



TETRA TECH RIZZO

July 18, 2008

David Hall
41 Russell Street
Milton, MA 02186

Webster Collins
533 Harlan Street
Milton, MA 02186

Subject: The Town Farm Milton

Dear David & Web:

Enclosed are copies of three sketches regarding the above subject property: No. 1 Site Analysis, No. 2 Low Impact Residential Development and No. 3 a 40B High Impact Residential Development. The three plans illustrate concepts we discussed at our meeting on July 3, 2007. All of these have been prepared by me personally on a pro bono basis for your committee.

In preparing these plans, I used as a base drawing no. "*RDA-1, Milton Town Farm, Existing Conditions & Resource Area Plan*" by Drummey, Rosane Anderson, Inc. and John G. Crowe, Inc. dated 7/28/99. I also briefly inspected the property and attended the public hearing on the reuse of the Town Farm held by your committee at Cunningham Hall. Sketch No. 1, Site Analysis, is based upon my review of the RDA-1 drawing and my site visit. Sketch No. 2 is based upon my analysis and the comments I heard at the public hearing. Sketch No. 3 illustrates a potential concept if the property were to be developed under a MGL C 40B Comprehensive Permit.

This brief letter report describes my personal findings and conclusions. The two development alternatives are presented to assist you in establishing a potential value of the property and neither is a recommendation for an actual development proposal.

Sketch No. 1. The Town Farm Parcel on Governor Stoughton Lane, contains the original "poor farm" buildings from the early 1800's, the Town Pound is a one story low value building and overgrown field areas that were probably the gardens and orchards from its poor farm days. Nothing is any longer in cultivation and most of the site is undeveloped woodlands.



The existing buildings might be architecturally and historically significant as reflecting their original use but are unoccupied and in very poor condition. My site evaluation does not include any structural or architectural evaluation of these structures other than my noted observations.

The site has one major drainage divide running north and south through the poor farm building cluster. Approximately one quarter of the site would drain towards the east with overland flow in undefined channels. There is a small wetland area just off the site along the eastern boundary. Most of the site drains towards the west and Pine Tree Brook located just west of Unquity Road.

In this western subwatershed there are two large wetland areas which are wooded shrub/swamp communities. Each of these contain possible vernal pools which are uncertified but still potentially covered by the Wetlands Protection Act, MGL C131 S40 and the Milton Local Wetlands Bylaw. Each of these wetlands drains towards the west and northwest in intermittent streams which eventually flow into the abutting DCR, Blue Hills Reservation property and under Unquity Road in small culverts.

There are telephone, power, water and sewer available to the site on Governor Stoughton Lane and water and sewer in an easement along the southwest boundary of the site. I have made no analysis of any of these utilities, but my impression is that public utilities would not be a significant development constraint. In fact, the now dead end 8-inch water line in Governor Stoughton Lane could be connected to the 12-inch water in the easement creating another system loop improvement resulting in improved water pressures and fire protection.

My analysis of the development potential led me to conclude that the site might be developed at a density to create value, produce affordable housing and have low impact by restoring the historic cluster of buildings and recreating the original community gardens. The remaining upland areas could support attached or detached single family homes in a mix of unit types and sizes (and thus price ranges), preserve all the wetland areas on site and provide buffers to adjacent developed areas.

I concluded that the property probably should not be developed for commercial land uses because of access constraints and incompatibility with abutting residential areas.

Sketch No. 2. This illustrates how my initial analysis could be implemented. It envisions restoring the original "poor farm" cluster of buildings as "co-housing", that is related and unrelated adults with their own rooms but with communal common and dining areas (similar to the original housing). I've shown the original restored or rebuilt buildings as surrounded by about 4 Ac. of community gardens which could be open to the Town generally or for the residents of the Town Farm. The present Town Pound might be



converted to a farm pen for farm animals, chickens, goats depending upon the green-design enthusiasm.

The concept would be for a not-for-profit developer to work with the Town Housing Authority to develop a mix of housing. As illustrated, the site could have 22-2BR or 2 BR with den units with attached 2 car garages, 58-1BR or 1 BR with den with 1 car garage and 6 single family detached homes. These could be in a mix of sizes and affordability. All units, except the restored buildings, would be "ground-contact", 2-2½ story units.

We have illustrated the access and circulation onsite by narrow 20-22 ft. driveways consistent with the character and capacity of Governor Stoughton Lane, essentially a longer dead end. This would not be a subdivision or roadways conforming to subdivision standards but one master condominium plan with individual fee ownership in certain areas and buildings. If a real development proposal occurs, a traffic analysis should be done for the morning queuing and potential delays exiting Governor Stoughton Lane at Canton Avenue in the am peak hours.

Sketch No. 3. This illustrates a potential 40B project. The buildings shown are typical layouts for multi-family wood-framed, elevator-served buildings with a mix of 3 and 4 stories. These would contain a mix of 1 and 2 BR units ("flats") all with on-grade parking. The buildings would be served by a central landscaped area, pools and a community building.

The sketch shows buildings containing 288 units with 576 on-grade parking spaces. Milton, under the 40B guidelines, does not meet its 10% affordable unit quota but does have sufficient number of existing residents to qualify for any comprehensive permit proposal project to have up to 300 units. Twenty-five (25%) percent of these units would have to be affordable and the remainder could be market rate.

At this number of units, one would have to do a careful capacity analysis of the public utilities. It's unlikely that the existing power in Governor Stoughton Lane would be sufficient for electrical and emergency life-safety power requirements. Extending new 3-phase power approximately 1800 feet from Canton Avenue would be a premium cost.

Also, even if without a traffic study, a development of this density could not be served by solely Governor Stoughton Lane. Therefore we have shown a throughway, Governor Stoughton Lane Extension, connecting to Unquity Road. This way connecting to public ways would have to be laid out either by the Milton Engineering Department or created under the Subdivision Control Law. That throughway is shown running through the parking area which would require relief from the Subdivision Rules and Regulations. It could be run outside of the parking areas and be conforming but only at the sacrifice of buffers along the Countryside Lane properties.



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Also, the way has to be extended across a State Park, the Blue Hills Reservation, and connect to a public parkway. Even if the way was in an easement on DCR land, it would likely require an act of the legislature. The public benefit for such an easement would have to be affordable housing and thus pressure would likely be brought to increase the affordable percentage or discount. That transfer of State parkland (even in an easement) would also require MEPA compliance. The DCR land is very steep and rocky and would require construction costs which were premium costs specific to the site.

The 40B alternative would require much more extensive site preparation, excavation and grading. In order to have the walkways ADA compliant between the residential buildings and the common area amenities, significant excavation would have to occur along the ridge line and would likely result in site retaining walls. There would be approximately 650 lf. of walls averaging 10 feet high on the site and 250 lf. of walls along big cuts and fills in the road.

In summary, the premium cost items for the 40B alternative would be:

- (1) 1800 feet of upgraded 3-phase power on poles;
- (2) The upgrade of roads from driveways to public way standards;
- (3) The additional 570 lf. Of roadway to connect to Unquity Road.
- (4) The retaining walls from the more intensive earthwork.

Without the electrical upgrade in Governor Stoughton Lane I estimate that the site specific premium cost would be in the ballpark of \$960,000 in today's dollars for the 40B alternative. I believe barring electrical upgrades and improvements to Governor Stoughton Lane, the low impact mixed use residential development would not have any premium over normal site construction costs.

I believe these are the issues we discussed on July 3rd and I'm pleased to contribute to the Committee's important effort regarding the future use of Milton's Town Farm asset.

Very truly yours,
Tetra Tech Rizzo.

Robert F. Daylor, PE, PLS
Senior Vice President

Enclosures