

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

Public Entity

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:

State:

Zip Code:

Middleton

Massachusetts

01949

1.5. Organization CEO**CEO Name****CEO Title**

Justin Sultzbach

Town Administrator

CEO Phone

CEO Email

(978) 777-3617

justin.sultzbach@middletonma.gov

1.6. Project Contact (if different than CEO)**Project Contact Name****Project Contact Title**

Justin Sultzbach

Town Administrator

Project Contact Phone

(978) 777-3617

Project Contact Email

justin.sultzbach@middletonma.gov

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

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 grow an affordable housing stock, and in response to this has

1.7. *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 how the 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

 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

 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	<input checked="" type="checkbox"/> No
Massachusetts Vacant Downtown Storefronts Program Certification	Yes	<input checked="" type="checkbox"/> No
Property Assessed Clean Energy (PACE) Adoption	Yes	<input checked="" type="checkbox"/> No
Municipal Digital Equity Planning Program	Yes	<input checked="" type="checkbox"/> 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 EOHL

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

Have a deadline of December 31, 2024 or later, AND have submitted an Action Plan to EOHL, 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:	<i>Metropolitan Area Planning Council</i>		

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

Infrastructure

Project Type:

Public Infrastructure to Support Housing Growth (Residential Only)

Project Focus:

Pre-construction: Design / Engineering Documents Only

Construction

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, new traffic 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

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?

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.)?

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.

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

2.10.b. *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.

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

 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.

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.

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 few years ago.

			\$
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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.).

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.

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

2.17. *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.

The project will aim to provide safe and accessible infrastructure within the public way for all of the roadway users

2.18. *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 will 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.

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)
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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.

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.

2.22. *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.*

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

2.23. *2.23 Middleton_Concept Plan.pdf*

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

No

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

Industrial/Commercial

Mixed - Use

Residential – Single Family /
Townhome 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 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 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

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

Yes No

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

2.30.a. 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.

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			
<input checked="" type="checkbox"/> MassDOT Access Permit	[X]	1/1/2025	12/31/2025
Mass Historic Commission Review			
Planning Board			
<input checked="" type="checkbox"/> Conservation Commission	[X]	9/1/2025	12/31/2025
Zoning Board			
Sewer Extension Permit			
Utility Relocation			
Building Permit			
Other <i>Specify:</i>			

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

Infrastructure Type (check all that apply)	Output
<input checked="" type="checkbox"/> 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

No

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

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

 No

Leveraged Private Development

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

 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.

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

5.22. 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 new neighborhood 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

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?

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?

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?

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?

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

No

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

Yes

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

No

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

Comprehensive Permit for Rental Residential 40B Component expected June 27, 2024; Site Plan

5.34.a. *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

No

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?

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. <i>Additional Attachment_State Rep Support Letter.pdf</i>
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 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 Not Applicable

I, *Justin Sultzbach* (Submitter Name), hereby certify that I am duly authorized to submit *Town of Middleton* this application on behalf of

(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**

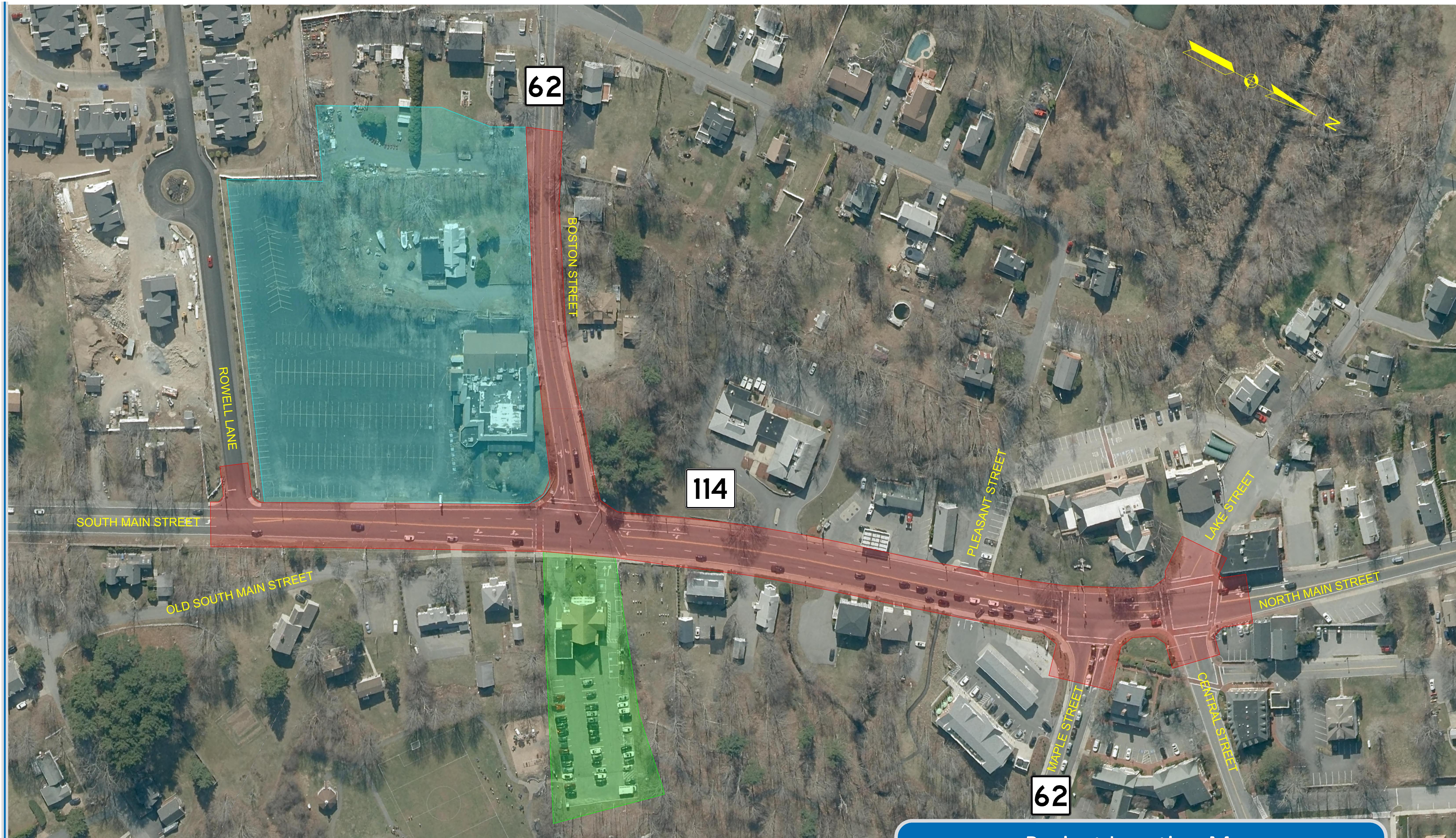
282 Merrimack St, Lawrence MA 01834
311 Main Street, 2nd Floor, Worcester MA 01608
169 Ocean Blvd., Hampton, NH 03842
978-794-1792 "TheEngineeringCorp.com"

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

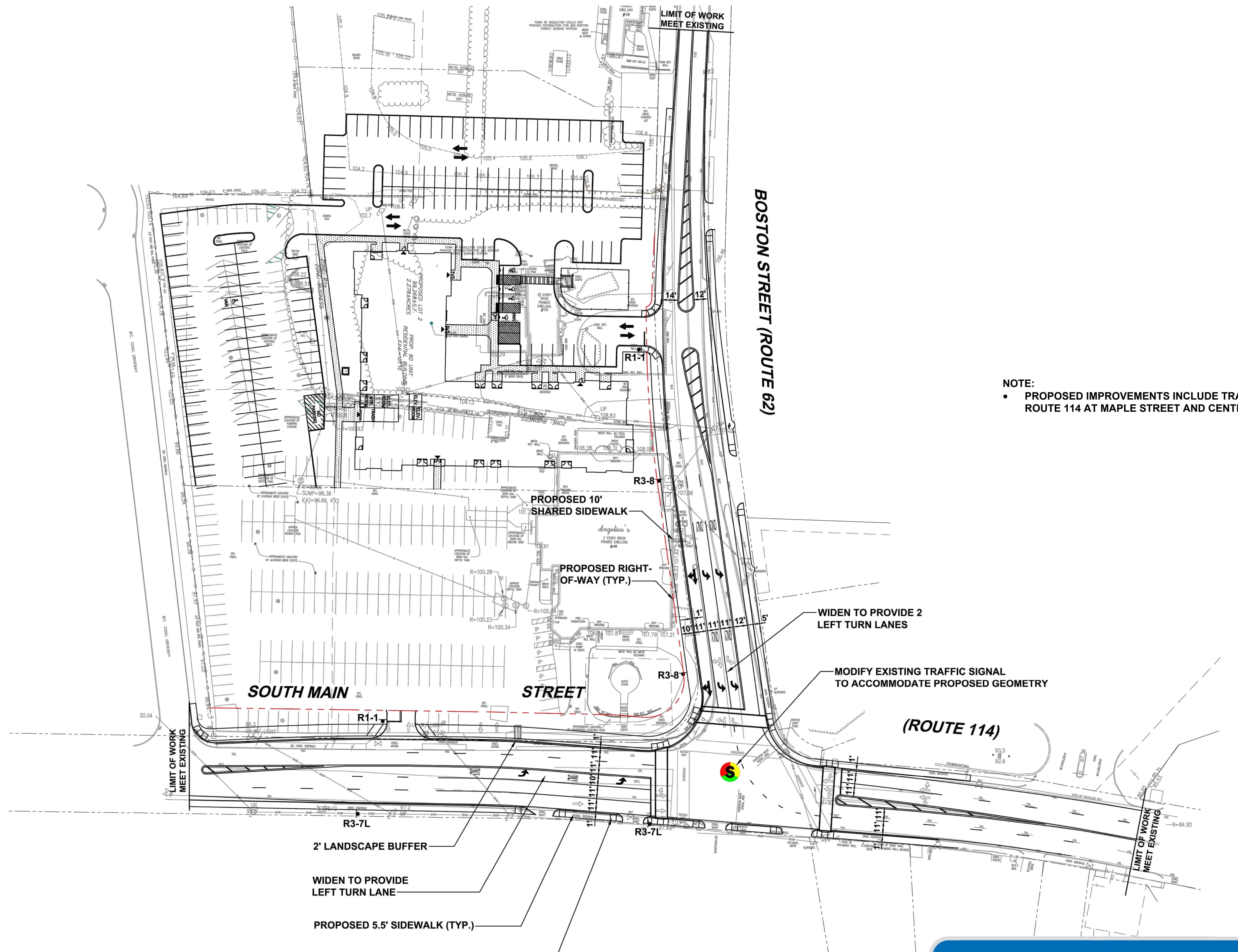
Date: 6/5/2024
Sheet: 1 of 1

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



Conceptual Plan

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

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 -	High
Urban Flooding	Exposure
Extreme Precipitation -	Moderate
Riverine Flooding	Exposure
Extreme Heat	High
	Exposure



Asset Preliminary Climate Risk Rating

Number of Assets: 2

Summary

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 be 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.

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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

2078

Middleton

\$2,500,000

City/Town Middleton Justin Sultzbach

(justin.sultzbach@middletonma.gov)

No

Yes

Pre-Planning

No

No

No

Is this project identified as a priority project in the Municipal Vulnerability Preparedness (MVP) plan or the local or regional Hazard Mitigation Plan (HMP)?
Is this project being submitted as part of a state grant application?
What stage are you in your project lifecycle?
Is climate resiliency a core objective of this project?
Is this project being submitted as part of the state capital planning process?
Is this project being submitted as part of a regulatory review process or permitting?
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



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,

A handwritten signature in black ink, appearing to read "Bradley H. Jones, Jr.".

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

A handwritten signature in black ink, appearing to read "Sally P. Kerans".

Sally P. Kerans
State Representative
13th Essex District

A handwritten signature in black ink, appearing to read "Bruce E. Tarr".

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