamily residential building on one lot and two commercial buildings on a separate lot. The residential building is being proposed under the State's affordable housing law, Massachusetts General Laws Chapter 40B. It will total approximately 94,000 sf and provide 60 units of which at least 25 percent of the units will be affordable. The building will include interior and exterior amenity spaces and an exterior pet run.*

The northern commercial building will be approximately 14,800 sf, accommodating up to ten commercial units. The approximately 4,000 sf southern commercial building will feature a drive-thru lane, accommodating up to two commercial units. Proposed commercial uses, used to estimate trip generation, include an approximately 2,430 sf coffee shop with drive-thru window, approximately 3,000 sf of fast-casual restaurant space, approximately 4,000 sf of full-service restaurant space, and approximately 9,340 sf of neighborhood retail space. The proposed commercial uses result in roughly one-half of the uses dedicated to food-and-beverage services and roughly one-half of the uses dedicated to neighborhood retailers. Approximately 115 parking spaces will be provided, including six handicap spaces, as well as bicycle parking at the Site's main entrance.

The private development will revitalize a worn-down and closed restaurant and function hall space at a prominent corner in town by creating a newneighborhood convenience center and rental apartment homes walkable and convenient to shops, businesses, activities, schools, recreation areas, and municipal buildings including Town Hall and the public library. While the construction timelines for the residential and retail components may vary slightly, project phasing is not anticipated.

Private Development Impacts

If the below table does not accurately reflect the total number of housing units, commercial space, and/or jobs created by this development, adjust the inputs in question **2.20. Project Impacts** accordingly:

Category	Amount
Total number of all new housing units to be created:	*60*

Total square footage of commercial space to be created:	*18,800*
Total number of all new permanent jobs to be created:	*90*

5.26. Total Construction Value - Total estimated construction value ($) of the development project:

$30,000,000

5.27. Financing –Is the private development project's financing fully secured?

Yes [X]No

If No, indicate the status of all sources, if there are any significant contingencies, and by when the resources needed to proceed are expected to be secured.

5.27.a. *Private equity sources have been obtained to, in part, fund the discretionary and major approvals. Upon obtaining discretionary and major approvals, additional private equity financing will be secured to complete preconstruction, construction, and lease-up activities. Construction financing will be secured immediately prior to construction commencement. Upon stabilization, permanent financing will be secured.*

5.28. Private Development MEPA - Does the private development project, identified herein, meet or exceed the MEPA thresholds as set forth in 301 CMR 11.03?

[X]Yes No

If Yes, list any filings that the proponent has made or plans to make with the MEPA Office for the project, and indicate whether the review is expected to be full scope or limited scope.

5.28.a. *An Environmental Notification Form (ENF) for the private development was filed with the MEPA Office and published in the March 7, 2024, Environmental Monitor. MEPA jurisdiction was limited in Scope to aspects of the project within the subject matter of required agency actions. On April 22, 2024, the MEPA Office issued a Certificate on the ENF that determined that an Environmental Impact Report (EIR) was not required for the private development.*

5.29. Served by Public Infrastructure Improvements - Will the public infrastructure improvements directly serve or connect to the private development?

[X]Yes No

5.30. Relation to Public Infrastructure Improvements - Will the public infrastructure project be on parcels of land that are either, a) part of the private development project site, or b) adjacent to the private development project site?

[X]Yes No

5.31. Condition of Permit - Will the public infrastructure project involve the construction of improvements that are required as a condition in a state/local permit or approval for a private development project, including Section 61 findings?

[X]Yes No

If Yes, please explain.

5.31.a. *Portions of the public infrastructure project will involve the construction of improvements that are required by local permitting through the ZBA and Planning Board. The construction of the improvements will also have conditions set forth by MassDOT as part of the Highway Access Permit.*

5.32. Private Development Zoning – Is this private development project allowed by-right in the municipality's current zoning? **Note**: Uses requiring a special permit do not qualify as allowed by-right.

Yes [X]No

5.32.a. If no, is a zoning amendment required for this private development project to move forward?

Yes [X]No

5.33. Private Development Design - What percentage of the project design is completed for the private development?

20

5.34. Private Development Permits/Approvals – Does the private development have all required permits and approvals to commence construction?

Yes [X]No

If No, identify what permits and/or approvals are outstanding and the anticipated timeframe within which they will be secured.

5.34.a. *Comprehensive Permit for Rental Residential 40B Component expected June 27, 2024; Site Plan Approval with Special Permits for Commercial Neighborhood Convenience Center expected July 25, 2024; Title 5 septic approvals anticipated 10/31/2024; EPA NPDES Stormwater NOI anticipated 2/28/2025; building permits anticipated 2/28/2025; MassDOT Highway Access Permit for Phase 1 anticipated 6/30/2025*

5.35.Private Development Timeline - Provide the anticipated schedule/timeline for the private development project.

Milestone	Start Date	End Date
Design/Engineering/Permitting	*4/1/2022*	*6/30/2025*
Construction Start	*3/1/2025*	
50% Construction		*12/1/2025*

5.36. **Reliance on Public Infrastructure Improvements** - Can the private development proceed independently without the public infrastructure project?

Yes [X]No

5.37. **Letter from Private Development Proponent** - Attach a letter from the private development proponent confirming and explaining this answer.

5.37 Middleton_Private Dev Support Letter.pdf

5.38.Additional Private Development - Is the infrastructure project associated with any additional private development projects?

[X]Yes No

Please describe the additional private development project(s).

5.38.a. *The Town has led citizen driven conversations over the past two months to explore the feasibility of converting Town-owned Memorial Hall to approximately 8 affordable units by the year 2026. Memorial Hall currently serves as our Town Hall, but we will be vacating for a newmunicipal complete in roughly 20 months.*

ADDITIONAL/OPTIONAL ATTACHMENTS

Applicants may submit other attachments to support the application, which may be reviewed and/or filed. However, please note that these items will generally not be scored or assessed as part of the formal evaluation of the proposal.

Multiple documents may be uploaded to each attachment field, however only one document may be uploaded at a time.

Attachment Type	Description
Letters of Support	**General support letters.** *Additional Attachment_State Rep Support Letter.pdf*
Other Partner Letters	**Letters from any partner organizations that are collaborating on this project.**
Site Images	**Other site photographs, illustrations, and/or maps.**

Other	**Other attachments.**

CERTIFICATION

CERTIFICATION OF APPLICATION SUBMISSION AUTHORITY

9.1 If the applicant is a public entity, does the submission of this application require a formal vote of any board, commission, or other local entity? If Yes, attachment required.

Yes [X]No Not Applicable

9.2 If the applicant is a non-public entity, does the submission of this application require the authorization of the entity's board of directors, or other governing body or bylaw? If Yes, attachment required.

Yes No [X]Not Applicable

I, *Justin Sultzbach* (Submitter Name), hereby certify that I am duly authorized to submit this application on behalf of *Town of Middleton* (Applicant Organization Name). By entering my name in the space below, I further certify, under the pains and penalties of perjury, that the responses to the questions provided in this application, and the attached documentation, are true, accurate, and complete. I understand that the Executive Office of Housing and Economic Development (EOHED) and its partner organizations, specifically the Department of Housing and Community Development (DHCD) and the Massachusetts Development Finance Agency (MDFA), will rely on the information provided in this application to make decisions about whether to award a grant from their respective funding sources. Also, that the Commonwealth reserves the right to take action against me, the applicant organization, and/or any other beneficiary of a grant, if any of the information provided is determined to be false, inaccurate, or misleading. I also affirm that, if awarded, the applicant organization has the capacity to carry out the project in accordance with all applicable laws and regulations. (For Non-Public Entities: If awarded, I further understand that the receipt of a grant may have tax implications for my business and will accept responsibility for getting the necessary legal/tax advice on this matter.)

5/31/2024 3:11:09 PM

Justin Sultzbach
Name

*Town Administrator***Title**

Date

Boston Street at S Main Street
Intersection Improvements
Community One Stop
Preliminary Project Cost Estimate

282 Merrimack St, Lawrence MA 01834
311 Main Street, 2nd Floor, Worcester MA 01608
169 Ocean Blvd., Hampton, NH 03842
978-794-1792 "TheEngineeringCorp.com"

Project: Boston Street at South Main Street
Location:. Middleton, MA
Title: Boston Street at South Main Street Improvements
Estimated By: MA

Date: 6/5/2024
Sheet: 1 of 1
Checked By: DPS

Item	Quantity	Units	Unit Price	Total
Mobilization	1	LS	$ 55,000	$ 50,000
Full Depth Pavement	1350	SY	$ 135	$ 182,250
Mill & Overlay	7000	SY	$ 50	$ 350,000
HMA Driveway	250	SY	$ 105	$ 26,250
New Granite Curb	2550	FT	$ 95	$ 242,250
R&R Granite Curb	1350	FT	$ 50	$ 67,500
Cement Concrete Sidewalk	750	SY	$ 175	$ 131,250
HMA Shared Use Path	900	SY	$ 110	$ 99,000
New ADA Ramps	11	EA	$ 2,500	$ 27,500
Traffic Signals	1	EA	$ 350,000	$ 350,000
Traffic Signal Coordination	3	EA	$ 35,000	$ 105,000
Pavement Markings	1	LS	$ 20,000	$ 20,000
Drainage	1	LS	$ 50,000	$ 50,000
Landscaping	1	LS	$ 15,000	$ 15,000
Subtotal				$ 1,716,000
5% Escalation (2 years)				$ 102,960
10% Construction Contingency				$ 171,600
7% Police Details				$ 120,120
5% Temporary Traffic Controls				$ 85,800
Subtotal - Construction Items				$ 2,196,480
15% Pre-construction (Design-Permit-Bid)				$ 329,472
Construction Administration (6 months)				$ 210,000
Subtotal				$ 539,472
Total				$ 2,735,952
Say				**$ 2,725,000**

Project Location Map

COMMUNITY ONE STOP for GROWTH
mass.gov/onestop

TOWN OF MIDDLETON, MASSACHUSETTS FOUNDED IN 1728

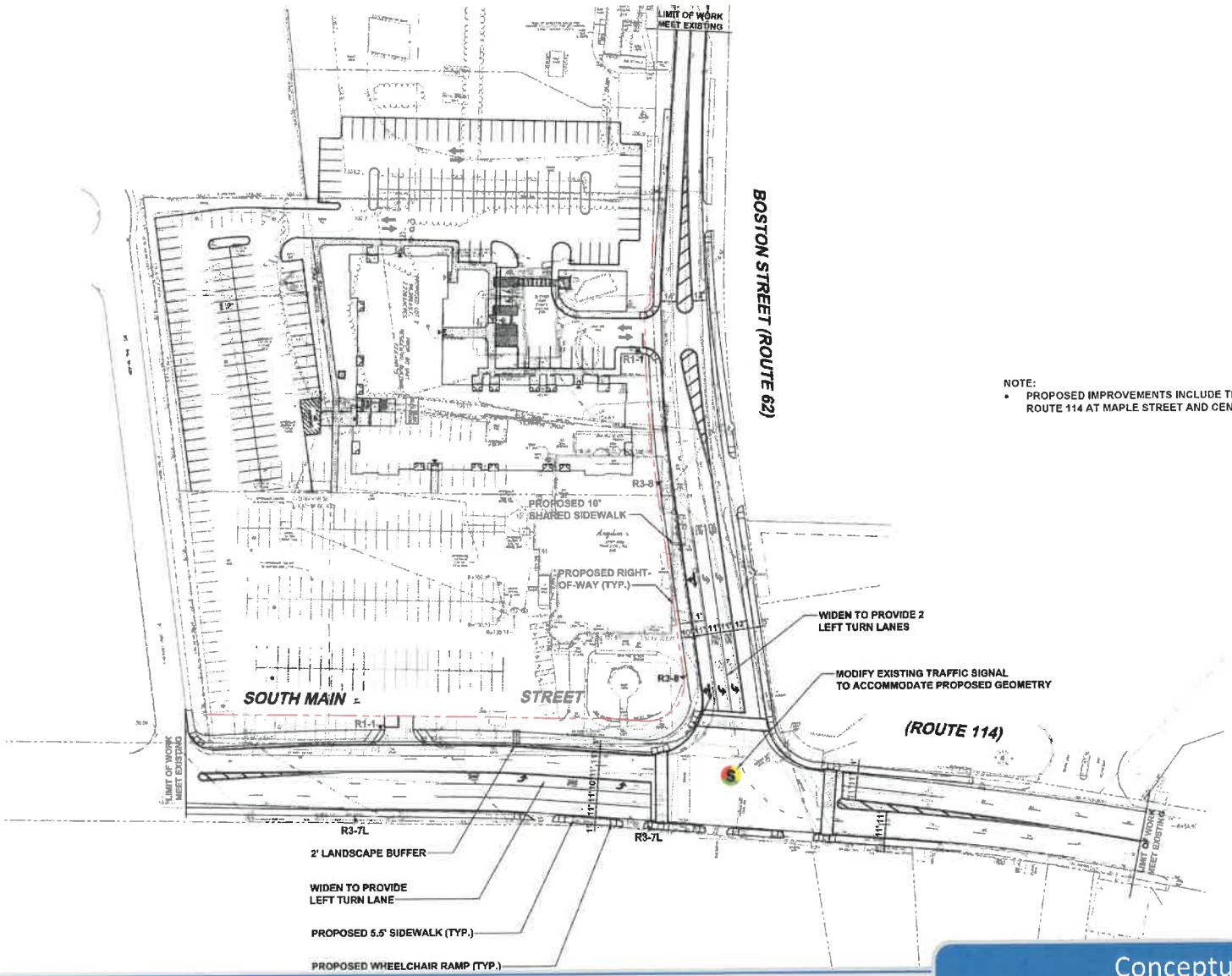
TEC
The Engineering Corp
282 Merrimack Street, 2nd Floor
Lawrence, MA 01843

1" = 60'

June 5th, 2024

Legend
= Public Infrastructure Project Area
= Private Development Project @ 10 Boston Street & 49 South Main Street (60 housing units & 19 KSF Commercial)
= Future Private Development @ 48 South Main Street (Currently Town Hall; potential housing)

Boston Street (Rt 62) @ South Main Street (Rt 114)
Intersection Improvements
Middleton, Massachusetts



NOTE:
- PROPOSED IMPROVEMENTS INCLUDE TRAFFIC SIGNAL COORDINATION WITH ROUTE 114 AT MAPLE STREET AND CENTRAL STREET INTERSECTIONS.

Conceptual Plan

Boston Street (Rt 62) @ South Main Street (Rt 114)
Intersection Improvements
Middleton, Massachusetts

1" = 40'

June 5th, 2024

COMMUNITY ONE STOP for GROWTH
mass.gov/onestop

TOWN OF MIDDLETON, MASSACHUSETTS FOUNDED IN 1728

Climate Resilience Design Standards Tool Project Report

Boston Street (Rt 62) @ South Main Street (Rt 144) Intersection Improvements
Date Created: 5/22/2024 2:38:09 PM
Created By: Marias
Date Report Generated: 5/30/2024 10:26:05 AM
Tool Version: Version 1.2
Project Contact Information: Justin Sultzbach (justin.sultzbach@middletonma.gov)

Project Summary

Link to Project

Estimated Capital Cost: $2500000.00
End of Useful Life Year: 2078
Project within mapped Environmental Justice neighborhood: No

Ecosystem Service Benefits	Scores
Project Score	Moderate
Exposure	**Scores**
Sea Level Rise/Storm Surge	Not Exposed
Extreme Precipitation - Urban Flooding	High Exposure
Extreme Precipitation - Riverine Flooding	Moderate Exposure
Extreme Heat	High Exposure

Asset Preliminary Climate Risk Rating Summary

Number of Assets: 2

Asset Risk	Sea Level Rise/Storm Surge	Extreme Precipitation - Urban Flooding	Extreme Precipitation - Riverine Flooding	Extreme Heat
Boston Street (Route 62)	Low Risk	High Risk	Moderate Risk	High Risk
North/South Main Street (Route 114)	Low Risk	High Risk	Moderate Risk	High Risk

Climate Resilience Design Standards Summary

	Target Planning Horizon	Intermediate Planning Horizon	Percentile	Return Period	Tier
Sea Level Rise/Storm Surge					
Boston Street (Route 62)					
North/South Main Street (Route 114)					
Extreme Precipitation					
Boston Street (Route 62)	2070			10-yr (10%)	Tier 2
North/South Main Street (Route 114)	2070			10-yr (10%)	Tier 2
Extreme Heat					
Boston Street (Route 62)	2070		50th		Tier 2
North/South Main Street (Route 114)	2070		50th		Tier 2

Scoring Rationale - Project Exposure Score

The purpose of the Exposure Score output is to provide a preliminary assessment of whether the overall project site and subsequent assets are exposed to impacts of natural hazard events and/or future impacts of climate change. For each climate parameter, the Tool will calculate one of the following exposure ratings: Not Exposed, Low Exposure, Moderate Exposure, or High Exposure. The rationale behind the exposure rating is provided below.

Sea Level Rise/Storm Surge

This project received a "Not Exposed" because of the following:

- Not located within the predicted mean high water shoreline by 2030
- No historic coastal flooding at project site
- Not located within the Massachusetts Coast Flood Risk Model (MC-FRM)

Extreme Precipitation - Urban Flooding

This project received a "High Exposure" because of the following:

- Increased impervious area
- Maximum annual daily rainfall exceeds 10 inches within the overall project's useful life
- Existing impervious area of the project site is greater than 50%
- No historic flooding at project site

Extreme Precipitation - Riverine Flooding

This project received a "Moderate Exposure" because of the following:

- Part of the project is within 100ft of a waterbody
- No historic riverine flooding at project site
- The project is not within a mapped FEMA floodplain [outside of the Massachusetts Coast Flood Risk Model (MC-FRM)]
- Project is not likely susceptible to riverine erosion

Extreme Heat

This project received a "High Exposure" because of the following:

- 30+ days increase in days over 90 deg. F within project's useful life
- Not located within 100 ft of existing water body
- Increased impervious area
- Existing trees are being removed as part of the proposed project
- Existing impervious area of the project site is greater than 50%

Scoring Rationale - Asset Preliminary Climate Risk Rating

A Preliminary Climate Risk Rating is determined for each infrastructure and building asset by considering the overall project Exposure Score and responses to Step 4 questions provided by the user in the Tool. Natural Resource assets do not receive a risk rating. The following factors are what influenced the risk ratings for each asset.

Asset - Boston Street (Route 62)
Primary asset criticality factors influencing risk ratings for this asset:

- Asset may inaccessible/inoperable for more than a day but less than a week after natural hazard event
- Loss/inoperability of the asset would have regional impacts
- Inoperability of the asset would be expected to result in minor impacts to people's health, including minor injuries or minor impacts to chronic illnesses
- Cost to replace is less than $10 million
- There are no hazardous materials in the asset

Asset - North/South Main Street (Route 114)
Primary asset criticality factors influencing risk ratings for this asset:

- Asset can be inaccessible/inoperable more than a week after natural hazard event without consequences
- Loss/inoperability of the asset would have regional impacts
- Inoperability of the asset would result in moderate or severe injuries or moderate or severe impacts to chronic illnesses
- Cost to replace is between $10 million and $30 million
- There are no hazardous materials in the asset

Project Climate Resilience Design Standards Output

Climate Resilience Design Standards and Guidance are recommended for each asset and climate parameter. The Design Standards for each climate parameter include the following: recommended planning horizon (target and/or intermediate), recommended return period (Sea Level Rise/Storm Surge and Precipitation) or percentile (Heat), and a list of applicable design criteria that are likely to be affected by climate change. Some design criteria have numerical values associated with the recommended return period and planning horizon, while others have tiered methodologies with step-by-step instructions on how to estimate design values given the other recommended design standards.

Asset: Boston Street (Route 62) — Infrastructure

Sea Level Rise/Storm Surge — Low Risk

Applicable Design Criteria

Projected Tidal Datums: NOT APPLICABLE

Projected Water Surface Elevation: NOT APPLICABLE

Projected Wave Action Water Elevation: NOT APPLICABLE

Projected Wave Heights: NOT APPLICABLE

Projected Duration of Flooding: NOT APPLICABLE

Projected Design Flood Velocity: NOT APPLICABLE

Projected Scour & Erosion: NOT APPLICABLE

Extreme Precipitation — High Risk

Target Planning Horizon: 2070
Return Period: 10-yr (10%)

LIMITATIONS: The recommended Standards for Total Precipitation Depth & Peak Intensity are determined by the user drawn polygon and relationships as defined in the Supporting Documents. The projected Total Precipitation Depth values provided through the Tool are based on the climate projections developed by Cornell University as part of EEA's Massachusetts Climate and Hydrologic Risk Project, GIS-based data as of 10/15/21. For additional information on the methodology of these precipitation outputs, see Supporting Documents.

While Total Precipitation Depth & Peak Intensity for 24-hour Design Storms are useful to inform planning and design, it is recommended to also consider additional longer- and shorter-duration precipitation events and intensities in accordance with best practices. Longer-duration, lower-intensity storms allow time for infiltration and reduce the load on infrastructure over the duration of the storm. Shorter-duration, higher-intensity storms often have higher runoff volumes because the water does not have enough time to infiltrate infrastructure systems (e.g., catch basins) and may overflow or back up during such storms, resulting in flooding. In the Northeast, short-duration high intensity rain events are becoming more frequent, and there is often little early warning for these events, making it difficult to plan operationally. While the Tool does not provide recommended design standards for these scenarios, users should still consider both short- and long-duration precipitation events and how they may impact the asset.

The projected values, standards, and guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Total Precipitation Depth & Peak Intensity for 24-hr Design Storms: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period (Design Storm)	Projected 24-hr Total Precipitation Depth (inches)	Step-by-Step Methodology for Peak Intensity
Boston Street (Route 62)	2070	10-Year (10%)	7.1	Downloadable Methodology PDF

Projected Riverine Peak Discharge & Peak Flood Elevation: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Extreme Heat — High Risk

Target Planning Horizon: 2070
Percentile: 50th Percentile

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Annual/Summer/Winter Average Temperatures: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Heat Index: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Growing Degree Days: NOT APPLICABLE

Projected Days Per Year With Max Temp > 95°F, >90°F, <32°F: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Number of Heat Waves Per Year & Average Heat Wave Duration: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Cooling Degree Days & Heating Degree Days (base = 65°F): NOT APPLICABLE

Asset: North/South Main Street (Route 114) — Infrastructure

Sea Level Rise/Storm Surge — Low Risk

Applicable Design Criteria

Projected Tidal Datums: NOT APPLICABLE

Projected Water Surface Elevation: NOT APPLICABLE

Projected Wave Action Water Elevation: NOT APPLICABLE

Projected Wave Heights: NOT APPLICABLE

Projected Duration of Flooding: NOT APPLICABLE

Projected Design Flood Velocity: NOT APPLICABLE

Projected Scour & Erosion: NOT APPLICABLE

Extreme Precipitation — High Risk

Target Planning Horizon: 2070
Return Period: 10-yr (10%)

LIMITATIONS: The recommended Standards for Total Precipitation Depth & Peak Intensity are determined by the user drawn polygon and relationships as defined in the Supporting Documents. The projected Total Precipitation Depth values provided through the Tool are based on the climate projections developed by Cornell University as part of EEA's Massachusetts Climate and Hydrologic Risk Project, GIS-based data as of 10/15/21. For additional information on the methodology of these precipitation outputs, see Supporting Documents.

While Total Precipitation Depth & Peak Intensity for 24-hour Design Storms are useful to inform planning and design, it is recommended to also consider additional longer- and shorter-duration precipitation events and intensities in accordance with best practices. Longer-duration, lower-intensity storms allow time for infiltration and reduce the load on infrastructure over the duration of the storm. Shorter-duration, higher-intensity storms often have higher runoff volumes because the water does not have enough time to infiltrate infrastructure systems (e.g., catch basins) and may overflow or back up during such storms, resulting in flooding. In the Northeast, short-duration high intensity rain events are becoming more frequent, and there is often little early warning for these events, making it difficult to plan operationally. While the Tool does not provide recommended design standards for these scenarios, users should still consider both short- and long-duration precipitation events and how they may impact the asset.

The projected values, standards, and guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Total Precipitation Depth & Peak Intensity for 24-hr Design Storms: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period (Design Storm)	Projected 24-hr Total Precipitation Depth (inches)	Step-by-Step Methodology for Peak Intensity
North/South Main Street (Route 114)	2070	10-Year (10%)	7.1	Downloadable Methodology PDF

Projected Riverine Peak Discharge & Peak Flood Elevation: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Extreme Heat High Risk

Target Planning Horizon: 2070
Percentile: 50th Percentile

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Annual/Summer/Winter Average Temperatures: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Heat Index: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Growing Degree Days: NOT APPLICABLE

Projected Days Per Year With Max Temp > 95°F, >90°F, <32°F: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Number of Heat Waves Per Year & Average Heat Wave Duration: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Cooling Degree Days & Heating Degree Days (base = 65°F): NOT APPLICABLE

Project Inputs

Core Project Information

Name:	Boston Street (Rt 62) @ South Main Street (Rt 144) Intersection Improvements
Given the expected useful life of the project, through what year do you estimate the project to last (i.e. before a major reconstruction/renovation)?	2078
Location of Project:	Middleton
Estimated Capital Cost:	$2,500,000
Who is the Submitting Entity?	City/Town Middleton Justin Sultzbach (justin.sultzbach@middletonma.gov)
Is this project identified as a priority project in the Municipal Vulnerability Preparedness (MVP) plan or the local or regional Hazard Mitigation Plan (HMP)?	No
Is this project being submitted as part of a state grant application?	Yes
What stage are you in your project lifecycle?	Pre-Planning
Is climate resiliency a core objective of this project?	No
Is this project being submitted as part of the state capital planning process?	No
Is this project being submitted as part of a regulatory review process or permitting?	No
Brief Project Description:	The Town is finalizing the approval for 60 units of affordable housing adjacent to the SW corner of the Route 62/114 intersection. In 2025, the Town Offices will be relocated, and the land east of the intersection designated for future housing developments. A successful grant would design, permit, and reconstruct the intersection to improve capacity and safety for all users. The project will coordinate three MassDOT traffic signals to alleviate long-term traffic congestion challenges along 114.

Project Submission Comments:

Project Ecosystem Service Benefits

Factors Influencing Output

- ✓ Project reduces storm damage
- ✓ Project promotes decarbonization
- ✓ Project enables carbon sequestration
- ✓ Project provides recreation
- ✓ Project improves air quality
- ✓ Project prevents pollution

Factors to Improve Output

- ✓ Incorporate nature-based solutions that may provide flood protection
- ✓ Protect public water supply by reducing the risk of contamination, pollution, and/or runoff of surface and groundwater sources used for human consumption
- ✓ Incorporate green infrastructure or nature-based solutions that recharge groundwater
- ✓ Incorporate green infrastructure to filter stormwater
- ✓ Incorporate nature-based solutions that improve water quality
- ✓ Increase biodiversity, protect critical habitat for species, manage invasive populations, and/or provide connectivity to other habitats
- ✓ Preserve, enhance, and/or restore coastal shellfish habitats
- ✓ Incorporate vegetation that provides pollinator habitat
- ✓ Identify opportunities to remediate existing sources of pollution
- ✓ Increase plants, trees, and/or other vegetation to provide oxygen production
- ✓ Incorporate education and/or protect cultural resources as part of your project

Is the primary purpose of this project ecological restoration?

No

Project Benefits

Provides flood protection through nature-based solutions	No
Reduces storm damage	Yes
Recharges groundwater	No
Protects public water supply	No
Filters stormwater using green infrastructure	No
Improves water quality	No
Promotes decarbonization	Yes
Enables carbon sequestration	Yes
Provides oxygen production	No
Improves air quality	Yes
Prevents pollution	Yes

Remediates existing sources of pollution	No
Protects fisheries, wildlife, and plant habitat	No
Protects land containing shellfish	No
Provides pollinator habitat	No
Provides recreation	Yes
Provides cultural resources/education	No

Project Climate Exposure

Is the primary purpose of this project ecological restoration?	No
Does the project site have a history of coastal flooding?	No
Does the project site have a history of flooding during extreme precipitation events (unrelated to water/sewer damages)?	No
Does the project site have a history of riverine flooding?	No
Does the project result in a net increase in impervious area of the site?	Yes
Are existing trees being removed as part of the proposed project?	Yes

Project Assets

Asset: Boston Street (Route 62)
Asset Type: Transportation
Asset Sub-Type: Roads (highway)
Construction Type: New Construction
Construction Year: 2028
Useful Life: 50
Identify the length of time the asset can be inaccessible/inoperable without significant consequences.
Infrastructure may be inaccessible/inoperable for more than a day, but less than a week after natural hazard without consequences.
Identify the geographic area directly affected by permanent loss or significant inoperability of the infrastructure.
Impacts would be regional (more than one municipality and/or surrounding region)
Identify the population directly served that would be affected by the permanent loss or significant inoperability of the infrastructure.
Less than 100,000 people
Identify if the infrastructure provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
The infrastructure does not provide services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
Will the infrastructure reduce the risk of flooding?
No
If the infrastructure became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?
Inoperability of the infrastructure would be expected to result in minor impacts to people's health, including minor injuries or minor impacts to chronic illnesses
If there are hazardous materials in your infrastructure, what are the extents of impacts related to spills/releases of these materials?
There are no hazardous materials in the infrastructure
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?
Minor – Inoperability will not likely affect other facilities, assets, or buildings
If the infrastructure was damaged beyond repair, how much would it approximately cost to replace?
Less than $10 million
Does the infrastructure function as an evacuation route during emergencies? This question only applies to roadway projects.
No
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?
No impact on surrounding natural resources is expected
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the infrastructure is not able to serve or operate its intended users or function)?
Loss of infrastructure may reduce the ability to maintain some government services, while a majority of services will still exist
What are the impacts to loss of confidence in government resulting from loss of infrastructure functionality (i.e. the infrastructure asset is not able to serve or operate its intended users or function)?
Reduced morale and public support
Asset: North/South Main Street (Route 114)
Asset Type: Transportation
Asset Sub-Type: Roads (highway)
Construction Type: New Construction
Construction Year: 2028
Useful Life: 50
Identify the length of time the asset can be inaccessible/inoperable without significant consequences.
Infrastructure may be inaccessible/inoperable more than a week after natural hazard event without consequences.
Identify the geographic area directly affected by permanent loss or significant inoperability of the infrastructure.
Impacts would be regional (more than one municipality and/or surrounding region)
Identify the population directly served that would be affected by the permanent loss or significant inoperability of the infrastructure.

Less than 100,000 people

Identify if the infrastructure provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.

The infrastructure does not provide services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.

Will the infrastructure reduce the risk of flooding?

No

If the infrastructure became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?

Inoperability of the infrastructure would result in moderate or severe injuries or moderate or severe impacts to chronic illnesses

If there are hazardous materials in your infrastructure, what are the extents of impacts related to spills/releases of these materials?

There are no hazardous materials in the infrastructure

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?

Minor – Inoperability will not likely affect other facilities, assets, or buildings

If the infrastructure was damaged beyond repair, how much would it approximately cost to replace?

Between $10 million and $30 million

Does the infrastructure function as an evacuation route during emergencies? This question only applies to roadway projects.

No

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?

No impact on surrounding natural resources is expected

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the infrastructure is not able to serve or operate its intended users or function)?

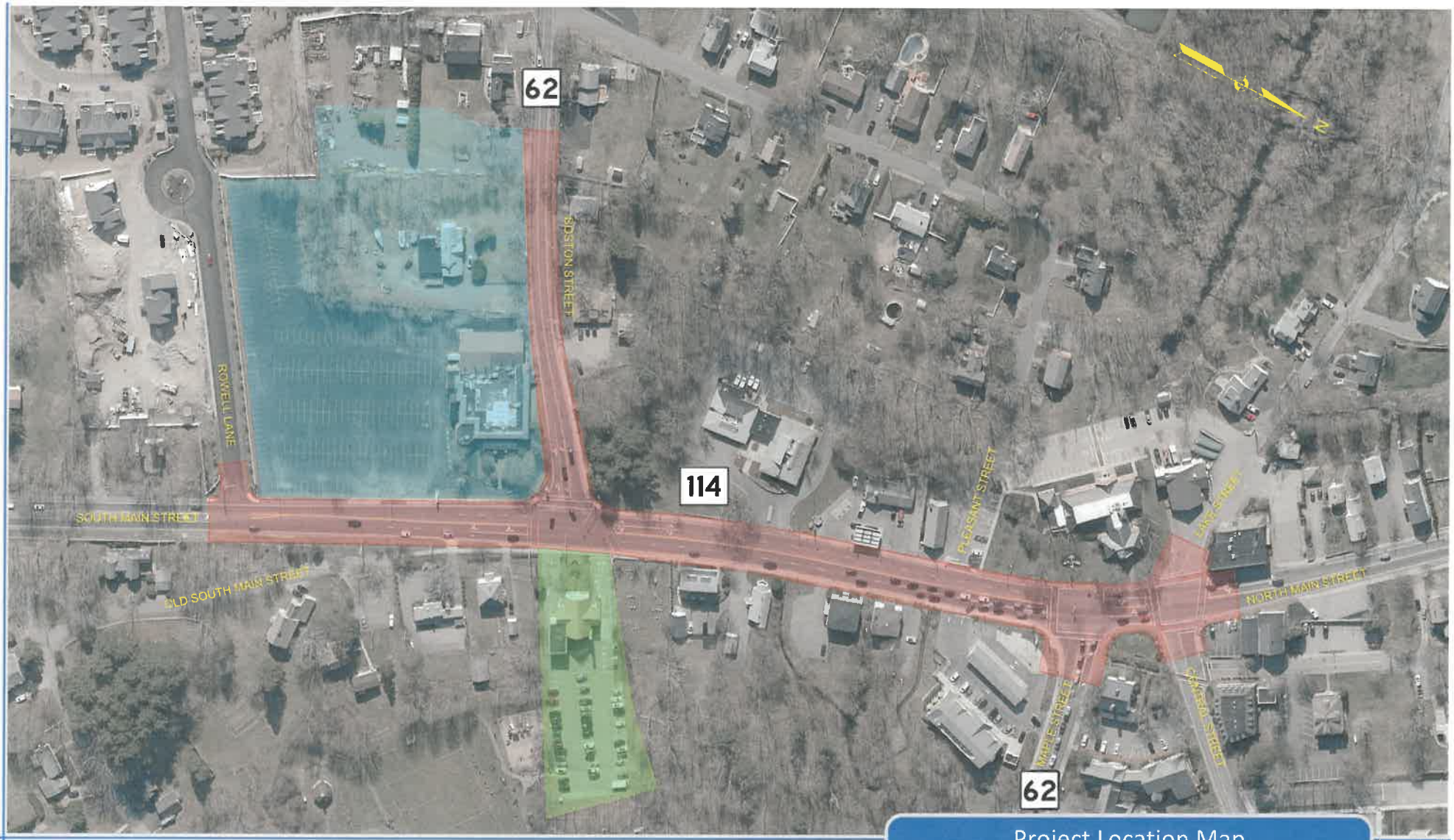
Loss of infrastructure may reduce the ability to maintain some government services, while a majority of services will still exist

What are the impacts to loss of confidence in government resulting from loss of infrastructure functionality (i.e. the infrastructure asset is not able to serve or operate its intended users or function)?

Reduced morale and public support

Report Comments

N/A



Project Location Map

COMMUNITY ONE STOP for GROWTH
mass.gov/onestop

TOWN OF MIDDLETON, MASSACHUSETTS FOUNDED IN 1728

TEC The Engineering Corp
282 Merrimack Street, 2nd Floor
Lawrence, MA 01843

1" = 60'

June 5th, 2024

Legend
= Public Infrastructure Project Area
= Private Development Project @
10 Boston Street & 49 South Main Street
(60 housing units & 19 KSF Commercial)
= Future Private Development @
48 South Main Street
(Currently Town Hall; potential housing)

Boston Street (Rt 62) @ South Main Street (Rt 114)
Intersection Improvements
Middleton, Massachusetts

VILLEBRIDGE
Real Estate Development

1150 Great Plain Ave. # 920056
Needham, MA 02492
Phone: (617) 418-3575

May 29, 2024

Secretary Ed Augustus
Executive Office of Housing and Livable Communities
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: Town of Middleton
HousingWorks Grant Application
Public Infrastructure to Support Housing Growth - Construction
Route 62 @ 114 Transportation Improvements

Secretary Augustus,

Last July, it was my pleasure to participate in the half-day "Housing Production Discussion" hosted by you and Lt. Governor Driscoll in Boston. It was a vibrant workshop, with candid feedback from across the multifamily development community on how we can work together to advance quality housing production in Massachusetts. Since then, we have seen the administration take action on several of the strategies and proposals discussed in July. I am writing to you to follow up on that discussion and request your support in unlocking the full revitalization and redevelopment potential of this public-private partnership that will create rental housing, affordable housing, jobs, and walkable neighborhood services and amenities for Middleton.

On behalf of my company, Villebridge Acquisitions LLC ("Villebridge"), I would like to express our interest and strong support for the above-referenced project and grant application to be submitted by the Town of Middleton. This project is directly adjacent to our development project, located at 10 Boston Street (Route 62) and 49 South Main Street (Route 114). Our project is a suburban-scale mixed-use development which includes 60 units of rental residential housing, including 15 units of rental housing affordable to households earning 80% of area median income, and nearly 19,000 SF of neighborhood convenience retail space. This HousingWorks grant would fund the necessary engineering / permitting / bidding services and construction required to implement a public infrastructure project that will not only directly support our private development but also serve to relieve longstanding traffic congestion within the downtown Middleton Square area.

Transportation improvements at the intersection of Boston Street (Route 62) and along the South Main Street (Route 114) corridor would provide safe, convenient access to our site. In addition, the project would improve connectivity, safety, and congestion within the project area to support future development projects. We are a strong supporter of this public infrastructure project as many of the transportation improvements are required of us as mitigation by the Town and MassDOT. To show our ongoing commitment to the project, and the execution of its timeline, we have completed existing conditions survey work and preliminary traffic engineering services. We also expect to donate easements necessary to support the construction of the public infrastructure and to make a financial contribution to the Town as a match of funds by the developer.

Thank you for the opportunity to submit this information for your consideration.

Kind regards,

Authorized Representative:
Lars Unhjem, Manager
Villebridge Acquisitions LLC

THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

May 29, 2024

Secretary Yvonne Hao
Executive Office of Economic Development
1 Ashburton Place, Unit 2101
Boston, MA 02108

Dear Secretary Hao,

As members of Middleton's State House legislative delegation, we are writing to express our enthusiastic support for the town's application requesting $2.5 million in MassWorks Infrastructure Program grant funding for improvements on Rte. 114.

Rte. 114 is a heavily travelled roadway containing a mix of commercial, industrial and residential uses. Due to the high volume of traffic that utilizes this stretch of highway, motorists often have to deal with extreme gridlock issues.

Middleton is seeking state funding assistance through the MassWorks grant program so it can undertake critical infrastructure improvements at the intersection of Boston Street (Rte. 62) and Main Street (Rte. 114). This particular junction is notorious for its severe bottleneck problem, which Middleton officials are hoping to alleviate with some overdue upgrades to help ease the flow of traffic.

Villebridge Middleton, a local developer that is now building a commercial development along with 60 units of housing, is willing to donate land on both sides of the corner of Boston Street (Rte. 62) and Main Street (Rte. 114) to the town to facilitate the creation of a dedicated turning lane. Making this change would go a long way towards alleviating the ongoing bottleneck issues that occur at this intersection. The project also has regional significance because it will improve traffic flow not only at this intersection, but also along Rte. 114.

We urge you to look favorably on Middleton's MassWorks application, as this funding will provide critical support for carrying out this important infrastructure project. We thank you in advance for your consideration of this request and would be happy to answer any questions you may have.

Sincerely,

Bradley H. Jones, Jr.
State Representative
20th Middlesex District

Sally P. Kerans
State Representative
13th Essex District

Bruce E. Tarr
State Senator
1st Essex & Middlesex District

Commonwealth of Massachusetts
EXECUTIVE OFFICE OF ECONOMIC DEVELOPMENT
ONE ASHBURTON PLACE, ROOM 2101
BOSTON, MA 02108
https://www.mass.gov/orgs/eoed

MAURA T. HEALEY
GOVERNOR

KIMBERLEY DRISCOLL
LIEUTENANT GOVERNOR

YVONNE HAO
SECRETARY

TELEPHONE
(617) 788-3610

FACSIMILE
(617) 788-3605

5 3

Justin Sultzbach, Town Administrator
Town of Middleton
49 South Main Street
Middleton, MA 01949

October 11, 2024

Dear Administrator Sultzbach: RE: **Middleton-Middleton-Route 62 & -00776**

Congratulations on Middleton's successful application to the FY25 Round of the Community One Stop for Growth. On behalf of the Healey-Driscoll Administration, I am pleased to inform you that a grant in the amount of **$2,000,000** from the **MassWorks Infrastructure Program** has been approved to support the **Route 62 & Route 114 project**.

If this project is located in an MBTA Community, please note that a contract will not be executed if the community is noncompliant with Section 3A of M.G.L. Chapter 40A as determined by EOHLC.

As a condition of the award, you will be required to submit a completed Pre-Contract Form (to be provided by EOED) no later than January 31, 2024, to begin the contracting process. A MassWorks team member will reach out directly to discuss any additional conditions or requirements, as well as the next steps related to this grant award. If you have any immediate concerns, please contact Senior Director of Communities and Programs, Marc Horne, at marc.horne@mass.gov.

Please be advised that this letter does not constitute an agreement or contract with EOED or the Commonwealth of Massachusetts, and the grant award is not final until the organization has executed a contract with EOED. You should not proceed with any grant activities until a contract is in place.

Sincerely,

Yvonne Hao
Secretary of Economic Development

7

Article ___: To see if the Town will vote to amend its zoning bylaws with respect to Accessory Dwelling Units, as follows:

7.5 ACCESSORY DWELLING UNITS

7.5.1 Definition. An Accessory Dwelling Unit ("ADU") is an attached or detached Dwelling Unit that is accessory to a principal single-family Dwelling Unit and is otherwise defined in accordance with the provisions of G.L. c. 40A, §1A, as may be amended.

7.5.2 Use Schedule.

1. ADUs are allowed as a matter of right in the R-1a, R-1b, RA, and R-2 Zoning Districts, subject to the requirements of this Section.

2. Only one ADU is allowed as a matter of right on any property. Additional ADUs may only be allowed with the issuance of a Special Permit by the Board of Appeals

3. ADUs may not be used as Short-Term Rentals, as such term is defined in G.L. c. 64G, §1 or otherwise rented for a period shorter than thirty-one (31) days.

7.5.3 Dimensional Requirements.

1. An ADU may be no larger in gross floor area than one half of the gross floor area of the principal Dwelling Unit on the property or 900 square feet, whichever is less.

2. ADUs shall comply with any and all lot area, frontage, setback, height, lot width and lot coverage requirements, as may be applicable to single family homes, as contained in Attachment 1 – Table of Dimensional Requirements of this Zoning Bylaw.

   a. Single Family Dwellings and ADU's in the R2 District are to comply with the dimensional controls for the R1b District
   b. Conversions of existing non-residential accessory structures to ADUs are permitted provided that the existing accessory structure complies with the above-described dimensional requirements.

3. ADUs are limited to a maximum of two stories.

7.5.4 Parking.

1. At least one (1) off-street parking space must be provided for all ADUs. Parking may be in a driveway or a garage but the parking space may not be a tandem space with a parking space for the primary single-family structure

2. The construction of a new garage to serve an ADU shall require a Special Permit from the Board of Appeals.

7.5.5 Site Plan Approval. All ADUs are required to obtain Site Plan Approval from the Board of Appeals pursuant to the procedures in Section 9.5 of this Zoning Bylaw, provided that the Site Plan Review criteria shall be limited to the following:

1. The ADU should minimize tree, vegetation and soil removal and grade changes.

2. Architectural style should be compatible with the existing principal dwelling on the subject property.

3. The ADU shall be serviced with adequate water supply and sewer or septic service.

4. The Plan shall demonstrate adequate parking, as required hereunder and shall maximize convenience and safety for vehicular and pedestrian movement within the property and in relation to adjacent ways.

The Board of Appeals may request reasonable plan modifications of the Site Plan for an ADU and may impose reasonable conditions that are not inconsistent with this bylaw or the provisions of G.L. c. 40A, §3.

7.5.6 Relationship to non-conformities. If an ADU is proposed for a pre-existing, non-conforming primary residence, the requirements of Sections 3.3.4 and 3.3.5 of this Zoning Bylaw shall apply provided that no special permit may consider the ADU use or impose conditions on such use.

And to amend Attachment 2 – Table of Use Regulations of the Zoning Bylaws by adding a new row for Accessory Dwelling Unit under Accessory Uses, noting that that the use is allowed (Y) in the R-1a, R1b, RA, & R-2 Districts but also adding a footnote that states "See Section 7.5for additional requirements for Accessory Dwelling Units"

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Council on Aging
Old Town Hall
38 Maple Street
Middleton, MA. 01949
978-777-4067
www.townofmiddleton.org

October 8, 2024

Board of Selectmen
48 South Main Street
Middleton, MA. 01949

Re: Middleton Food Bank Donation

Please add the following donation to your agenda for acceptance by the Board of Selectmen for the Middleton Food Pantry, and notify me when the check has been accepted so that it can then be deposited.

Thank you,

Jillian Smith

Jillian Smith
COA Director

A donation has been made payable to the Middleton Food Pantry:

Date: 10/02/24

Name: Sylvania Employees Assoc

Donation: $25,000.00 Check Number 1164

This donor would like to remain anonymous **Yes** xx **No**

1164

SYLVANIA EMPLOYEES ASSOC
40 MAPLE ST
MIDDLETON, MA 01949

60-7269/2313

DATE 2 Oct 24

PAY TO THE ORDER OF Middleton Food Pantry $25,000.00

Twenty five thousand 00/00 DOLLARS

Santander
Santander Bank, N.A.

Ann M. Santo
Faith A Stone

FOR

[redacted] [redacted]

10

Town of Middleton
Memorial Hall
48 South Main Street
Middleton, Massachusetts
01949-2253
978-777-3617
www.middletonma.gov

ONE DAY SPECIAL LIQUOR LICENSES

One Day Special Liquor License Requirements:

All One Day Special Licenses must be issued to a natural person (an individual) or a responsible manager acting on behalf of a corporation, partnership, or other entity, who will be the person responsible for the sale of alcohol.

Pursuant to MGL Chapter 183, Section 41 a Special License must be obtained when delivery of alcohol is considered to be a sale of alcohol a caterer must obtain a Special License when arranging for the delivery of alcohol on which they shall make a profit.

Persons holding a special license must purchase alcoholic beverages from a licensed wholesaler/importer, manufacturer, farmer-winery, farmer-brewery or special permit holder. A person holding a MGL Chapter 138, Section 14 (Special License) license cannot purchase alcoholic beverages from a package store.

You will be required to submit the following documents:

- Completed Application for Special License
- Certificate of Insurance Liability
- Certificate of Insurance Liability to the Town of Middleton for Workers Compensation Insurance, if applicable
- Signed Workers' Compensation Certificate
- Copy of TIPS for specific employees working event
- Check for $50 per date payable to the Town of Middleton
- Outdoor events: Aerial map of the location showing the designated area for the distribution and consumption.

Please complete and sign all forms and return to: Middleton Select Board, 48 South Main Street, Middleton, MA

Local Requirements:

A police detail may be required for functions with more than 75 attendees and will typically be required for all outdoor events. The Chief of Police or his designee shall review each application and determine the need for a detail officer. The cost of the detail will be paid by the applicant and if a detail is required by the Chief of Police, said detail will become a condition of the One Day Liquor License. Licensees will also need a designated area for liquor consumption at outdoor events and will need to provide an aerial view map showing where the designated area will be. Licensees are limited selling to two beverages per person per transaction. All beverages must be opened by the TIPS certified personnel at time of purchase.

Applications must be submitted to the Town Administrator's Office at least 30 days prior to the event.

Revised 10/22/2024

Town of Middleton
Memorial Hall
48 South Main Street
Middleton, Massachusetts
01949-2253
978-777-3617
www.middletonma.gov

One Day Liquor License Application

License Fee Payable to the Town of Middleton

ALL QUESTIONS MUST BE ANSWERED AND A TELEPHONE NUMBER PROVIDED

Business Name _____

Business Address _____

Social Security Number/FID Number _____

Applicant Information

Individual's Name _____

Home Address _____

Mobile Number_____

Is the Applicant a United States Citizen? ☐ Yes ☐ No

Driver's License Number & State _____

E-Mail Address _____

Date of Event_____ Time from_____to _____

Location of Licensed Activity _____

Purpose of Event _____

Will there be entertainment? ☐ Yes ☐ No

Is the event being catered? ☐ Yes ☐ No

Name of Caterer _____

Revised 10/22/2024

Town of Middleton
Memorial Hall
48 South Main Street
Middleton, Massachusetts
01949-2253
978-777-3617
www.middletonma.gov

Number of People Attending Adults_____ Children _____

Type of License (select one)

☐ One-Day All-Alcoholic (only available for non-profit purposes) ☐ One-Day Beer & Wine

☐ Charitable Wine Pouring ☐ Charitable Wine Auction

Is the alcohol being donated? ☐ Yes ☐ No

Where is the liquor being purchased from? _____

Are they a licensed wholesaler? ☐ Yes ☐ No

Who will be serving the alcohol? _____

Does the server have liquor liability insurance? ☐ Yes ☐ No

Is the event held by, or held for the benefit of, a business or non-profit group?

Business ☐ Yes ☐ No Non-Profit ☐ Yes ☐ No

Will there be a cash bar? ☐ Yes ☐ No

Is there an entrance fee or donation required? ☐ Yes ☐ No

Is the event open to the general public? ☐ Yes ☐ No

****Special One Day Licensees must purchase Alcoholic Beverages from a licensed supplier. Special Licensee cannot purchase alcoholic beverages from a Package Store and cannot accept donations of alcoholic beverages from anyone.****

Revised 10/22/2024

Town of Middleton
Memorial Hall
48 South Main Street
Middleton, Massachusetts
01949-2253
978-777-3617
www.middletonma.gov

Liability Disclaimer for Special One Day License

By exercising the privileges of this license in serving persons with alcoholic beverages, the licensee is potentially exposed to significant liability for injuries and damages to persons served or to others who are injured or damaged by the persons served. Your acceptance and exercise of this license will be deemed to be acknowledgement that you are aware of this potential liability. You are encouraged to discuss the risks associated with exercising your privileges of the license and the precautions appropriate to avoid injuries, damage and liability to others with your legal advisor. The Town of Middleton, and the Select Board as Local Licensing Authority, shall not be liable to the licensee or others if injury or damage shall result from the exercise of the license.

Signature of Applicant _____ _____
Date

Revised 10/22/2024