MILFORD TRANSIT ORIENTED DEVELOPMENT | FINAL REPORT

MILFORD CONNECTICUT

CONTENTS (Chapters)

APPENDICES (UNDER SEPARATE COVER)

1

INTRODUCTION

IN THIS CHAPTER...

ACKNOWLEDGMENTS

This Study would not be possible without the dedication of the following individuals, agencies, organizations and consultants. Their time, resources, local experience, and expertise contributed to a collaborative process to make this study a success for the City of Milford.

CITY OF MILFORD

Benjamin G. Blake, Mayor

Julie Nash, Director of Economic and Community Development

Downtown River/High Street Development Committee

Peter Smith, Chairman
John Knuff, Vice-Chairman
Ald. Raymond Vitali
David Fernandez
Bryan Anderson
Richard F. Jagoe, Jr.
Amanda Root
Joseph Agro, Jr.

Residents of Milford

City of Milford, Connecticut

Geographic Information Systems (GIS)

John W. Hangen, GISP (GIS Coordinator)

South Central Connecticut Regional Water Authority

Geographic Information Systems (GIS)

Chris Maloon (GIS Analyst)

STATE OF CONNECTICUT

Office of Policy and Management

Benjamin Barnes, Secretary
Susan Weisselberg, Deputy Secretary

CONSULTANTS

BL Companies

355 Research Parkway,
Meriden, CT 06450
203.630.1406
www.blccompanies.com

Derek Kohl (Project Director)
Michelle Carlson (Project Manager)
Wayne Violette (Landscape Architecture)
Andy Chakraborty (Traffic Engineering)
Andrew Graves (Architecture)

MIG

Placemaking and Urban Design

Philip Myrick, AICP

Realty Concepts

Market Analysis

Stanley A. Gniazdowski, CRE,CCIM

OVERVIEW

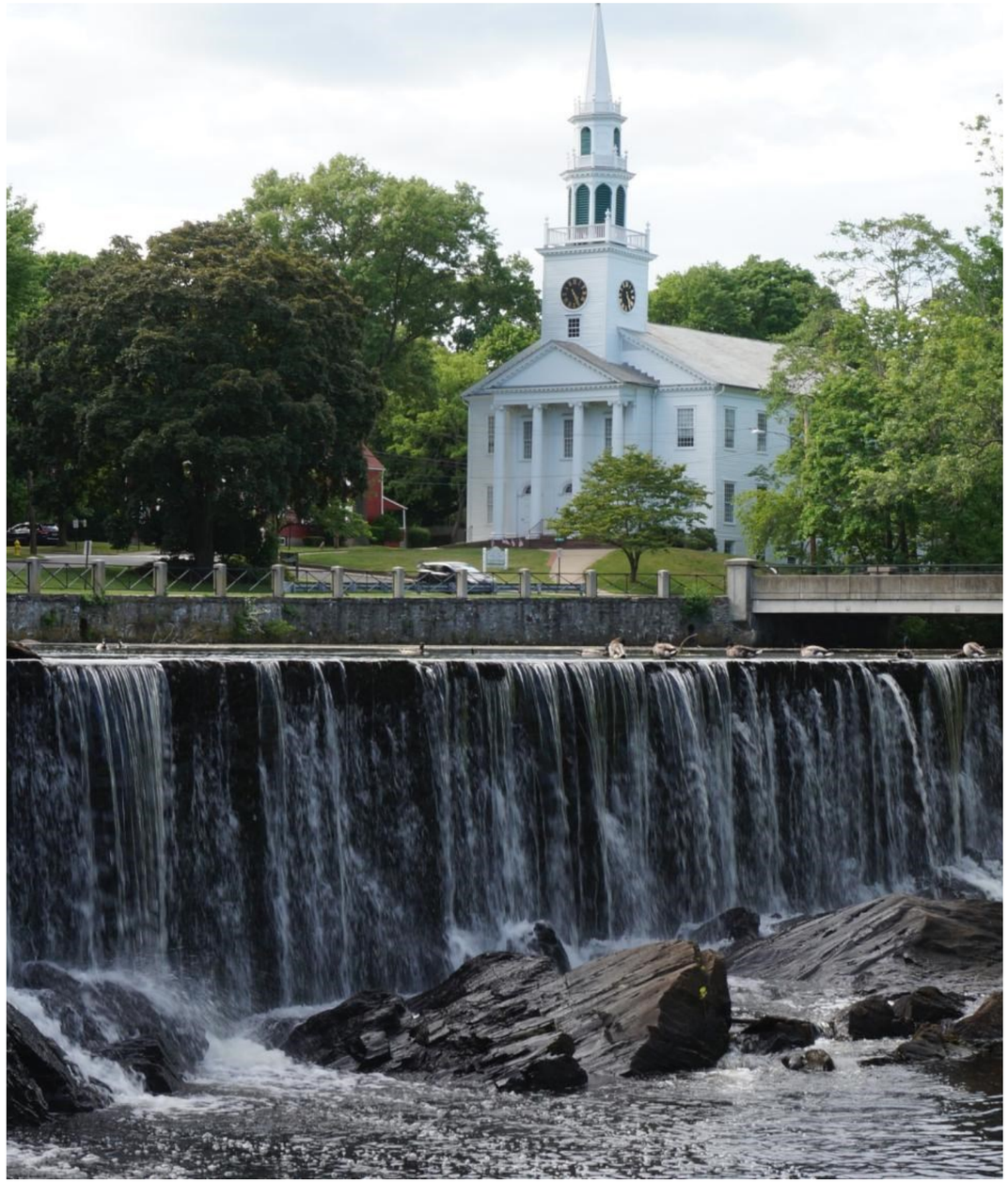
The City of Milford retained the services of BL Companies, Inc. to interpret the existing and proposed physical conditions, to research and understand market and demographic forces, and to artfully create a workable concept for the development of a key land parcel north of the Milford Train Station.

This study was funded by the Transit Oriented Development (TOD) Planning Grant Program from the State of Connecticut Office of Policy and Management (OPM). The City of Milford was one of eleven projects throughout the state to receive funding for this study.

Utilizing findings from previous studies, facilitating opportunities for public involvement and working directly with City staff and the Downtown River/High Street Development Committee, this study continues the great progress the City of Milford has made in establishing a vision for Transit Oriented Development within the downtown area. The existing downtown area is comprised of significant assets and destinations and is well positioned for potential transit oriented development centered on offering residents and visitors an active and vibrant downtown core.

The Study comprises of Chapters further exploring the topics listed on the following page. For some of these topics, appendices under separate cover have been developed, with the content in this document representing a distillation of those appendices.

The City of Milford can utilize this plan to promote economic development, as well as to guide specific development projects in the downtown area.



OVERVIEW

Existing Conditions

The Project Team conducted a thorough review of previous plans and studies to utilize during the planning process of this study. In addition, the Project Team reviewed existing regulatory documents and conditions of the study area and developed mapping used during public involvement and conceptual planning.

Market Analysis

Realty Concepts, Inc out of Guilford, Connecticut, analyzed the current and future real estate market conditions that will impact demand for the development of the subject property as a mixed-use development. In addition to this chapter, a more comprehensive Market Analysis report was developed and included as an appendix.

Design Framework and Placemaking

The Project Team established Common Principles and Strategies , crafted through public involvement throughout the project, to provide the City of Milford with a Placemaking guide for the downtown area.

Traffic and Parking Analysis

The Project Team investigated the potential traffic impacts of the proposed development, conducted a detailed traffic analysis at the intersections and roadways in the general vicinity of the train station, and provided proposed roadway improvements to improve circulation and traffic operations. Also, the Project Team conducted a detailed parking study of the surface lots in and around the train station. In addition to this chapter, a more comprehensive Traffic and Parking Study was included as an appendix.

Concept Planning

The Project Team performed conceptual planning utilizing information from the market analysis, findings from existing conditions review and input from public involvement. The Proposed Concept Plan illustrates a realistic option for the City to consider for the development of this/these key parcel(s) that meets the goal of creating a successful transit oriented development. Additional information pertaining to the planning process can found in the Public Meeting Presentations and Public Workshop Results, included as an appendix.

Design Guidelines

The Project Team has conducted a review of existing design standards within the Zoning Regulations and provided recommendations for enhancing those standards, where necessary, to allow for the successful implementation of transit oriented development.

IN THIS CHAPTER...

Summary of Study Area

Analysis of Existing Conditions

Definition of Project Site

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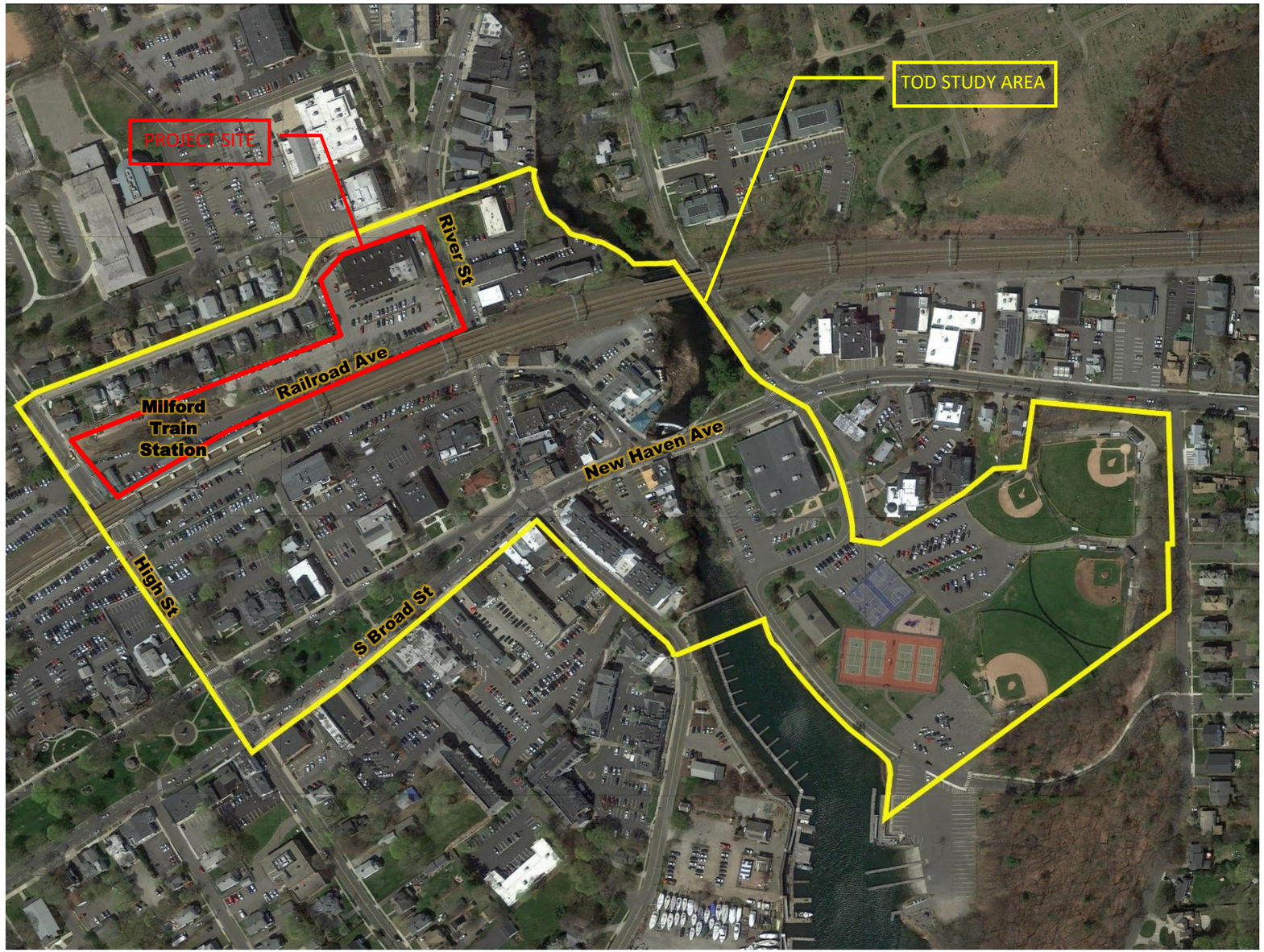
EXISTING CONDITIONS

SUMMARY

The Consultant Team provided an initial review of existing conditions and infrastructure within the Transit Oriented Development (TOD) Study Area for use in planning and visioning. The existing conditions and infrastructure mapping contained within this chapter was presented to the community at Public Meetings and Workshops throughout the project. Initial observations and considerations based on existing conditions are provided as they relate to establishing a successful strategy and framework for potential Transit Oriented Development in downtown Milford.

Within the overall Study Area , the Consultant provided Conceptual Transit Oriented Development Planning for a Project Site. The location of this Project Site is the 2.32 acre assembly of parcels immediately north of the train station and between High Street and River Street.



SITE PHOTOS (Throughout Study Area)

City Hall at River Street

Chamber of Commerce

River Street Streetscape

New Haven Avenue looking West

S Broad Street/River Street Intersection looking South

USPS on River Street

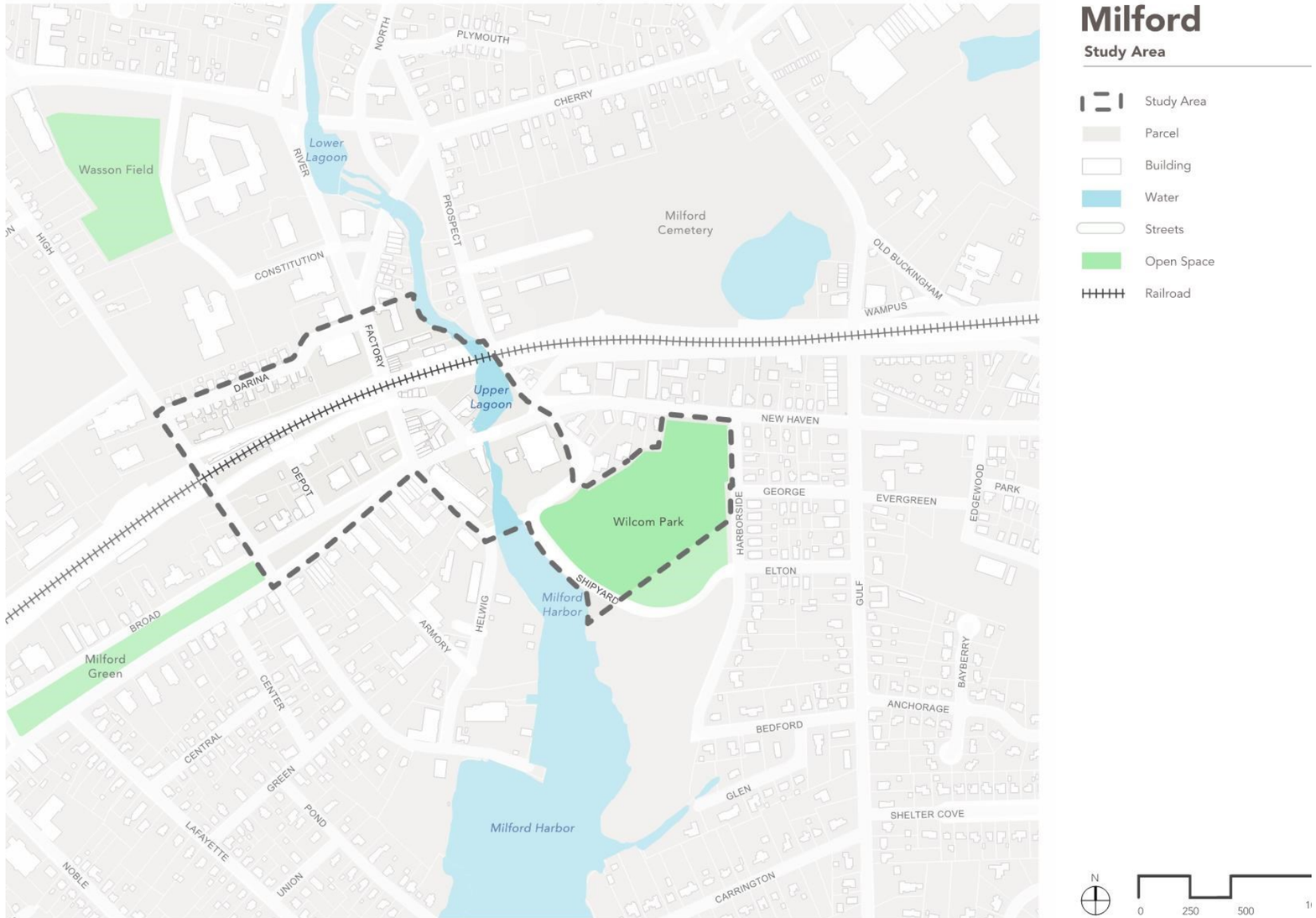
TOD STUDY AREA

The TOD Study Area has been defined by:

- Darina Place to the North
- Prospect Street and Harborside Drive to the East
- Milford Harbor, Factory Lane and South Broad Street to the South
- High Street to the West

This TOD Study Area includes:

- Milford Train Station
- Part of the Milford Center Design Development District
- River Street and High Street Gateways at the Railroad Line
- North End of the Downtown Green
- Part of Wilcox park
- Portions of the Wepawaug River



HISTORIC DISTRICTS

A Milford Historic District

(AKA: River Park National Register Historic District)

B South of the Green Historic District

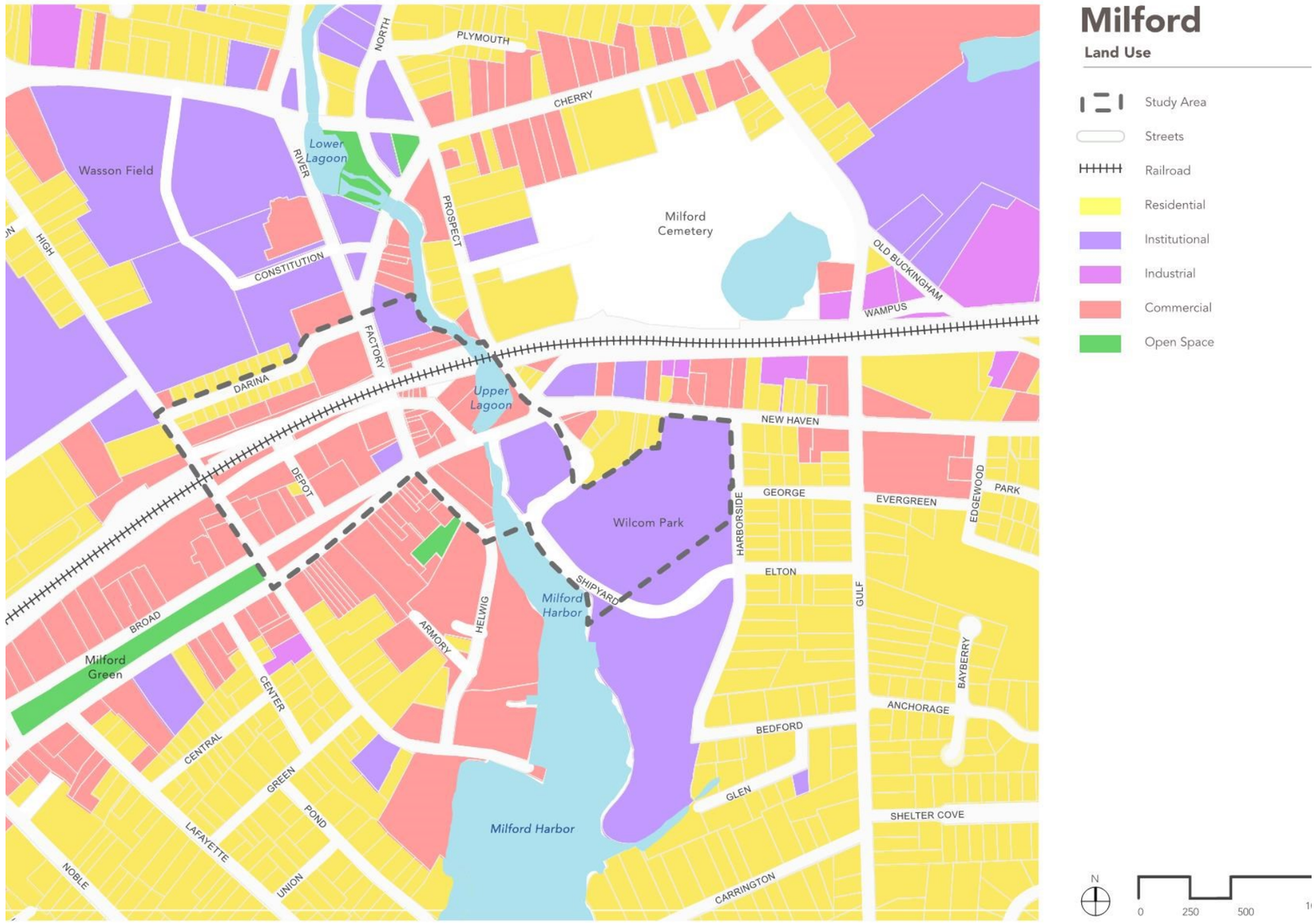
Considerations

The Study Area's proximity to the existing Historic Districts provides opportunity for linkages between the Milford Train Station, potential Transit Oriented Development Sites, and the Historic Districts.

LAND USE

Observations

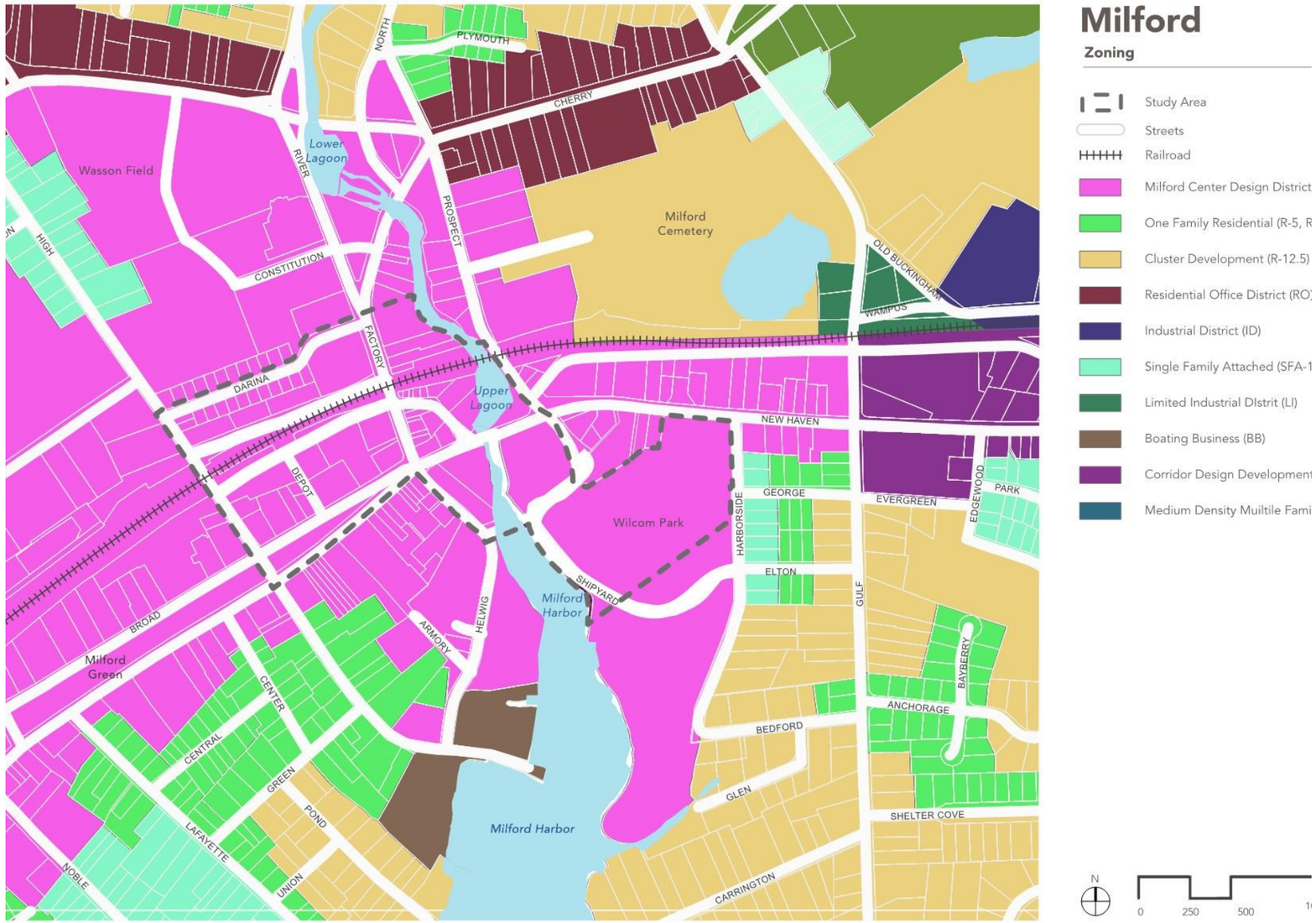
- The majority of the Land Use that comprises the Study Area is Commercial and Institutional.
- Additional City Center Institutional Land Use surrounds the Study Area.
- Dense Commercial Land Use extends beyond the Study Area to the South and West along Milford Harbor, the Milford Green and the Railroad line.
- Existing Dense Commercial Land Use within the Study Area provides opportunities for Mixed-use Transit Oriented Development sites.



ZONING

Observations

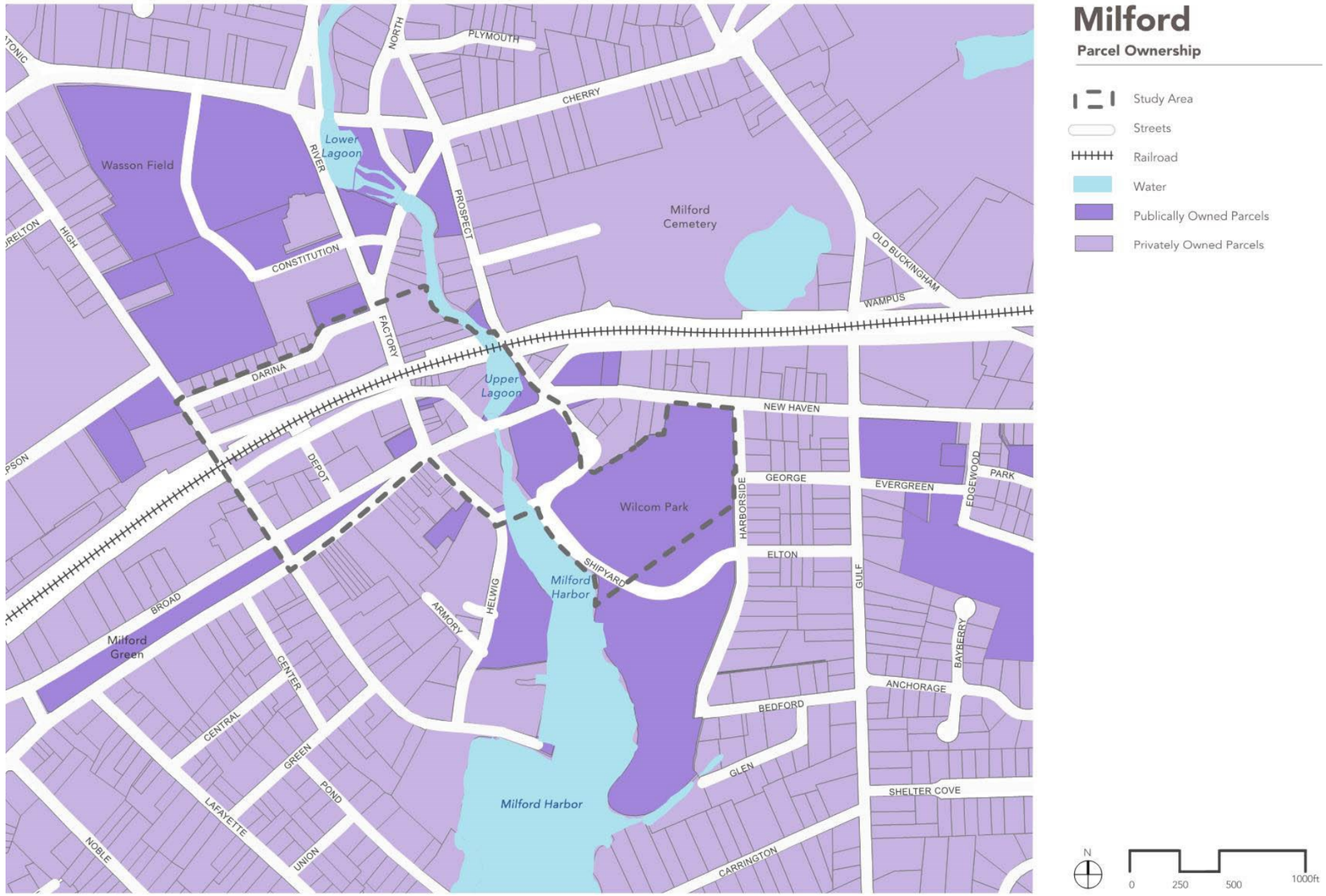
- Milford Center Design District (MCDD) encompasses the entire Study Area.
- MCDD consists of multiple sub-districts defined in more detail within the Design Guidelines section of this report.
- The established MCDD District appropriately covers the well defined downtown core of Milford including areas surrounding the Milford Train Station and potential TOD sites.



PARCEL OWNERSHIP

Observations

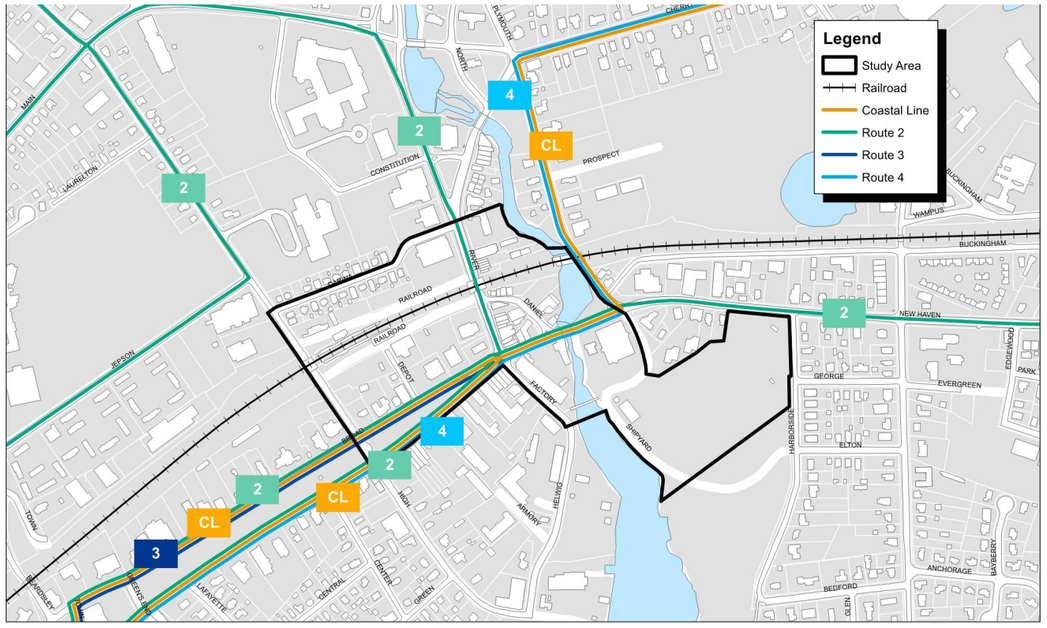
- The majority of the parcels within the Study Area are privately owned. These private parcels are prime for Transit Oriented Development in proximity to the Milford Train Station.



BUS TRANSIT

Observations

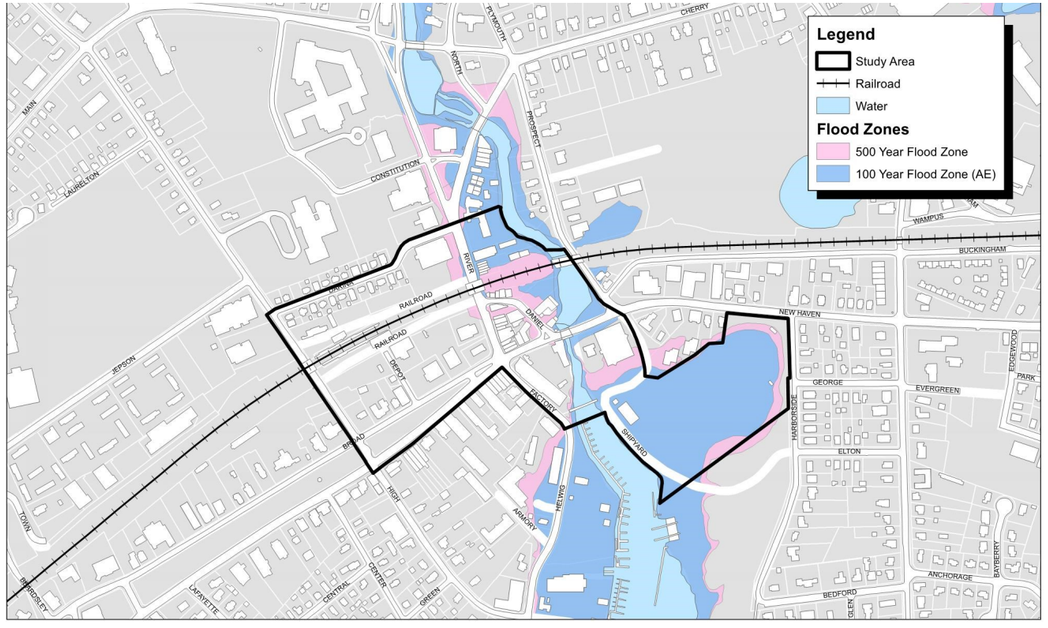
- Existing bus routes within the downtown core provide transit options for additional users of a potential Transit Oriented Development.
- Upgrades to the existing infrastructure should be considered for bus stops, signage, and linkages to and between the Milford Train Station and potential TOD sites. These upgrades will continue to build a strong transit network within the downtown core and provide attractive opportunities for private development.



FLOOD ZONE

Observations

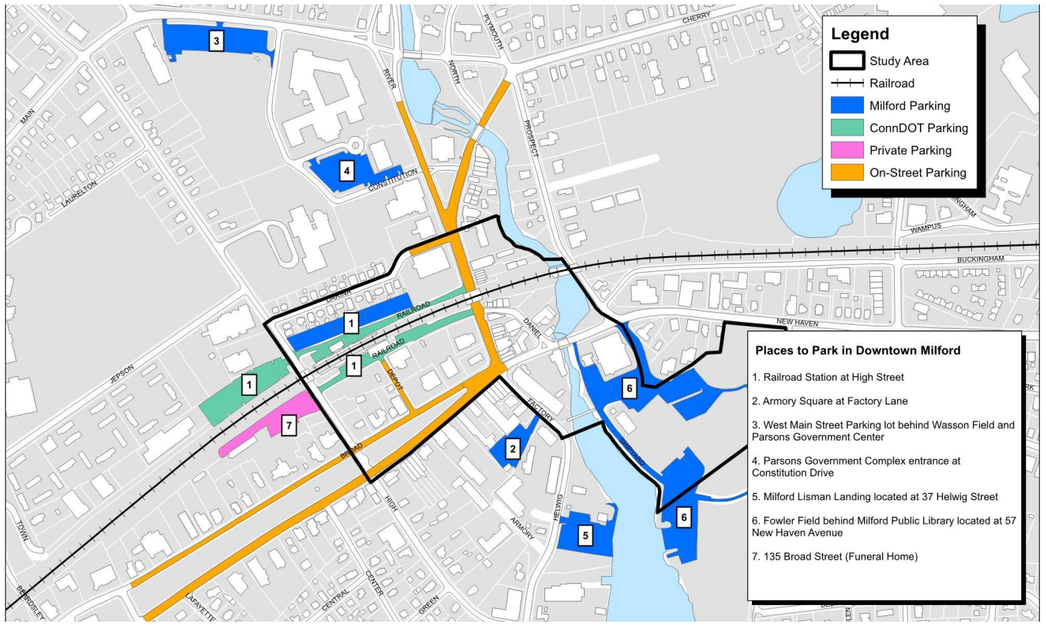
- 100 and 500 Year Flood Zones exist within Study Area and downtown core.
- Additional Flood Zone control measures that enhance the riverfront experience for pedestrians could be considered within certain areas of the downtown core. Such measures might include lowering of grades to create space within the flood plain for park land, creation of flood control levees with path systems, or restorative plantings.



PARKING

Numerous City, Department of Transportation, private, and on street parking facilities exist including:

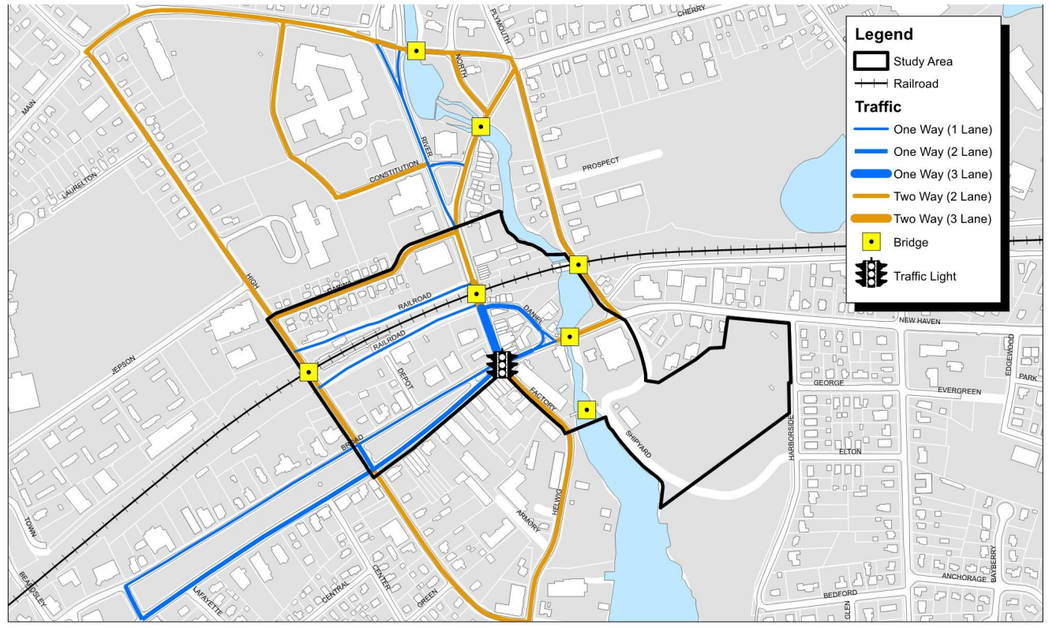
1. Railroad Station at High Street
2. Armory Square at Factory Lane
3. West Main Street Parking lot behind Wasson Field and Parsons Government Center
4. Parsons Government Complex entrance at Constitution Drive
5. Milford Lisman Landing located at 37 Helwig Street
6. Fowler Field behind Milford Public Library located at 57 New Haven Avenue
7. One New Haven Avenue Parking Garage
8. 135 Broad Street (Funeral Home)



TRAFFIC

Observations

- The existing network of one-way traffic at Railroad Ave (N&S), River Street, New Haven Avenue and Daniel Street could be reconfigured to allow for two-way traffic. This will create a downtown core that works better for vehicular circulation while still providing strong pedestrian access, safety, and connectivity throughout the area.
- In addition to the Traffic and Parking Chapter, a more comprehensive traffic and parking study is included as an Appendix.



SANITARY UTILITIES

Observations

- City Sanitary is located in close proximity to the project site, allowing for easy connection with minimal upgrades.
- While International Building code may suggest parking lot structures do not require runoff to filter into sanitary services, DEEP and other regulatory agencies having jurisdiction may require this effluent be treated rather than drain to Stormwater
- Reconfigurations, and minor system upgrades may be required as part of the study area development.

WATER UTILITIES

Observations

- City water service is located immediately adjacent to the project site, providing for easy connection by development.
- The City should encourage development that utilizes the most current technologies and sustainability practices with respect to water efficiency. This may include low-flow toilets, drought-tolerant landscaping, collection and re-use of roof water runoff, as well as many other opportunities to reduce demand on the existing city infrastructure.

SITE PHOTOS (Within and Around Site)

Parking Lot along Darina Place

Parking Lot along Darina Place

Railroad Avenue (N) looking East

Property at Railroad Ave (N) and River Street Intersection

View of River Street Gateway

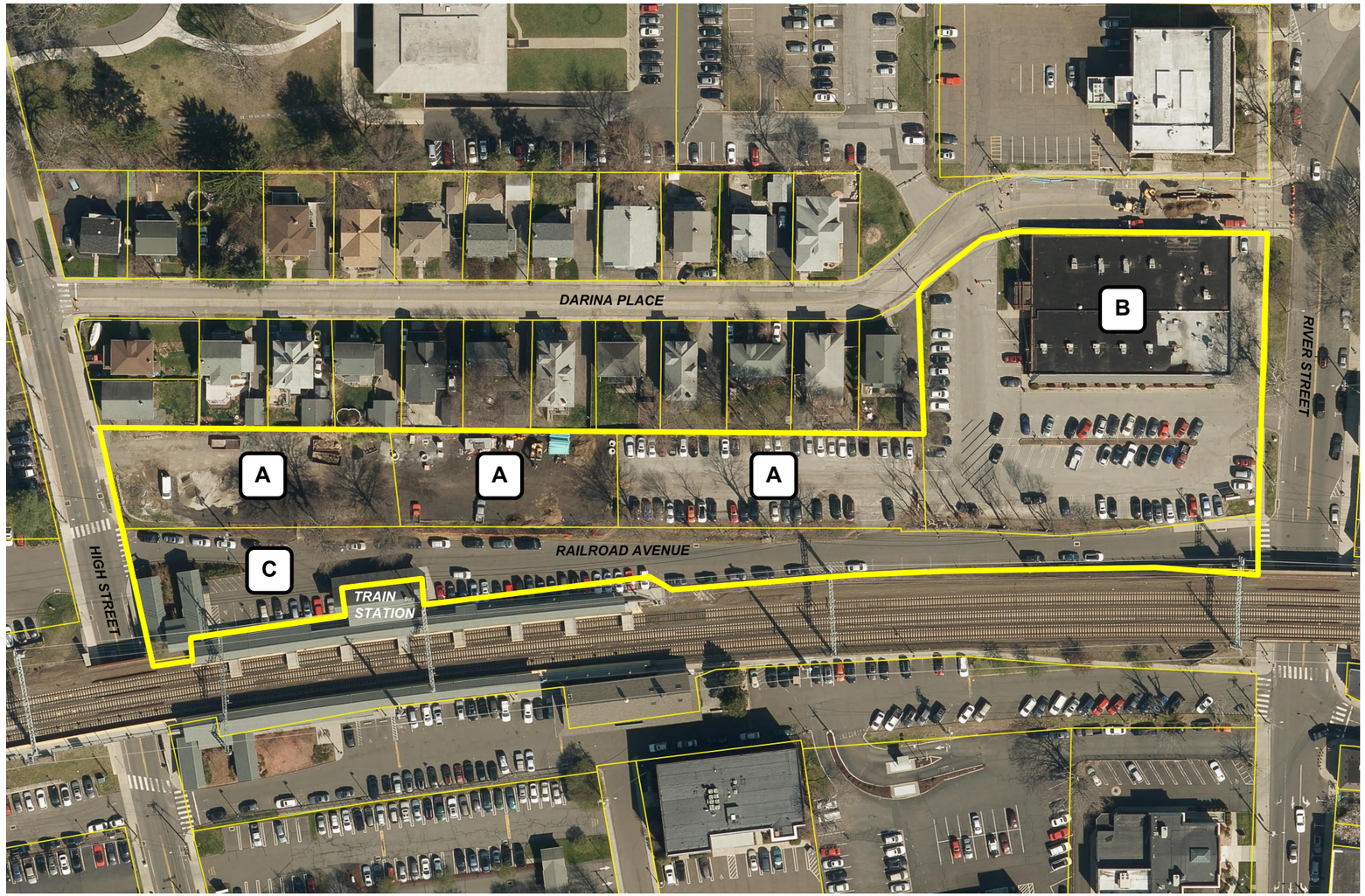
View of River Street Gateway

PROJECT SITE

A Milford Parking Lot

B Milford Parcel (City-owned)

C Railroad Avenue (N) - One-Way Road with On-Street Parking



IN THIS CHAPTER...

Market Analysis Summary

Use Development Recommendations

MARKET ANALYSIS

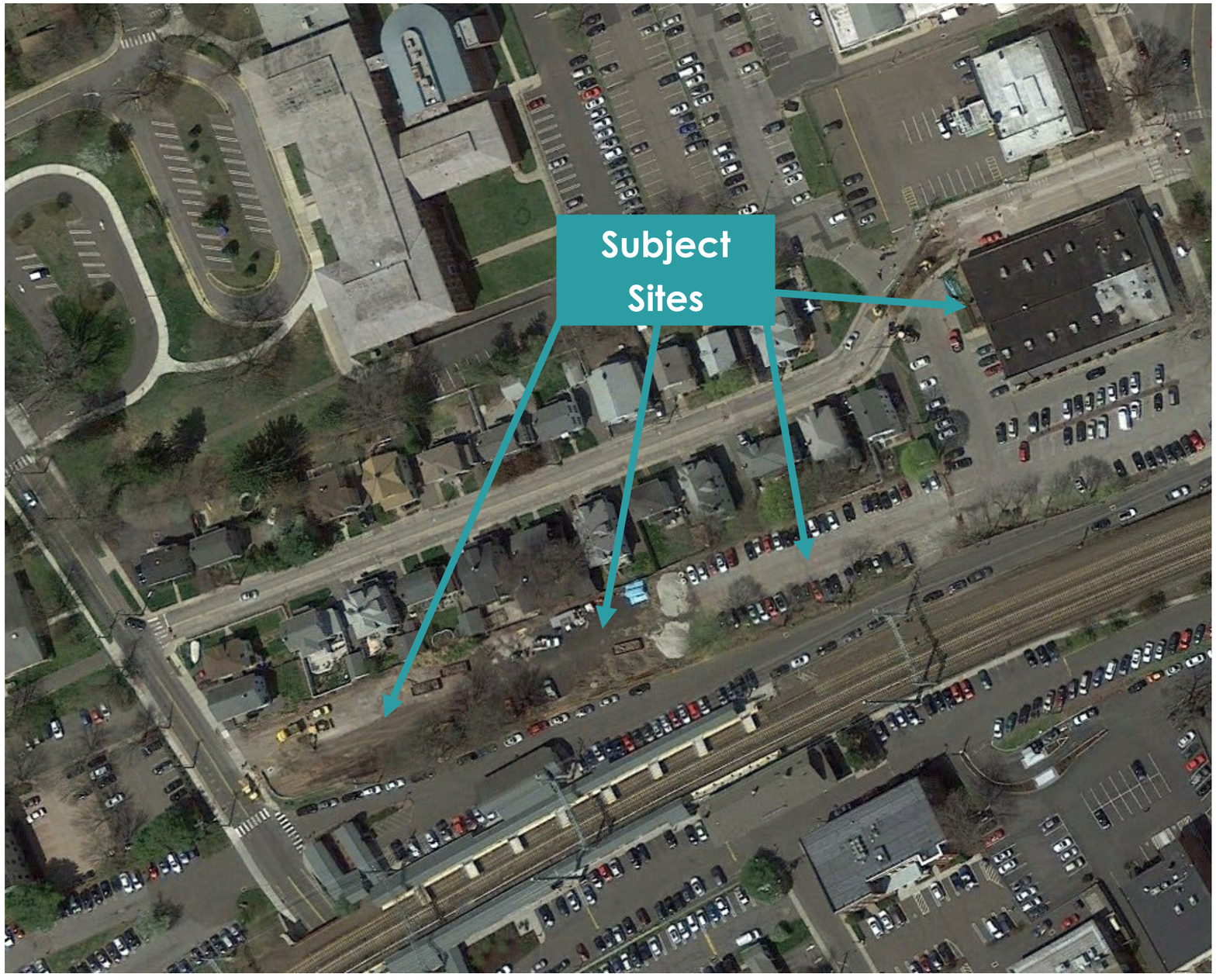
Realty Concepts, Inc out of Guilford, Connecticut, analyzed the current and future real estate market conditions that will impact demand for the development of the subject property as a mixed-use development. While the full Market Analysis report, included as an Appendix at the end of this report, provides greater detail , this chapter offers an overview of the report findings.

Summary of Findings:

- Uncertainty in the current market is contributing to developer indecision and lack of fiscal growth.
- State fiscal issues having major impact.
- Study Area generally meets standards of Transit Oriented & Walkable Communities, though key improvements and development is needed.
- Neighborhood lacks sufficient neighborhood-based retail and would benefit from its addition.
- Milford: Shoreline Community contains some major local employers. Improved connectivity to this neighborhood will well serve the Milford Center Design Development District (MCDD).

MARKET ANALYSIS

- The City of Milford is advantageously located to numerous employment nodes in the States of Connecticut and New York.
- Milford enjoys favorable rail access, highway access to Interstate 95, CT RT 15 and US RT 1 (Boston Post Road), and is equidistant to Bradley International Airport in Windsor Locks, Connecticut and New York Area Airports.
- Public transportation in Milford is provided by Connecticut Transit (bus route), which has a stop near the subject site.
- The subject site lies at the heart of the Milford Center Design Development District (MCDD).
- The subject site benefits from being contiguous to the Milford Metro North Train Station which services stops to Norwalk, Stamford, New York City and points in-between as well as east to New Haven and New London.



MARKET ANALYSIS

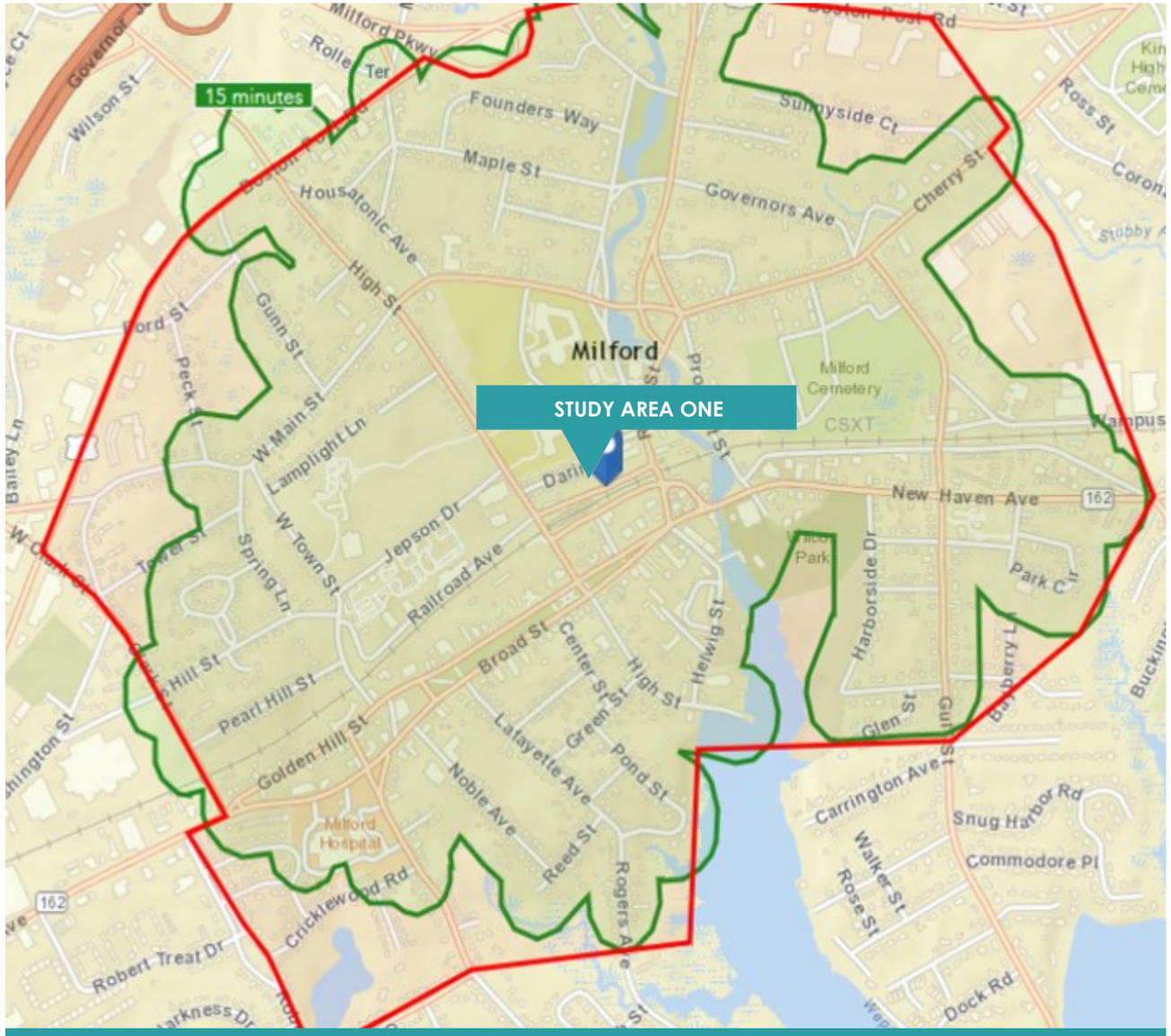
- Creating a well thought out development and incentive plan prior to market improvements, and bringing that plan to market as conditions improve is a strong incentive in and of itself. Any developer would welcome a pre-established development plan that incorporates incentives, use and design standards. The plan reduces the time for the approval process equating to reduced development soft costs.
- In general, Milford is a middle-class residential bedroom community benefitting from its proximity to major employment nodes throughout the region. To retain residents and improve lifestyle, developing the subject site as a mixed-use neighborhood residential/retail/service/office complex will meet current and future demand as well as stabilize and enhance real estate property values in the immediate area.

MARKET ANALYSIS

- Any proposed development on the site should be an impressive neighborhood design incorporating mixed-use development including apartments and supporting retail and service offices to meet current and future demand.
- The subject site meets the criteria for a walking community and transit-oriented community. Outside of the subject site, Milford is an auto-dependent community with reasonable public transit. Design of the subject study area should include walkable neighborhood/community elements and the creation of improved transportation linkages.
- To meet current and future demand of changing lifestyles, unit size should meet the following criteria:

    1. One bedroom units about 775 square feet
    2. Two bedroom units about 900-1000 square feet.

    Apartments have dramatically reduced in size due to cost of construction and the needs of millennials and other changing lifestyles. These unit sizes will meet current and future demand of these people. The inflated cost of construction forces apartment developers to target the luxury market. Higher apartment cost may be offset by mixed-use development.



This map delineates the subject study area for the market analysis and represents about 1.34 square miles. The green boundary is a 15—minute walk time and the red boundary is a geographic street boundary and the basis of the analysis.

MARKET ANALYSIS

"Markets are created and value is created! The Town of Milford has the unique opportunity to create both with the subject property"

Stanley A. Gniazdowski, CRE, CCIM

Consultant/CT Certified Appraiser RCG 0000237

Realty Concepts, Inc.

Best Use of Development:

As defined in the Market Analysis report, the following identifies the characteristics for development best suited at the subject site.

- Mixed-Use Development,
- Retail and service offices at lower floors,
- 100 -150 Residential Apartments at upper floors.
- Retail should be neighborhood oriented — Such types of retail include but are not limited to card stores, gift stores, clothing, small food store, hardware, and general merchandise.

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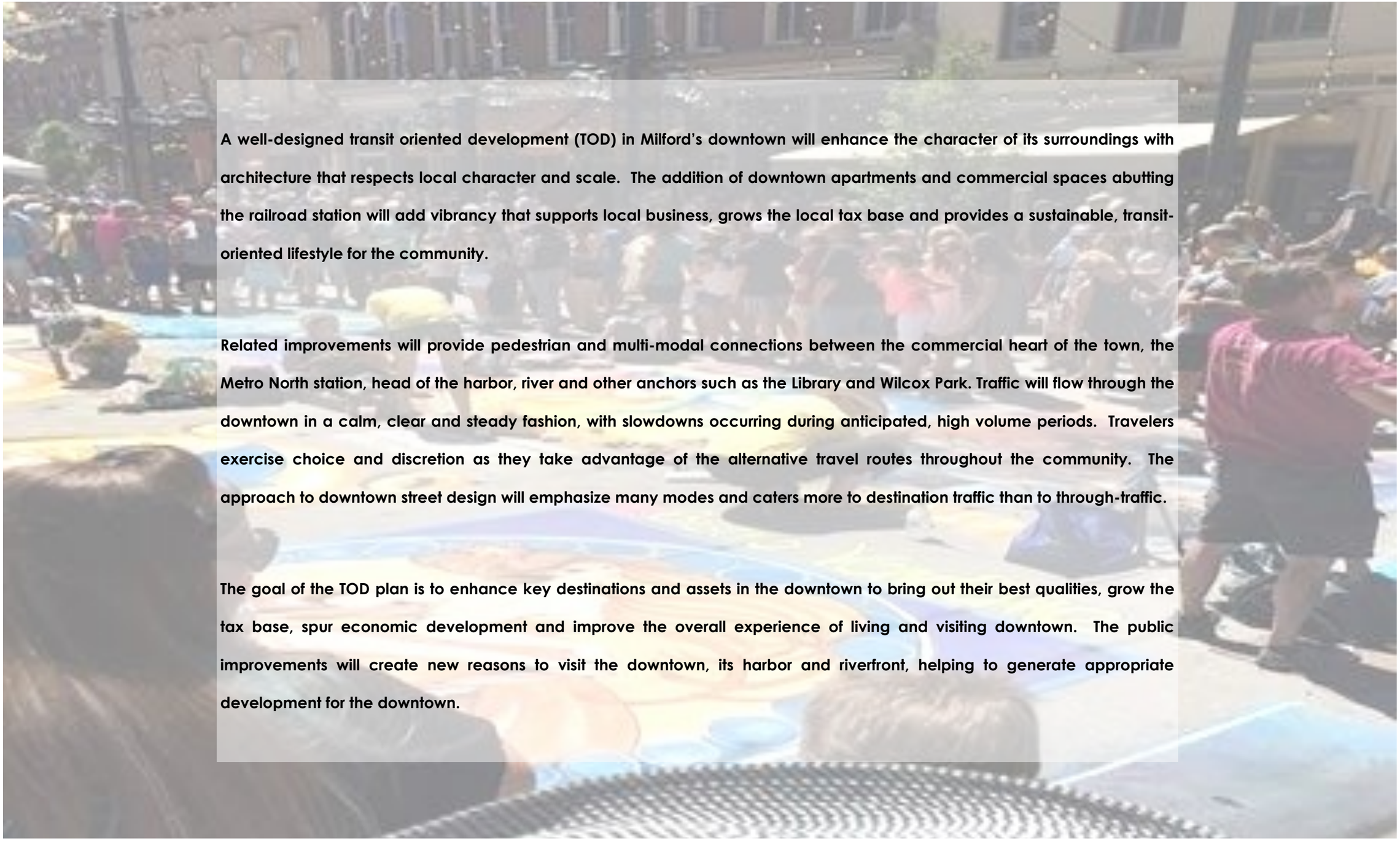
IN THIS CHAPTER...



A well-designed transit oriented development (TOD) in Milford's downtown will enhance the character of its surroundings with architecture that respects local character and scale. The addition of downtown apartments and commercial spaces abutting the railroad station will add vibrancy that supports local business, grows the local tax base and provides a sustainable, transit-oriented lifestyle for the community.

Related improvements will provide pedestrian and multi-modal connections between the commercial heart of the town, the Metro North station, head of the harbor, river and other anchors such as the Library and Wilcox Park. Traffic will flow through the downtown in a calm, clear and steady fashion, with slowdowns occurring during anticipated, high volume periods. Travelers exercise choice and discretion as they take advantage of the alternative travel routes throughout the community. The approach to downtown street design will emphasize many modes and caters more to destination traffic than to through-traffic.

The goal of the TOD plan is to enhance key destinations and assets in the downtown to bring out their best qualities, grow the tax base, spur economic development and improve the overall experience of living and visiting downtown. The public improvements will create new reasons to visit the downtown, its harbor and riverfront, helping to generate appropriate development for the downtown.

COMMON PRINCIPLES

KEEP MILFORD'S EXISTING SPECIAL CHARACTER, BUT MAKE IT EVEN MORE CHARMING

Milford is already a great place and does not need reinventing. The focus of the improvements and recommendations in this plan should be on how to enhance and polish the existing assets and make the most of what is good. New buildings and features should fit in with the special character that is already here.

ENHANCE DOWNTOWN'S STREETS TO BE MORE COMFORTABLE FOR PEDESTRIANS, DINING, SHOPPING

Traffic volumes and congestion interfere with the experience people want to have in downtown, particularly around Daniel and River Streets. This dining and retail district is too short on space for pedestrians, who feel pushed aside by vehicles. More emphasis needs to be placed on creating walkability and giving more space to dining, shopping, and exploring the district, and catering more to traffic that is driving to downtown, not through it.

COMMON PRINCIPLES

CREATE A SPECIAL EXPERIENCE AT MILFORD'S KEY DESTINATIONS: RIVER AND DANIEL STREETS, THE HARBOR, MILFORD GREEN, LIBRARY, CITY HALL, THE TRAIN STATION/MAC

Although Milford is rich in assets, most of them are underperforming. The harborfront is mostly unused and without attractions. Milford Green and City Hall offer green spaces that are lovely to look at, but people have no reason to cross the street to visit them. The train station and Milford Arts Council could be much better integrated into its surroundings with exterior enhancements to improve its setting and a better walking environment surrounding it. Enhancing these existing anchor attractions to become more appealing, usable places is the best way to improve Milford's experience while staying authentic to what it is.

FILL IN THE MISSING PIECES DOWNTOWN WITH CONTEXTUAL DEVELOPMENT

Infilling vacant and underutilized sites in key locations is a central goal of this plan and will make long strides toward the goal of a more vibrant walkable downtown. The scale and character of this infill development needs to respect its context so that Milford can be a mix of old and new while still feeling like it all fits together.

COMMON PRINCIPLES

CONSIDER STRATEGIES THAT ALLEVIATE PARKING AND CONGESTION ISSUES

Strategies need to be explored that will help balance the needs of vehicles and pedestrians as well as other travel modes. The existing large volumes of traffic through the downtown core is detrimental to the overall experience of downtown. Parking also needs to be strategically located so that it works best for downtown visitors. A large overall increase in parking is not necessarily desirable, as it may only attract more cars looking to ride the train, but not patronize downtown. Strategies for sharing parking on the other hand can work for both audiences, as commuters can use the spaces during the day and visitors and diners can use them in the evening.

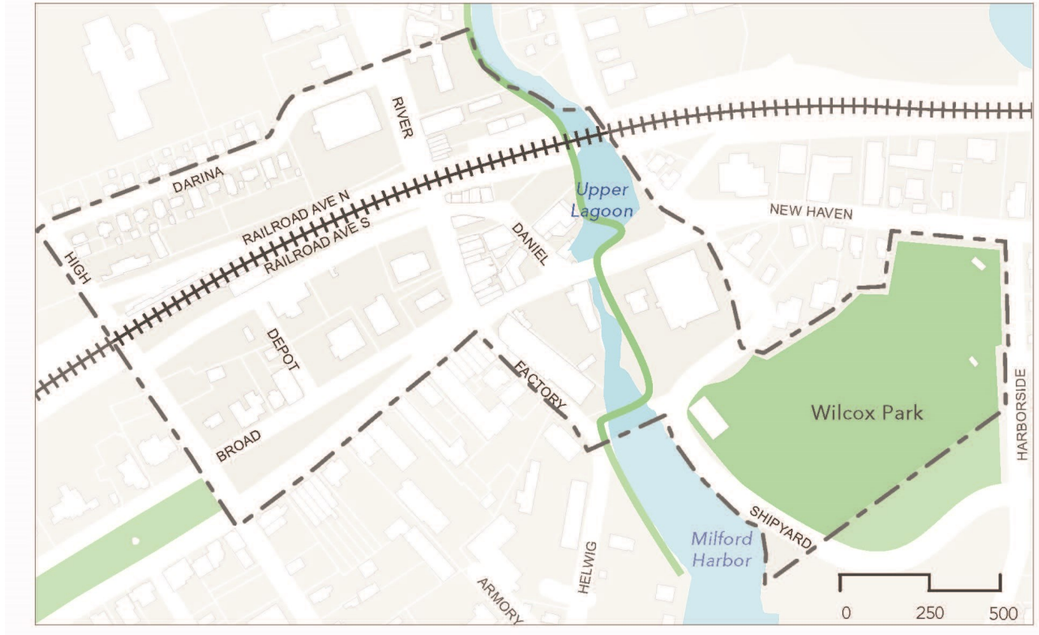
REFRESH DOWNTOWN'S IMAGE WITH SPECIALLY DESIGNED WAYFINDING, PUBLIC ART, STREETSCAPE PLANTINGS, AND GATEWAY TREATMENTS

There are many opportunities to improve the aesthetic appeal of downtown which, despite its fine buildings and views, suffers to some degree from a battered appearance in the public realm. A sensitive approach to design and streetscape improvements such as plantings, signage, amenities, art – as well as working with private building owners – will bring downtown's ambience from good to great.

DOWNTOWN ASSETS AND PLACEMAKING OPPORTUNITIES

Planning for transit oriented development sites must happen within a larger context and framework. This project is predicated on the idea that the city's investments in transit oriented development are an opportunity to also look at investing in the downtown as a whole, with a strategy for how Milford can become stronger as a transit oriented community.

Anchor assets in the study area were identified during the planning study in collaboration with stakeholders and the public. These included the library, the harbor, the Daniel/River Street restaurant district, the train station/Milford Arts Council, Milford Green, as well as the infill development site which will have future potential as a major anchor.



Key connections that should be improved for pedestrian comfort and appeal were also identified. These street enhancements would connect the harborfront to the south with City Hall at the northern extent of the study area; and reach from Milford Library to Milford Green and up to the station. This area of enhanced streetscape would connect most of the important assets in downtown: historic, natural, commercial, as well as the station and new residential development.

Placemaking enhancements were identified along these key connections and in relation to anchor assets. Making each of Milford's existing anchors more successful and more visitor-friendly is a strategy that is both effective and efficient. Placemaking is an approach that clusters improvements to generate a critical mass of use by the public along while creating visual impact. It is a way to create new attractions that bring people to downtown and support its businesses, its services, and the social life of the community.

The exact nature these placemaking improvements is the subject of the following chapter.

IN THIS CHAPTER...

Design Framework

Placemaking Idea Book

DESIGN FRAMEWORK

The placemaking recommendations that follow are intended to ensure that the Milford TOD Plan helps delivers a higher quality of life to all Milford residents and visitors. The opportunities described here are authentic to Milford and will speak powerfully to every key audience, including families, kids, young people, seniors, downtown employees, shoppers and other visitors to the community. The recommendations consider not only the spaces themselves for placemaking, but also the relationships to community anchors and their arrangement to create paths to explore throughout downtown.

1. MILFORD CITY HALL

With the beautiful Wepawaug River at the rear of City Hall, one only wishes that this setting could be more visible. To wrap this beautiful setting around the building, the front drive and side parking lot and driveways should be renovated with a material other than asphalt, such as reinforced "turf block" pavers that allow grass to grow up through their middle. Gardens on the front lawn will create a more visible gateway, a more venerable memorial, and an area for small scale programs such as yoga classes as well as wedding photography.

2. RIVER WALK

The river is one of Milford's least appreciated places, as it is visible from only a few vantage points where roads cross it. Meanwhile, other cities have found that reorienting buildings to a river such as this brings incalculable value and enjoyment. With a little bit of engineering, and some cooperation from property owners, Milford could in fact have its own small river walk right through downtown. There are constrained segments, such as under the railroad trestle, where a floating in boardwalk may be required to provide continuous access.

3. MILFORD TRAIN STATION

Few train stations are occupied by such a vibrant use as the Milford Arts Council (MAC). Its location in the heart of town creates potential synergies with Milford's restaurant scene. This asset needs to be highlighted and connected through improvements to Railroad Avenue, such as brick paving, landscaping, color, attractive art and wayfinding. These improvements will help brand the MAC in a visible way and enhance downtown's image as a whole.

4. RIVER STREET UNDERPASS

This train trestle creates an interruption to pedestrian circulation in the middle of downtown. A lighting artist could be engaged to create a bright, artistic treatment compatible with the improvements made to the MAC as described above. The combined effect of these improvements has potential to significantly change the image of downtown for the better, with a contemporary creative edge.

5. DANIEL STREET

Daniel Street is at the heart of the Milford's dining scene. On Friday and Saturday nights, the street is full of people walking, window shopping, and coming in and out of restaurants. One of this plan's most important recommendations is to repave the street with brick or other pavers, creating a "shared street" environment which will have a traffic calming effect. On weekdays, traffic can continue through as normal, but with fewer lanes thus maximizing pedestrian space. On weekends, the whole street can be closed to traffic to allow the restaurant action to spill out and take over the space.

6. RIVER STREET

River Street today is the most visible retail and dining street in Milford. Any visitor driving through downtown will recognize its distinct architecture and high quality storefronts. It's a banner advertisement for Milford's downtown brand. As such, its streetscape needs to be upgraded to the same level as the architecture, with wider sidewalks, better paving and lighting, and planting displays or other treatments. A designer should be retained to assist retailers with their storefronts and signage. The street should be converted to two-way traffic. If possible, through-traffic can should be encouraged to use other routes.

7. MILFORD GREEN AT DEPOT STREET

This highly visible location along both traffic and pedestrian routes is an opportunity for beautification and the creation of a stronger point of interest. Whether this means enhancements to the war memorial, or some historic artifact, or simply a stunning flower garden, it should be one of those postcard moments in Milford.

8. BROAD STREET AND RIVER STREET INTERSECTION

The brick median that extends from Milford Green to the River and Broad Street intersection makes a wide swath of asphalt feel even wider. At the same time, it is an exceptional opportunity to beautify the intersection and provide much needed wayfinding to the downtown, since this is the most central spot of the whole city. The streets in this intersection should be narrowed at every opportunity and sidewalks widened at corners to reduce crossing distances.

9. NEW HAVEN AVENUE GATEWAY

As one crosses the river going east to the library, there are green spaces on both sides of the road, each facing the river. This threshold to downtown with water views is a natural gateway that also happens to be on the desirable walking route between downtown and the harbor. This is a perfect location for a large public work of art that welcomes visitors and becomes one of the many breadcrumbs for people to follow when exploring downtown and its environs. With proximity to the library and recreation fields, as well as the waterfront, this artwork should be designed to be appealing to children.

10. NEW HAVEN AVENUE GATEWAY

On the north side of New Haven Avenue, the park space at the riverbank offers a more bucolic and shaded setting that could easily become a more usable space. The placemaking treatment here could take many forms, but to highlight the trees and the naturalness of the setting might encourage people to use this piece of "nearby nature."

11. MILFORD LIBRARY

Libraries are natural gathering spots and Milford's library has the type of space in front that could easily be used as a plaza. By bringing the library outside, with portable book racks, chairs and tables, and perhaps even a food vendor, the library jumps into view instead of being hidden behind masonry walls. This type of casual, fun space has great appeal to patrons and can attract new visitors who see the activity on their way through town.

12. FACTORY LANE

This quiet street could easily be missed and there is little to indicate that it leads directly down to the harborfront. With waterfronts being central to economic revitalization in cities around the world, there's no reason not to see Factory Lane as an exciting opportunity. This street could be made more inviting simply through the use of brick pavers that would indicate for pedestrians that there are more points of interest in this direction.

13. HARBORSIDE POCKET PARK

On the way to the waterfront, beside the pedestrian bridge, is a small green space that could become a comfortable and cool pocket park infused with unique character created by funky furniture, beanbag chairs, or some other low cost and adaptable improvement. It is the unexpected surprise like these that can quickly and easily contribute to a place like Milford becoming even more vibrant and well-loved.

14. WILCOX PARK

There is a rare opportunity for a wonderful waterfront park alongside Shipyard Lane in the vicinity of the pavilion. Movies in the park are easier to stage than ever before with the advent of inflatable screens. A more ambitious idea would be to install a temporary beach along Shipyard Lane with chaise lounge chairs, umbrellas, and sprinklers to keep people cool..

15. HARBOR DOCKSIDE

There is universal enjoyment found in eating and drinking on the water, but very few downtowns have the location to do so. Since the harbor docks are owned by the city, Milford has the exceptional opportunity to create this kind of experience and connect it right into downtown. The coast guard building is in an ideal location to house such a restaurant with patio or dock seating.

PLACEMAKING FOR ALL SEASONS

The onset of cold weather is no reason to slow Milford's momentum to a more welcoming and entertaining downtown experience. Winter cities around the world find ways to make people feel lucky to be in a place where every season brings a new way to enjoy the outdoors.

Working with downtown food and drink establishments, especially along Daniel Street (and the pocket park adjacent to Café Atlantique), a new suite of amenities, food, and programming could add a festive spirit to the public realm in the colder months. Seating can stay outdoors if it is made more comfortable (with blankets and heaters) and more festive, with firepits and traditional winter delicacies like roasted chestnuts, gluehwein, and cocoa. Live music will give people a further reason to celebrate the unique winter atmosphere that is too often under-appreciated.

MILFORD GREEN HOLIDAY MARKET

Many cities have great success with a seasonal market that might last at least a weekend and as long as several weeks. Milford Green is a location that would work well for such a use, and generate considerable foot traffic for downtown in the holiday season.

SKATING POND

The Duck Pond is a special feature in downtown and although it may be used casually for skating under the right conditions, there is opportunity for the city to make this a more exciting program that builds community. Research indicates that in past years Milford firefighters spray water on the pond at night to improve the ice for skating the next day. Along with maintaining the ice and organizing official skating hours, the city could amenitize the pond with holiday lighting and even have weekly community bonfires with hot chocolate and night skating.

SEASONAL STREETSCAPES

Streets and sidewalks can be places to celebrate the seasons through rotating horticulture displays. In some cities, like Quebec and Paris, the Christmas displays are attractions that beautify the streets and strengthen the shopping and dining experience downtown.

6

IN THIS CHAPTER...

Pedestrian and Vehicular Improvements

Bike and Bus Circulation Improvements

Car Share and Taxi Service Opportunities

INTRODUCTION

As identified in the Design Framework chapter of this report there are important streets and corridors within the downtown area that need improvement to allow users to better utilize and circulate through this charming downtown.

This chapter will focus on multiple user groups and **multi-modal circulation** to enhance this downtown network. Enhancements will build upon and complement recommendations from the Placemaking chapter of this report.

GENERAL IMPROVEMENTS FOR ALL USER GROUPS

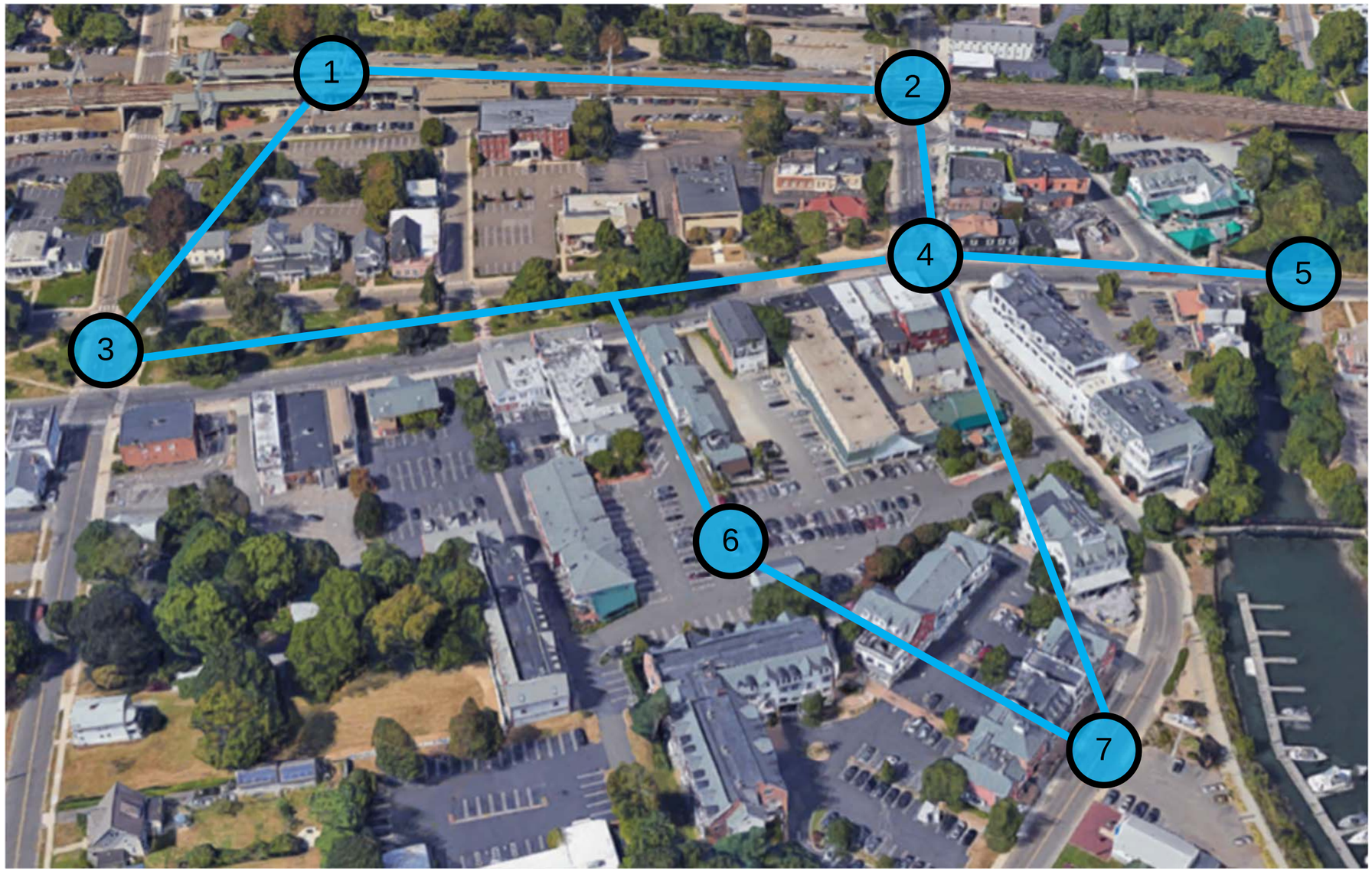
Wayfinding is a key component that will guide the vehicular and pedestrian users into and around the downtown area, provide a stronger connection between the downtown and the waterfront, and enhance the identity of downtown.

Streetscape improvements including trees, lighting, outdoor seating and sidewalk enhancements can improve the public realm and provide clear connections to destinations and anchors downtown while also defining separation and points of overlap for the pedestrian and vehicular zones.

Public Art & Branding can add visual interest and a cohesive language to the downtown experience. Downtown Milford's identity is unique and can be further displayed through use of additional public art & branding.

WAYFINDING: KEY LOCATIONS AND CONNECTIONS

1. Train Station
2. Railroad Ave/River St
3. Milford Green
4. New Haven Ave/River St
5. Milford Library
6. Milford Central Parking
7. Waterfront



WAYFINDING (PEDESTRIAN SCALE)

Multiple pedestrian scale kiosks (pictured on right) are located within the downtown area and provide an excellent resource for community events and a general map of the downtown area. These kiosks act as beacons for pedestrians and provide a good framework to build upon for wayfinding.

Additional pedestrian scale signage could be utilized at key locations and connections (identified on previous page map) to provide linkages between areas of downtown and existing wayfinding kiosks.

The design and styling of the wayfinding signage can reflect the identity of downtown and provide a consistent, easily recognizable image for Milford.

WAYFINDING (VEHICULAR SCALE)

Gateway wayfinding signage acts as a "Welcome to Downtown" and provides critical orientation for new users. A pleasant welcome and orientation sticks with users and enhances the likeliness of returned visits. The opposite leaves users confused and gives the perception that it is difficult to navigate a place.

The "Welcome to Downtown Milford" Underpass Gateway signage provides a good first step in recognizing the importance of signage at critical places downtown.

Next steps could include identifying additional gateways (refer to Wayfinding: Key Locations map) and providing additional orientation nodes throughout the downtown. From the vehicular realm, adding additional public parking signage can provide consistent reminders to vehicular users that parking is available and can be found throughout downtown.

WAYFINDING

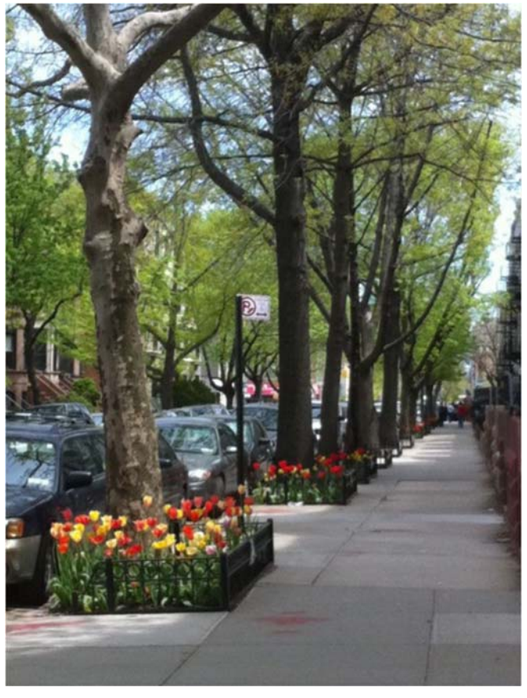
(GROUND PLANE)

Signage and patterns on the ground plane can be a unique wayfinding experience targeted for pedestrians and cyclists. While unobtrusive to a community's vertical aesthetic, this type of wayfinding is limited during the winter months as it can be easily covered by snow and ice. Still, successful examples of ground plane wayfinding can be found throughout New England including Boston's Freedom Trail.

STREETSCAPE PALETTE

Lighting fixtures can offer a rhythmic unifying feature to streetscapes and signal an overall cohesive downtown area. Ambiance can also be enhanced though interplay of light, trees, streets and buildings at night.

Street trees offer another rhythmic unifying feature to streets. They create four-season visual interest and in summer contribute to a comfortable climate for pedestrians.



Planters can be utilized when street trees are not practical due to lack of space, overhead and underground utilities, or other constricting features. Planters can provide a barrier and threshold to buffer pedestrians from adjacent roadways while providing an attractive colorful show of plantings that can help soften a streetscape.

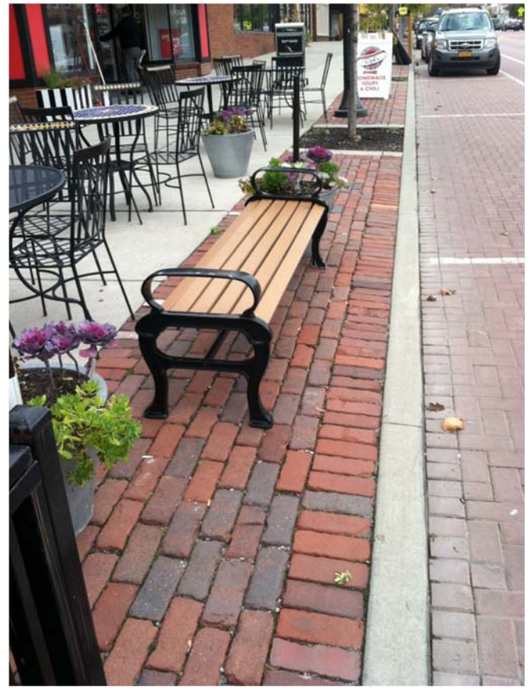
Planters can provide versatility in many ways. For one, seasonal plantings can be utilized to provide year round interest. Additionally, the ability to move and reorganize planters based on changing site considerations and constraints is highly valuable.

STREETSCAPE PALETTE

Key locations in a downtown setting (such as Daniel Street) can be enlivened by expanding sidewalk areas or temporarily closing a street to allow for **outdoor seating and pedestrian-only streets**.

Sidewalk enhancements. Utilizing different pavement materials including brick, concrete pavers, and stamped concrete along key streets can provide a visual connection at the ground level.

Brick paver banding is utilized on multiple streets within the downtown area and could be expanded to connect to key destinations including the train station and waterfront.



PUBLIC ART AND BRANDING

Already located within the project area, the Milford Arts Council should play a leadership role in continuing to support events within the city public realm. Outdoor installations, festivals, markets, and performances will serve to draw visitors to the downtown area. Furthermore, the ephemeral quality of temporary exhibits and performance art encourages return visits by not only Milford residents, but also those from further away, looking for an afternoon or a night of entertainment.

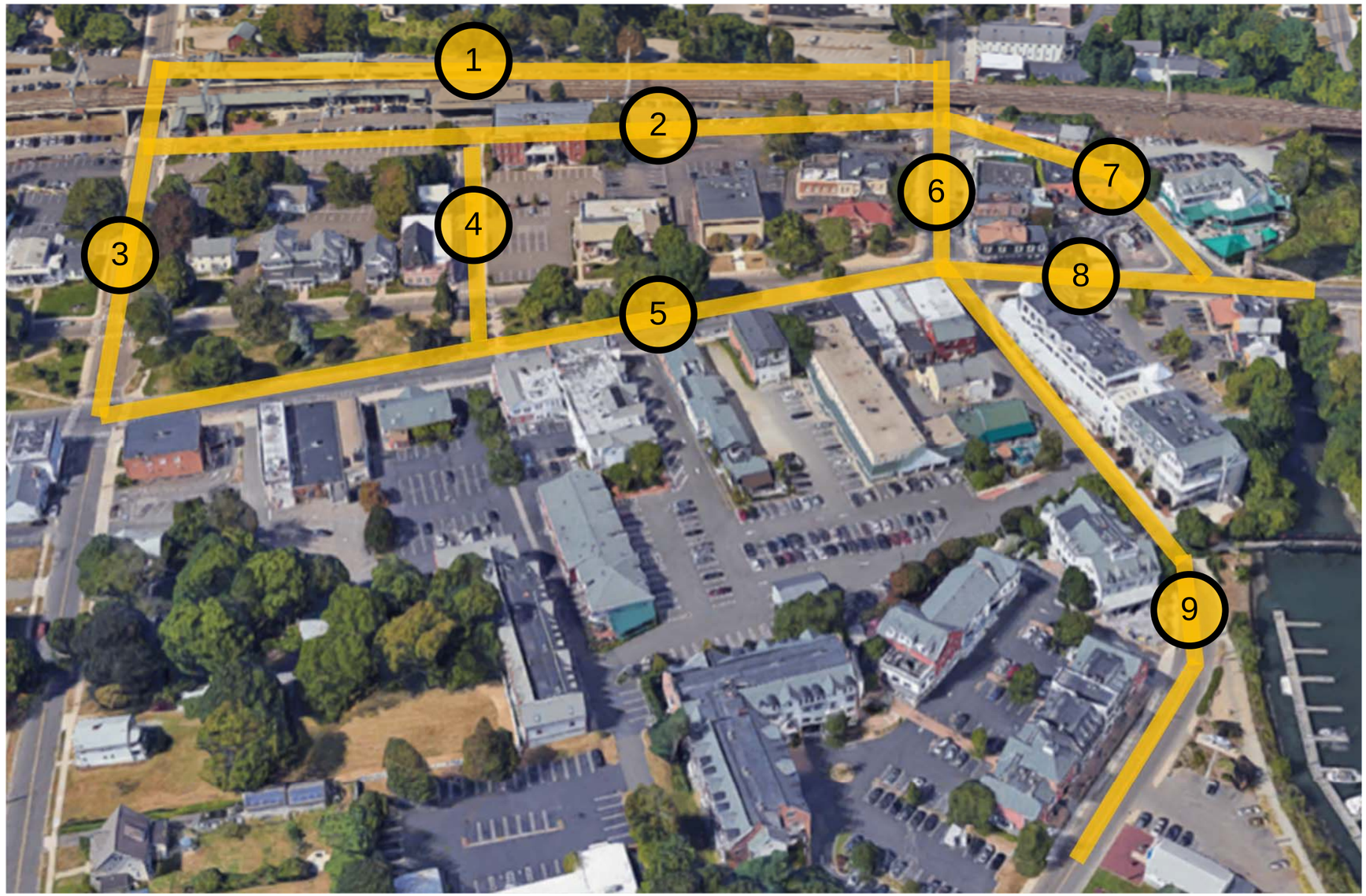
Several locations, identified on the Key Locations and Connections page, exist within the downtown area that can support such artistic events and installations. As development unfolds, consideration for the preservation or enhancement of such resources shall be considered.

Community branding within the communities Key Locations as well as throughout is an important consideration for the city. This "branding" could take the literal form of interpretive graphics or signage, or a more subtle form such as painting street furnishings a particular color or consistent planting motifs.

MILFORD
CONNECTICUT

STREETSCAPE IMPROVEMENTS

1. Railroad Ave (N)
2. Railroad Ave (S)
3. High St
4. Depot St
5. S Broad St
6. River St
7. Daniel St
8. New Haven Ave
9. Factory Lane

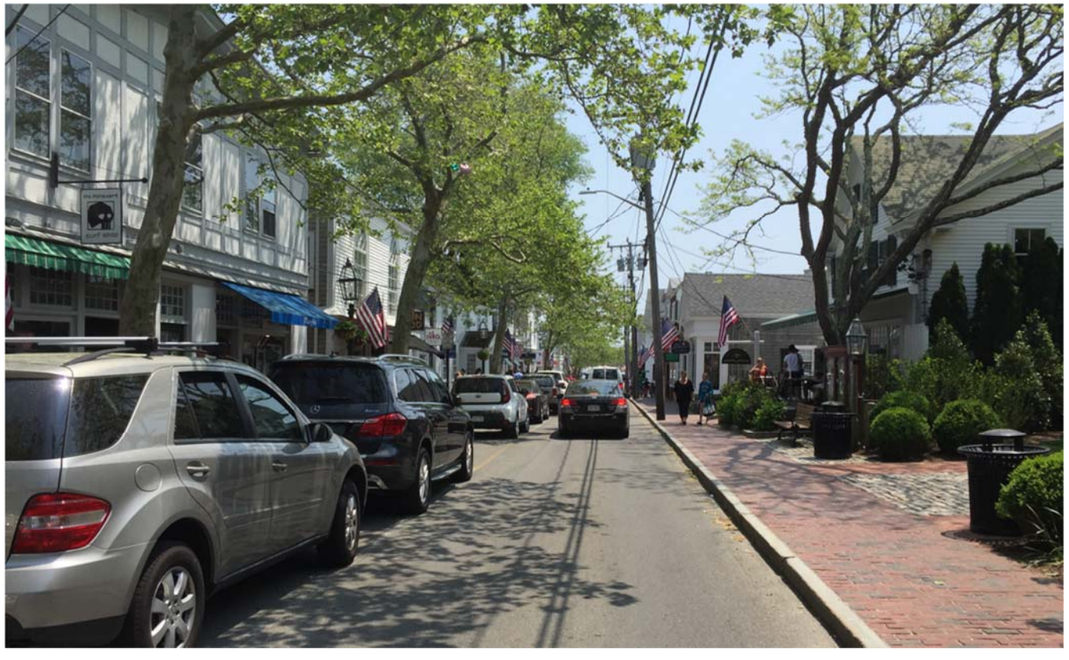


RIVER STREET (N)

Extend streetscape improvements from River Street south of underpass to this section of River Street. Streetscape improvements include pedestrian scale lighting, paver banding within sidewalk and street trees or planters.

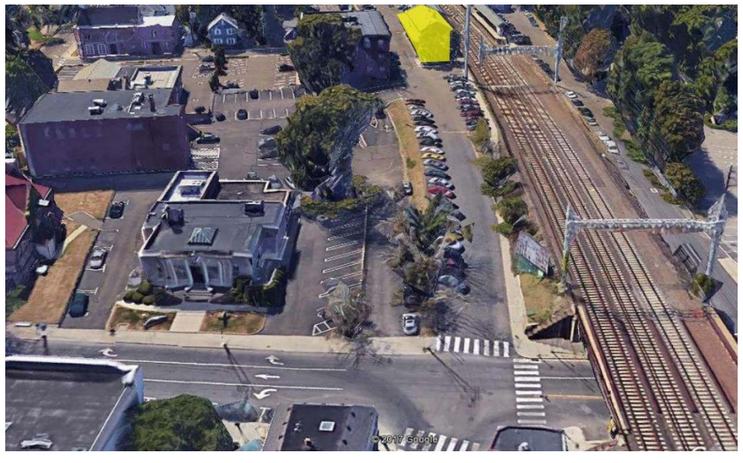
DEPOT STREET

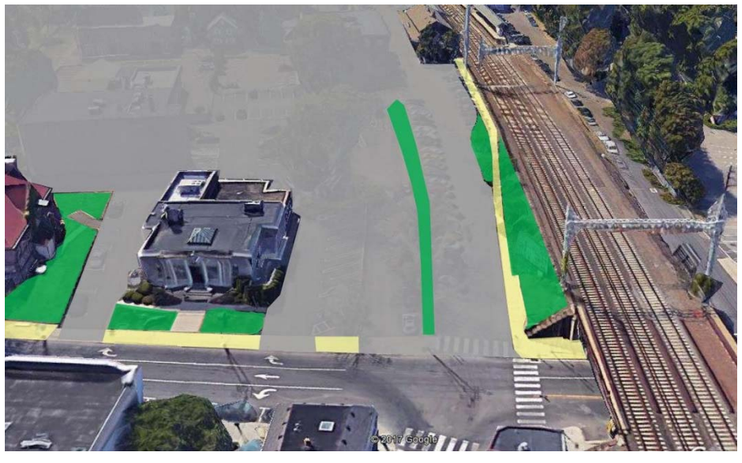
Potential redevelopment along Depot Street within existing parking areas can create a strong pedestrian connection from train station to Milford Green. As parking becomes more centralized in downtown area potential redevelopment could become a reality and stronger pedestrian oriented streets can be created.

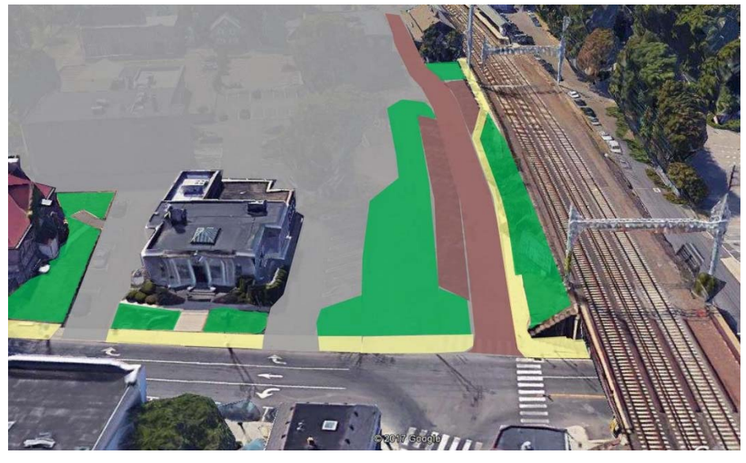


RIVER STREET (S)

Create a stronger pedestrian connection from River Street to Milford Center for the Arts (MAC). Potentially reduce number of existing curb cuts along River Street to create a safer and more comfortable pedestrian zone. Utilize special pavement to bring users from River Street to the MAC.







NEW HAVEN AVENUE GATEWAY

Gateway property at intersection of New Haven Avenue and Daniel Street is prime for redevelopment to create an active and vibrant setting for the entry into the downtown area. Potential re-use could consist of restaurant space with a large and highly visible outdoor seating area. Parking for this use could include options along Daniel Street, public parking along Shipyard Lane and the private parking structure at 1 New Haven Avenue.

BROAD STREET ALLEY

Underutilized space between buildings along this formal street could be converted into active outdoor seating areas or well appointed pedestrian connections from the public parking in the rear of the buildings to the public sidewalk. The downtown area has many successful examples of pedestrian improvements in these alleys.

RAILROAD AVENUE (S)

Railroad Avenue (S) is dominated by vehicular circulation and parking. A narrow pedestrian zone along the rail line right-of-way could potentially be expanded without effecting the one-way travel of Railroad Avenue. Special pavement can also be utilized within roadway to accommodate multiple user groups, both pedestrian and vehicular.

RAILROAD AVENUE (N)

Railroad Avenue (N) provides one-way vehicular circulation for parking and drop-offs/pick-ups along rail line. A more defined drop-off/pick-up area in combination with a clear pedestrian zone can help to focus a more balanced streetscape that accommodates both vehicular and pedestrian traffic.

BIKE USER GROUP

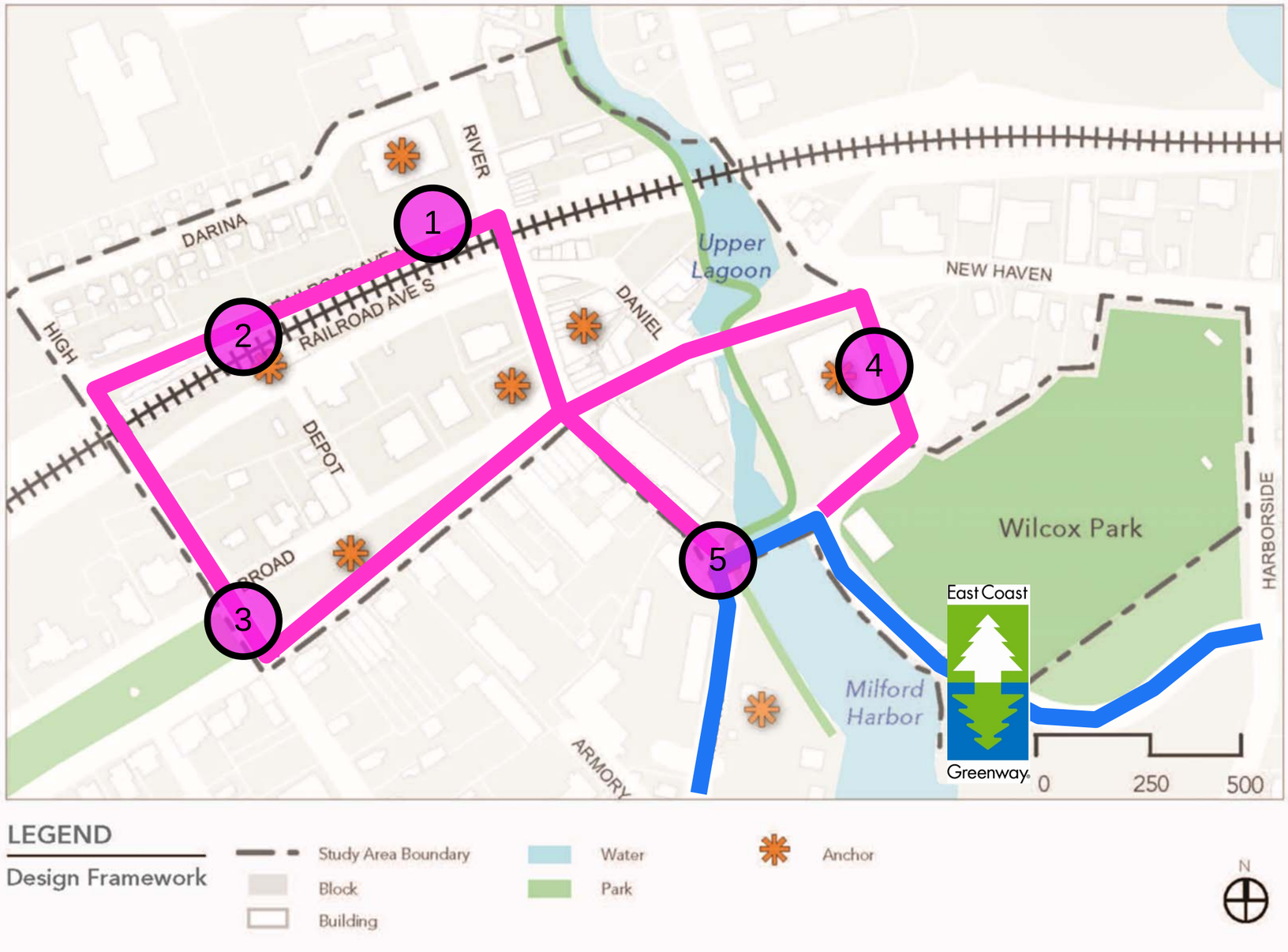
Empowered by scientific support and a cultural revolution, this group of people are fast becoming a powerful influence on how communities grow and develop. Their ever increasing numbers necessitate an early and thorough consideration for their needs in every type of development. State and federal funded projects require this, and the Milford community desires this.

The following page identifies key nodes that contribute to the generation of bicycle traffic. The current transportation facilities provide “typical” accommodations for bicycle users: some bicycle racks, minimal storage, minimal signage and pavement markings. With typical being a standard neither the City of Milford, nor the MCDD community aspires, opportunities, while limited by the existing infrastructure, should be considered for every new development and roadway improvement.

As indicated on the following page, the East Coast Greenway passes immediately south of the study area, drawing towards it bicycle traffic from the surrounding Milford Neighborhood as well as bicycle traffic into the study area. Improving connections to the Greenway is paramount to the City in maintaining its reputation as a forward-thinking community committed to strengthening its connections through the region.

KEY BIKE NODES

1. Potential TOD Development Site
2. Train Station
3. Milford Green
4. Library
5. Waterfront



East Coast Greenway

BIKE SIGNAGE

Comprehensive signage and pavement markings plan would serve to improve health, safety, awareness and connectivity, and foster community acceptance of bicycle travel. With consideration to all existing signage infrastructure, signs that addresses bicyclists will also promote economic opportunities, not only by drawing more community members to the neighborhood, but through the introduction of a more active and recreationally oriented populace and associated business types.

BIKE LANES

As described under the signage section, pavement markings, including bicycle lanes, can contribute mightily to the overall quality of a community. The study area does face obstacles including width of the right-of-way, the need to maintain considerable on-street parking, and the high volume of existing traffic. Still, solutions including bicycle/vehicle sharrows (shared lane markings) and a thoroughly articulated signage program can establish the structure necessary for achieving a safer AND more connected community.

BIKE STORAGE / BIKE SHARE

Bicycle storage facilities were recently installed at the Milford Train Station. These, or similar facilities, can be implemented throughout the City, not just in the study area.

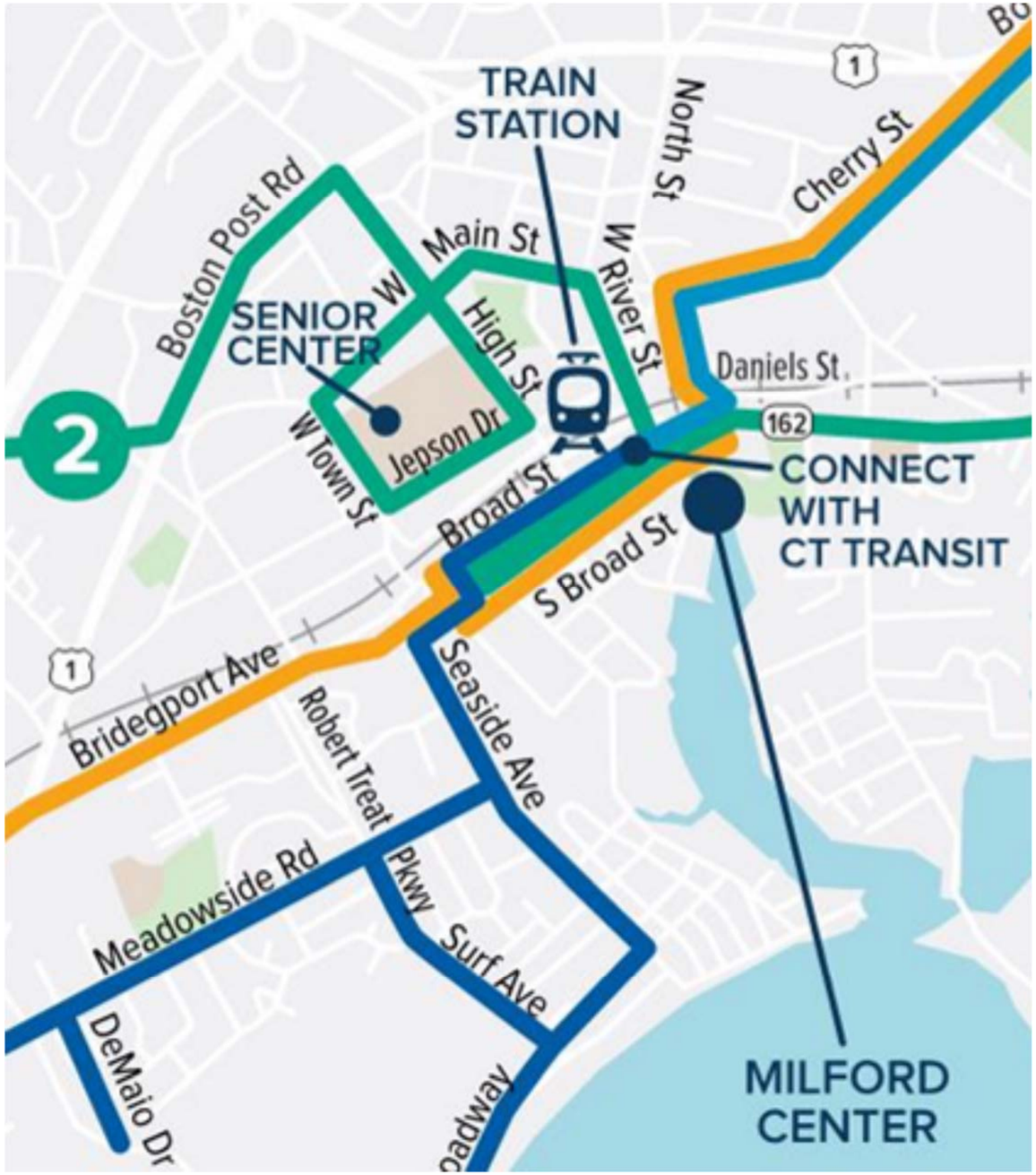
The Design Guidelines chapter of this study encourage having new development incorporate these facilities in exchange for a relaxation of other regulations. These facilities and similar regulatory practices are currently in use throughout New England and the country and the results have been profoundly successful.

Opportunities for community branding and identity can be found through custom design as is currently in practice.

BUS USER GROUP

Multiple bus routes run through the Milford downtown area. There are opportunities to enhance the bus infrastructure with a consistent aesthetic and strong functionality.

For a myriad of reasons, people are becoming more frequent users of bus transit. Active seniors, a target user group the Market Analysis Report identified, often prefer convenient access to bus routes over driving their own vehicles. Millennials, another identified target user group, often engage in social activities that are better served by having access to forms of transportation different from personal vehicle.



KEY BUS NODES

B Bus Stops

T Milford Train Station

Bus stop to train walking routes

Recognizing the walking routes bus users take to and from the train station can show key pedestrian travel ways.

MILFORD CENTER/RR BUS STOP

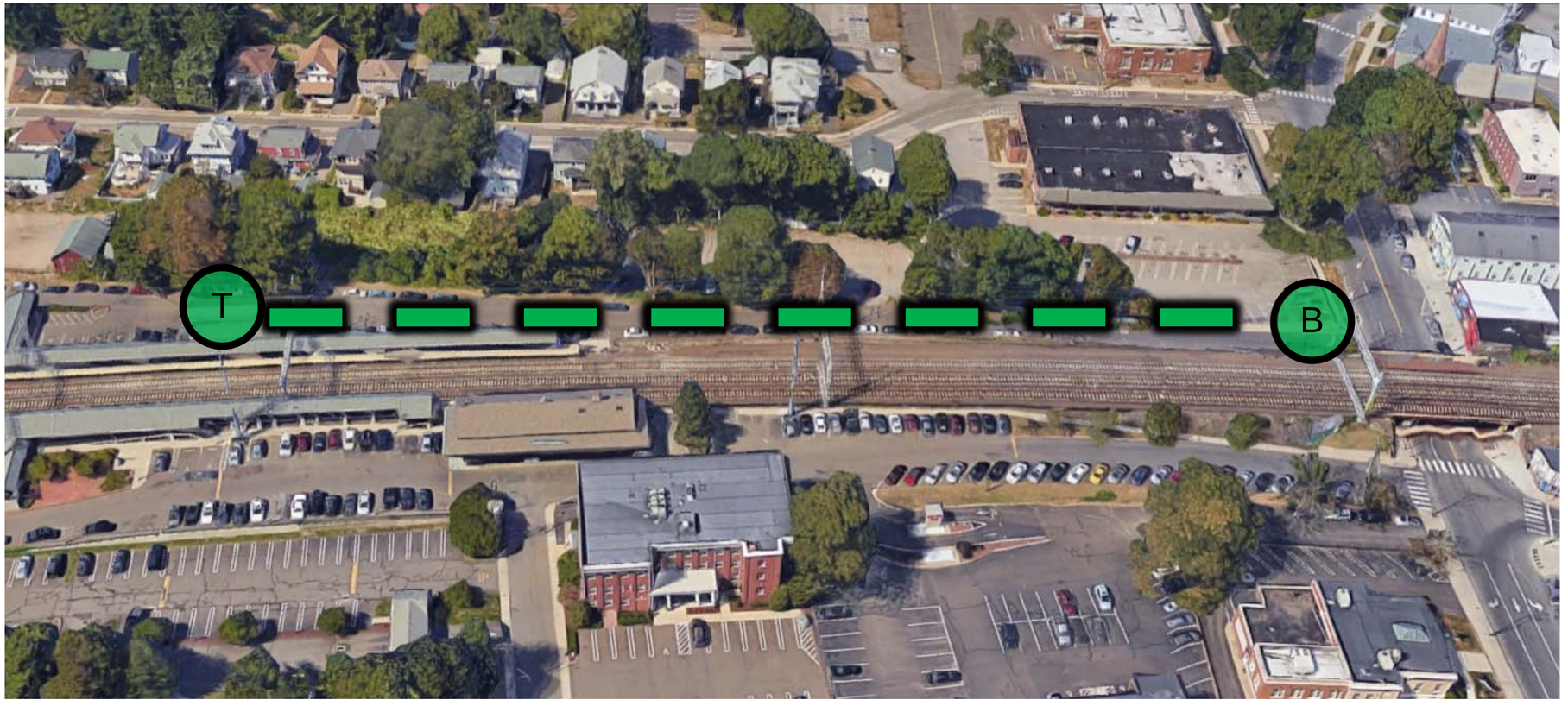
The bus stop on River Street is currently unsigned and without a bus shelter. The walking route between the train station and the bus stop (shown in the photo at right) lacks a strong pedestrian space. Enhancing this bus stop is an opportunity to use bus pullouts and bus shelters as well as to improve the overall streetscape to greater facilitate and accommodate users going between train and bus/River Street.

Railroad Ave (N) looking east

T Train Station

B Bus Stop

Bus stop/train Walking route



BUS PICK UP/DROP OFF

Bus pullouts or bus bays, allow buses to pull out of traffic lanes for greater ease of bus user pick up and drop off, as well as preventing obstruction of the regular flow of car traffic.

As the Milford Transit District already utilizes bike rack mounting on their buses, opportunities to connect trails and bike routes to these drop-offs will further support and enhance the Multi-Modal circulation.

BUS SHELTER

Bus shelters can greatly enhance the experience of bus users by providing shelter from the elements and seating while they wait. By renovating all neighborhood bus shelters, an opportunity to provide attractive and consistent architectural infrastructure to the downtown area can be realized.

CAR SHARE/TAXI SERVICE USER GROUP

Alternative car use can include car share memberships such as Zipcar, ride hailing services such as Lyft or Uber, traditional taxis or 'kiss and drop off' by family or friends. Each of these alternative car uses has its own set of requirements for ease of flow through the overall parking and traffic grid.

CAR SHARE/ DROP-OFF & PICK-UP

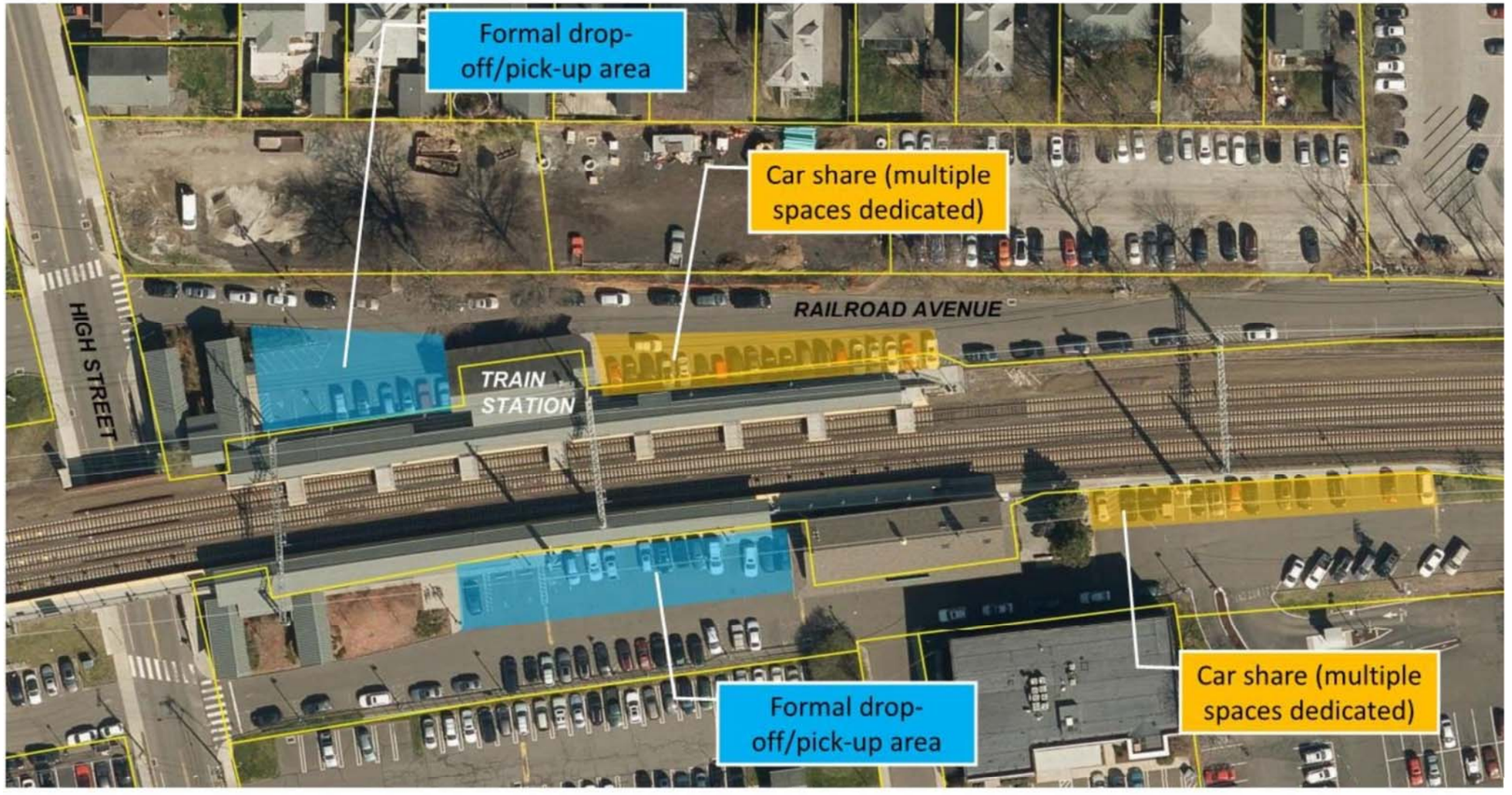
Initial considerations for alternative car use points to two areas that can be addressed in the vicinity of the Milford Train Station.

First, car share programs require dedicated parking spots. Cars are associated with a specific parking spot, from which they are always taken from and then returned. The number of parking spaces can be determined together with the car share providers.

Second, dedicated pick-up & drop-off areas (either drive-through loops or parking spaces) can reduce traffic congestion due to double parking and idling vehicles and also allow users to find their rides quickly.

Proposed car share and drop-off/pick-up areas are shown in the map to the right. Design is schematic to show possible areas and not an indication of how much area would be needed.

Private Transit Oriented Development can be encouraged through the relaxation of existing zoning regulations if developers incorporate these types of community resources into their sites.



7

IN THIS CHAPTER...

SUMMARY

The City of Milford has proposed a transit oriented development (TOD) along Railroad Avenue between High Street and River Street. Two different mixed-use development options were considered for this study. These two options are outlined below:

Lower Density:	Higher Density:
13,000 SF Retail/Restaurant	22,800 SF Retail/Restaurant
24 Apartments	84 Apartments
24 Townhomes	33 Townhomes
100 Space Parking Structure	352 Space Parking Structure

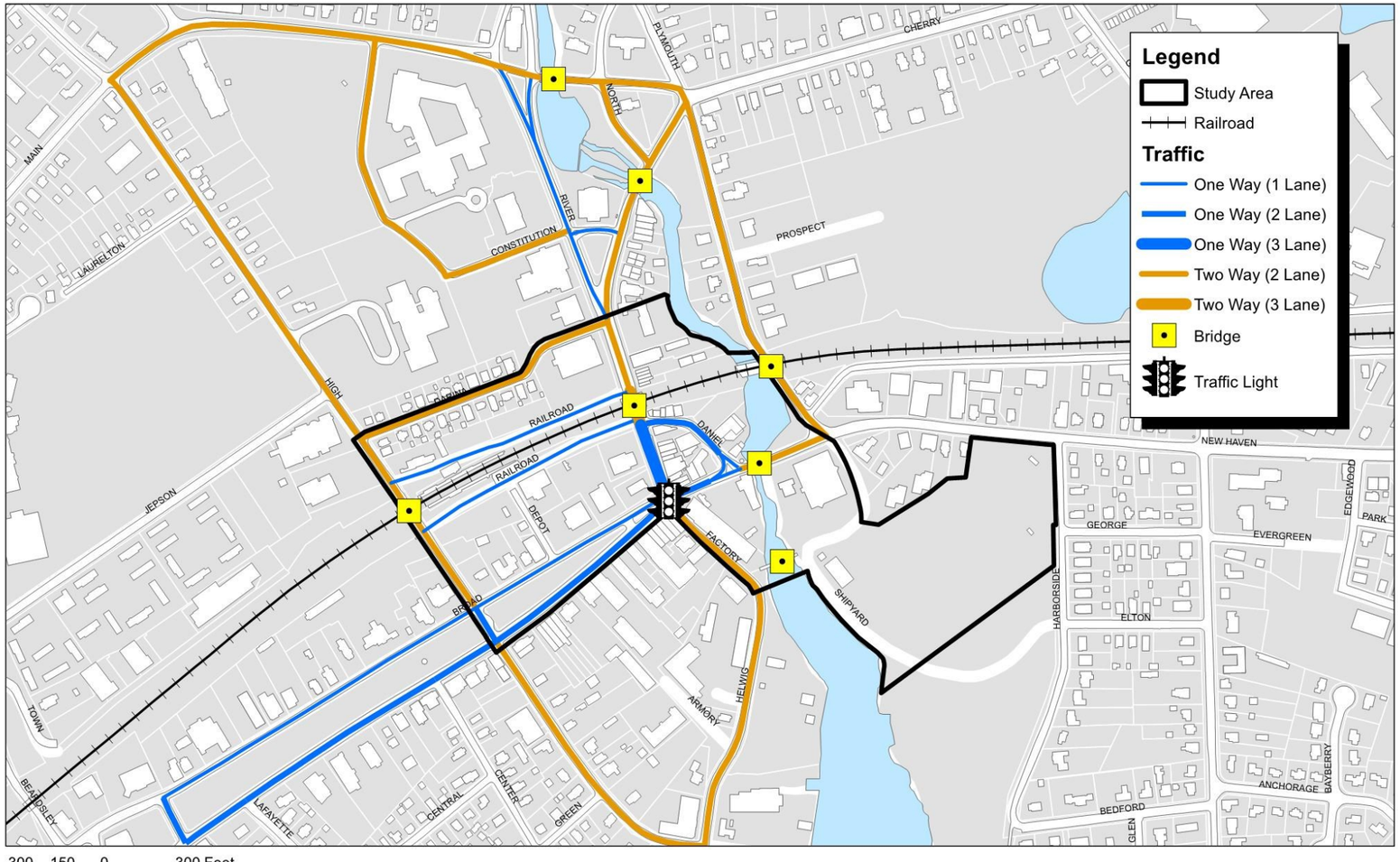
This study investigated the potential traffic impacts of the proposed development during the weekday morning and weekday afternoon peak periods. Weekday morning and afternoon peak hour traffic volumes were obtained at key intersections during October 2016. The existing traffic volumes were grown to a 20-year horizon by a generalized growth factor, representative of non-development specific growth and develop No-Build traffic volumes, which served as the basis for evaluation of traffic impacts of the proposed development options.

The number of trips generated by each development proposal was estimated using Trip Generation Manual 9th Edition, published by the Institute of Transportation Engineers (ITE). It is assumed that the parking structures will be used by commuters in the area, accessing the Metro-North train station. Adjusting for internal trips, and transit usage, it is projected that the low-density development option will generate approximately 152 trips in the AM peak hour and approximately 156 trips in the PM peak hour. The high-density development option will generate approximately 229 trips in the AM peak hour and 240 trips in the PM peak hour.

SUMMARY (cont.)

A detailed traffic analysis was conducted at the intersections and roadways in the general vicinity of the train station in accordance with methodologies outlined in the Highway Capacity Manual 2010, published by the Transportation Research Board and the results indicated that current overall traffic operating conditions are acceptable except at the intersection of River Street/Factory Lane and New Haven Avenue, where congested conditions exist, especially at the PM peak hour. A significant number of fixed object crashes (10 total) occurred at the Amtrak/Metro-North Railroad Overpass over the three-year period 2014-2017. These crashes resulted from trucks hitting the overpass, due to low vertical clearance. Most of the crashes that occurred within the study area were from collisions from vehicles maneuvering to park. There were four pedestrian crashes within the study area.

In the future No-Build condition traffic operations are projected to remain same or deteriorate to some degree. With the proposed development proposals, traffic operating conditions are expected to deteriorate further, especially for the high-density development proposal.



Milford: Traffic Exhibit

SUMMARY (cont.)

Based on the traffic assessment and prior studies of the area roadways, specific improvements were proposed to improve circulation and traffic operations in the Downtown area. These include:

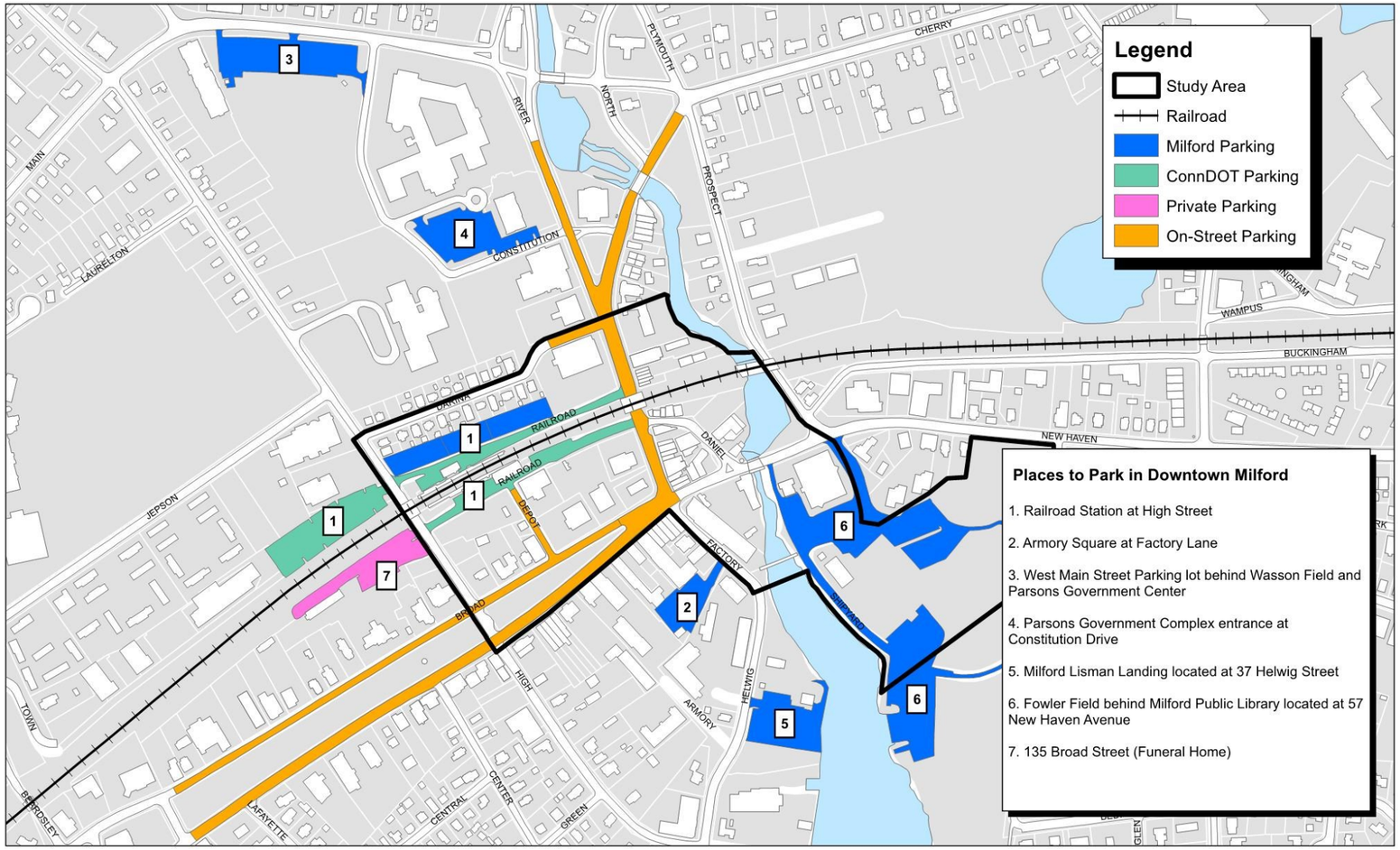
- Conversion of Railroad Avenue North, High Street (between North and South Broad Street), River Street (between Daniel Street and Broad Street), Daniel Street and New Haven Avenue (between Daniel Street and River Street) to two-way streets.
- Traffic signal improvements at River Street/Factory Lane and New Haven Avenue (CT Route 162)
- New traffic signals at the intersections of North Broad Street (CT Route 162) and High Street, New Haven Avenue and Daniel Street
- Co-ordination of traffic signals along CT Route 162 between the intersections of River Street, Daniel Street and Prospect Street
- All-Way STOP control at the intersection of River Street and Railroad Avenue North
- Elimination of on-street parking along River Street from Railroad Avenue to New Haven Avenue

The additional traffic generated by the development proposals in each case is anticipated to be accommodated safely by the area roadway system, with the above improvements in place. However, the southbound through movement at the intersection of Factory Lane and River Street/New Haven Avenue is anticipated to experience congested conditions (Level of Service E) during both AM and PM peak hours.

SUMMARY (cont.)

A detailed parking study indicated that the surface lots in and around the train station operate at or over capacity, especially during commuter peak periods. On-street parking was observed to be heavily utilized. However, it was also observed that commuter usage of on-street parking around the train station is prevalent resulting in lack of parking for customers of businesses, located in the Downtown area.

ITE Parking Generation Manual 4th Edition was utilized to project future peak-hour parking demand for the low-density and high-density development proposals. The projections indicated that the parking demand for the low-density proposal cannot be accommodated by the proposed parking garage and the existing parking supply (both on and off-street). However, the parking demand for the high-density proposal is anticipated to be accommodated by a combination of the new parking structure and existing on and off-site parking spaces.



Milford: Parking Exhibit

CT ROUTE 162

Existing Conditions

- One-way traffic eastbound to Daniel Street

Recommendations

- Two-way traffic between River Street and Daniel Street
- Improve traffic signal at Route 162 intersection with River Street and Factory Street

NORTH BROAD STREET

Existing Conditions

- One lane of traffic westbound

Recommendations

- New signal at North Broad Street and High Street to account for new two-way traffic on High Street

HIGH STREET

Existing Conditions

- One-way traffic between North Broad Street and South Broad Street
- Stop sign for High Street at North Broad Street

Recommendations

- New signal at High Street and North Broad Street
- Two-way traffic between North Broad Street and South Broad Street

RIVER STREET

Existing Conditions

- One-way traffic southbound between Railroad Ave. South and North Broad Street

Recommendations

- All Way STOP at River Street and Railroad Ave. North
- Two-way traffic between Daniel Street and Broad Street
- Eliminate on-street parking between Railroad Ave. South and New Haven Ave.

DANIEL STREET

Existing Conditions

- One-way traffic westbound

Recommendations

- Two-way traffic on Daniel Street
- Install traffic signal at Daniel Street and New Haven Avenue

FACTORY LANE

Existing Conditions

- Two-way traffic

Recommendations

- Traffic signal improvements at intersection of Route 162 and River St/Factory Lane

RAILROAD AVENUE NORTH

Existing Conditions

- One-way traffic eastbound

Recommendations

- Two-way traffic on Railroad Ave. North
- All Way STOP at Railroad Ave. North and River Street

RAILROAD AVENUE SOUTH

Existing Conditions

- One-way traffic westbound

Recommendations

- No changes proposed

TRAFFIC CONCEPT PLAN

SUMMARY OF PROPOSED CHANGES

ONE-WAY TO TWO-WAY STREET CONVERSION

- Railroad Avenue North along Entire Length

NEW ALL –WAY STOP

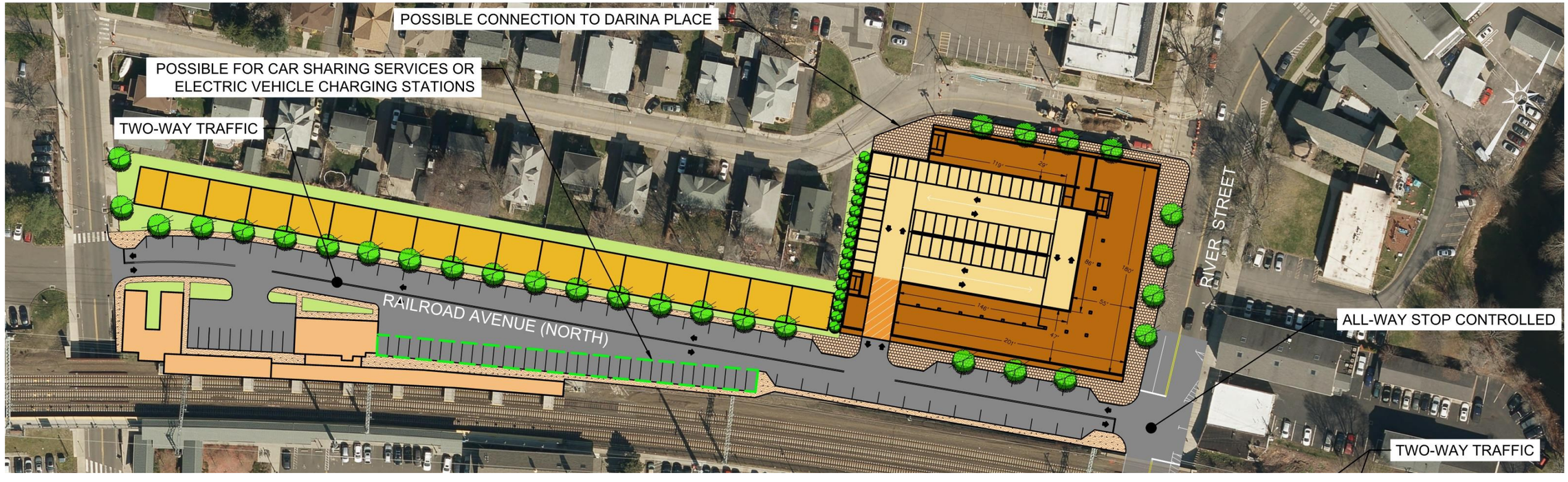
- Railroad Avenue North and River Street

RAILROAD AVENUE

It is recommended that Railroad Avenue North will be altered to accommodate two-way traffic operations. This will help to circulate traffic better around the site and in the study area. This will also help in providing greater flexibility of operations for ridesharing operators and users. Traffic will be able to enter from River Street and by pass the intersection with CT Route 162 and Factory Lane, helping to alleviate congestion in the area.

DARINA PLACE

The current traffic study proposes one entrance to the parking garage on Railroad Avenue North, however, other possible connections could be explored in the future. This includes a possible connection to Darina Place. There may be some benefit of this for traffic operations along Railroad Avenue; however, this will likely increase potential for cut-through traffic on Darina Place, which is primarily a residential street.



TRAFFIC CONCEPT PLAN

SUMMARY OF PROPOSED CHANGES

ONE-WAY TO TWO-WAY CONVERSIONS

1. River Street between Daniel Street and Route 162/ New Haven Avenue.
2. Daniel Street along Entire Length
3. Route 162/New Haven Avenue between River Street and Daniel Street

NEW SIGNALS

1. Route 162/New Haven Avenue at Daniel Street

TRAFFIC SIGNAL IMPROVEMENTS

1. Intersection of Route 162 and River Street/Factory Lane

ELIMINATION OF ON-STREET PARKING

1. River Street between Route 162/New Haven Avenue and Daniel Street. Potential expansion of sidewalk area by 3-4 feet.

TRAFFIC CONCEPT PLAN

RIVER STREET

Currently River Street is one-way southbound and vehicles traveling eastbound on South Broad Street have to make a left-turn at the intersection with Daniel Street to proceed to destinations further north. With a change to two-way operations, these left turns will occur at the intersection with River Street, thus easing congestion at the Daniel Street intersection.

DANIEL STREET

Turning movement counts at the intersections of Daniel Street with River Street and New Haven Avenue were conducted as part of the study. It is recommended that Daniel Street be designated as a two-way roadway in order to improve the overall traffic flow in the vicinity of the train station and downtown Milford. The width of Daniel Street is 21 feet from curb line to curb line and has the capacity to accommodate two-way traffic. Allowing vehicles to access New Haven Avenue from Daniel Street helps to alleviate potential congestion on River Street. With the change of Daniel Street to two-way traffic, it is also recommended that a traffic signal, coordinated with the adjacent intersections at River Street and Prospect Street be installed at the New Haven Avenue intersection.

TRAFFIC CONCEPT PLAN

SUMMARY OF PROPOSED CHANGES

ONE-WAY TO TWO-WAY CONVERSIONS

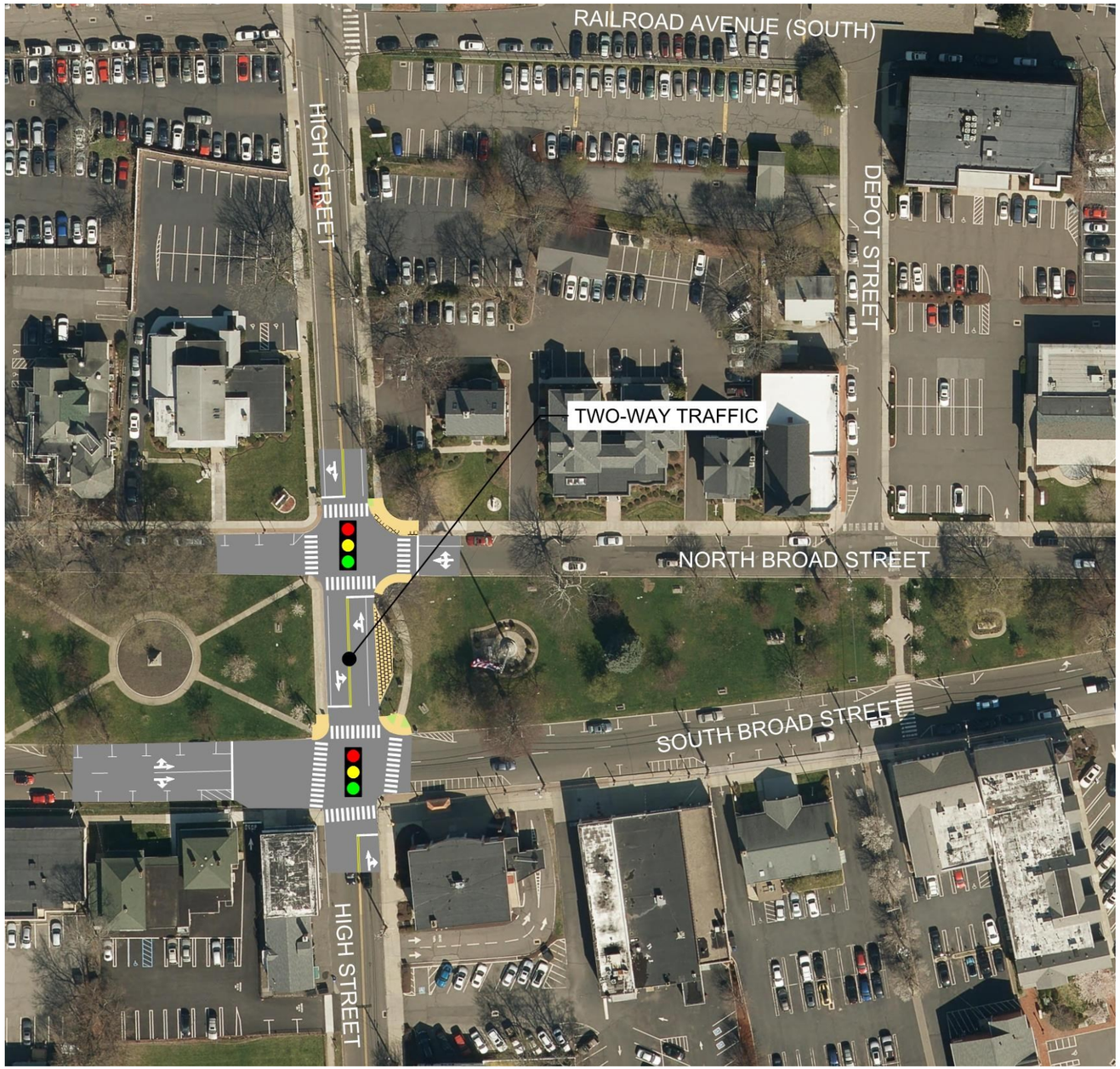
1. High Street between North Broad Street and South Broad Street

NEW SIGNALS

1. High Street and North Broad Street

TRAFFIC SIGNAL IMPROVEMENTS

1. High Street and South Broad Street



TRAFFIC CONCEPT PLAN

CT DOT Coordination

It is recommended that the City approach the Southern Connecticut Regional Council of Governments (SCRCOG) in order to initiate a dialogue with CTDOT. SCROG will facilitate the conversation between the City and CTDOT and subsequent review of the plans and process thereafter.

PEDESTRIAN IMPROVMENTS

To help promote pedestrian and multi-modal transportation within the downtown Milford area, it is recommended that pedestrian facilities be improved. The recommendations for the study area are as follows. Accessible pedestrian signals and countdown timers are recommended to be installed at any new signal installation and at the intersection of CT Route 162 at Factory Lane and River Street. Accessible pedestrian signals provide accommodation to the visually and mobility impaired and improves crossing times for sighted pedestrians. Countdown timers allow people to judge the amount of time left to cross the street before the signal changes.

Along with changes to signal equipment, Americans for Disabilities Act (ADA) compliant sidewalk ramps are recommended to be installed. The ramps will allow visually and mobility impaired people to cross the street with greater ease and comfort.

These pedestrian improvements will promote a walkable downtown area and increase use of other modes of transport besides personal vehicles.

Accessible Pedestrian Signal Push Button

ADA Compliant Sidewalk Ramp

Countdown Pedestrian Signal

PARKING

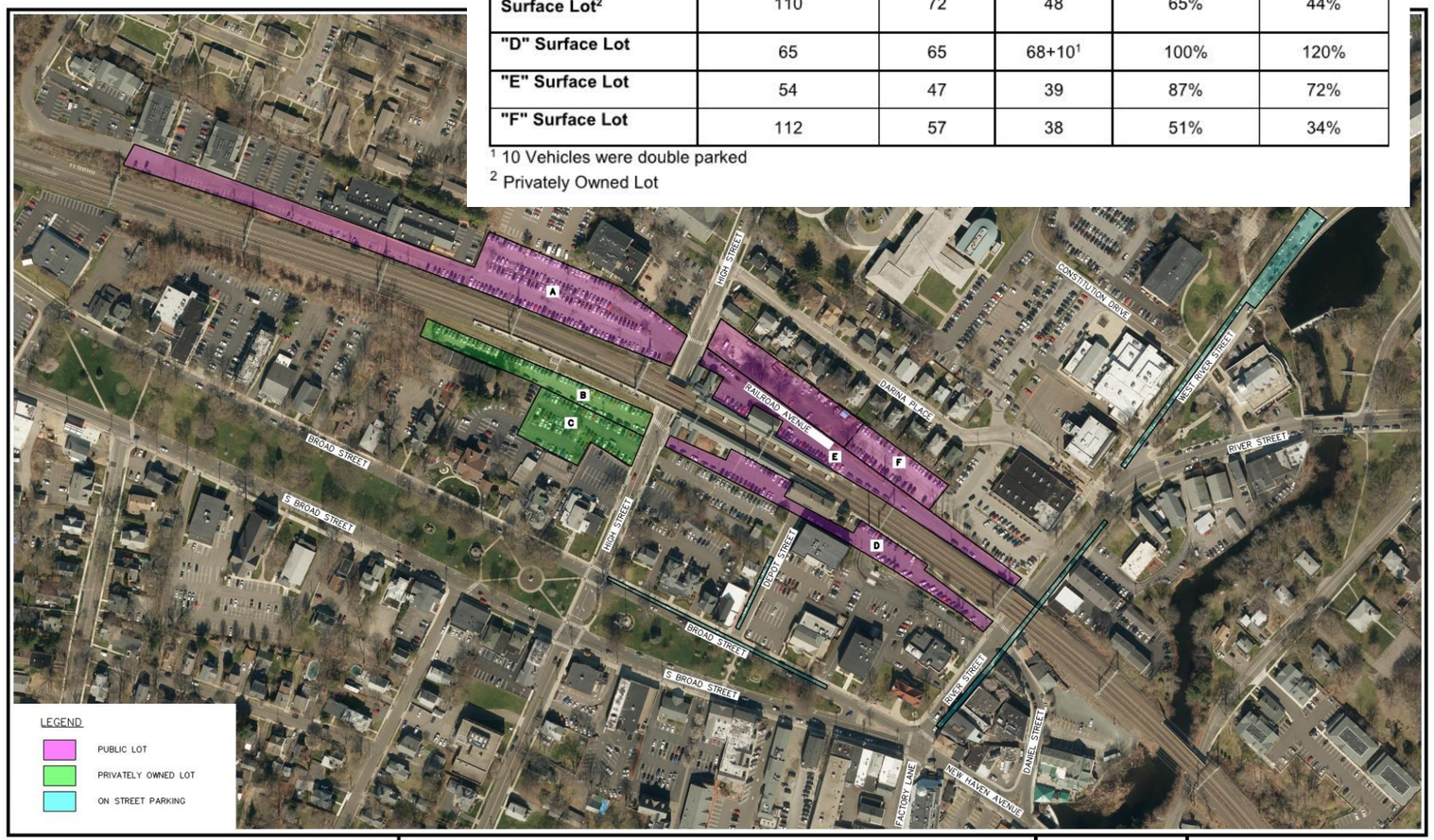
As currently estimated, the proposed development will include approximately 450 total parking spaces. Per our parking analysis, during peak hours, there will be a surplus parking supply, which can be used for more commuters or accommodating parking demands of businesses downtown. This could be especially helpful during large seasonal events, like the Milford Oyster Festival.

Images to the right are included within the Traffic and Parking Study full report and highlight existing parking lot utilization within a close proximity of the train station.

Table 1
Parking Lot Utilization

	Total # of Spaces	Spaces Used		Utilization (%)	
		AM Peak	PM Peak	AM Peak	PM Peak
Lot #3 "A" Surface Lot	252	193	104	77%	41%
B&W Parking "B" Surface Lot[2]	82	82	57	100%	70%
B&B Parking "C" Surface Lot[2]	110	72	48	65%	44%
"D" Surface Lot	65	65	68+10[1]	100%	120%
"E" Surface Lot	54	47	39	87%	72%
"F" Surface Lot	112	57	38	51%	34%

[1] 10 Vehicles were double parked
[2] Privately Owned Lot



BL Companies
ARCHITECTURE
ENGINEERING
ENVIRONMENTAL
LAND SURVEYING

355 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

PARKING STUDY LOCATIONS
SIX OFF STREET LOTS AND ON
N. BROAD STREET/DEPOT STREET AND RIVER STREET
MILFORD, CT

Designed	M.S.
Drawn	C.L.M.
Checked	
Approved	
Scale	1"=200'
Project No.	16C5867
Date	11/08/16
CAD File	TLOC16C586702

FIGURE 3

XREF (s):

IN THIS CHAPTER...

APPROACH

Concept Planning for the Project Site began with an establishment of development goals, review of existing conditions, input from the Market Analysis and a continuous dialogue with stakeholders and community members.

Development Goals for the Project Site include creating a TOD Concept Plan that focuses on providing a mix of uses including residential, establishing a standard of creating an active and vibrant streetscape with first floor retail and restaurant space while providing on-street parking with a wide well-appointed pedestrian zone, and providing parking at a key location in the downtown core to service the proposed development, the Train Station and the City of Milford. Parking provided at this key location should not take away from the active streetscape experience and should be screened from view.

Review of existing conditions and Market Analysis offered the framework to the Proposed Concept Plan included within this report. The Proposed Concept Plan illustrates a realistic option for the City to consider for the development of this/these key parcel(s) that meets the goal of creating a successful transit oriented development.

Public and stakeholder involvement have been critical during the Concept Planning of this Study. With input from the public and stakeholders at multiple site walks and workshops, the Concept Planning phase greatly benefitted from the direct insight of the Project Site and surrounding area. The success of the redevelopment of this key property will require continued involvement of the community relating to Concept Planning.

MULTI-STORY MIXED-USE (Precedent Imagery)

LOCAL ARCHITECTURE (Precedent Imagery)

OVERALL SITE CONCEPT PLAN

A Multi-Story Mixed-Use

B Multi-level Structured Parking

C Reconfigured Railroad Avenue

D Residential Townhomes/Stacked Flats

SITE CONCEPT PLAN

OPTION 1 (5-Story)

A Multi-Story Mixed-Use

- Retail/Restaurant (1st Floor) 22,800 SF
- Residential (2nd-5th Floor) 84 Units total
- Max. building height 40 feet per town code (variance required)

B Multi-level Structured Parking

- 48 Parking Spaces (Level 1)
- 76 Parking Spaces (Level 2-6)
- 428 Parking Spaces Total
- Structured parking screened from view

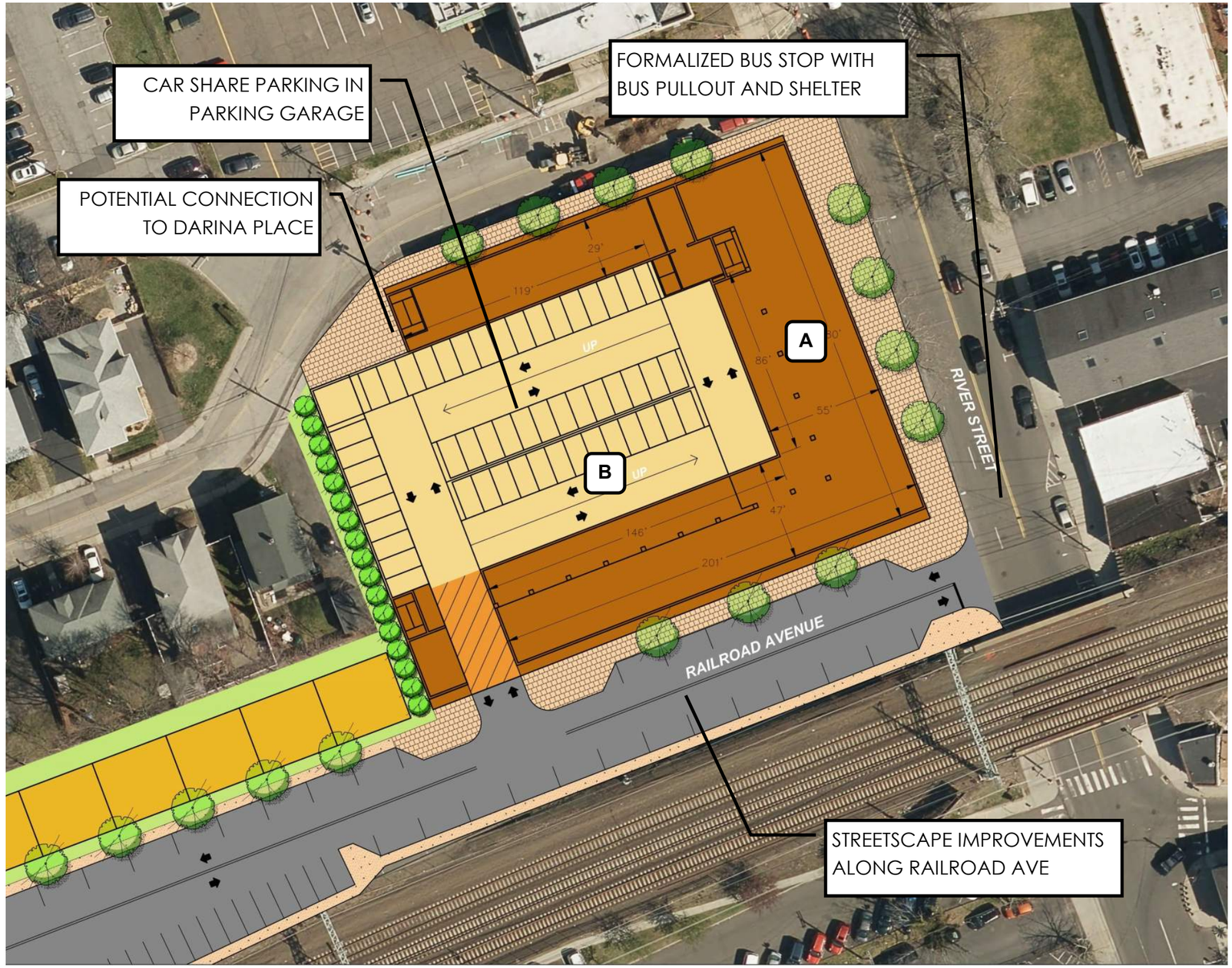
OPTION 2 (3-Story)

A Multi-Story Mixed-Use

- Retail/Restaurant (1st Floor) 22,800 SF
- Residential (2nd-3rd Floor) 42 Units total
- Max. building height 40 feet per town code (variance required)

B Multi-level Structured Parking

- 48 Parking Spaces (Level 1)
- 76 Parking Spaces (Level 2-4)
- 276 Parking Spaces Total
- Structured parking screened from view



SITE CONCEPT PLAN

OPTION 3A (4-Story with 5-level parking)

A Multi-Story Mixed-Use

- Retail/Restaurant (1st Floor) 22,800 SF
- Residential (2nd-4th Floor) 63 Units total
- Max. building height 40 feet per town code (variance required)

B Multi-level Structured Parking

- 48 Parking Spaces (Level 1)
- 76 Parking Spaces (Level 2-5)
- 352 Parking Spaces Total
- Structured parking screened from view

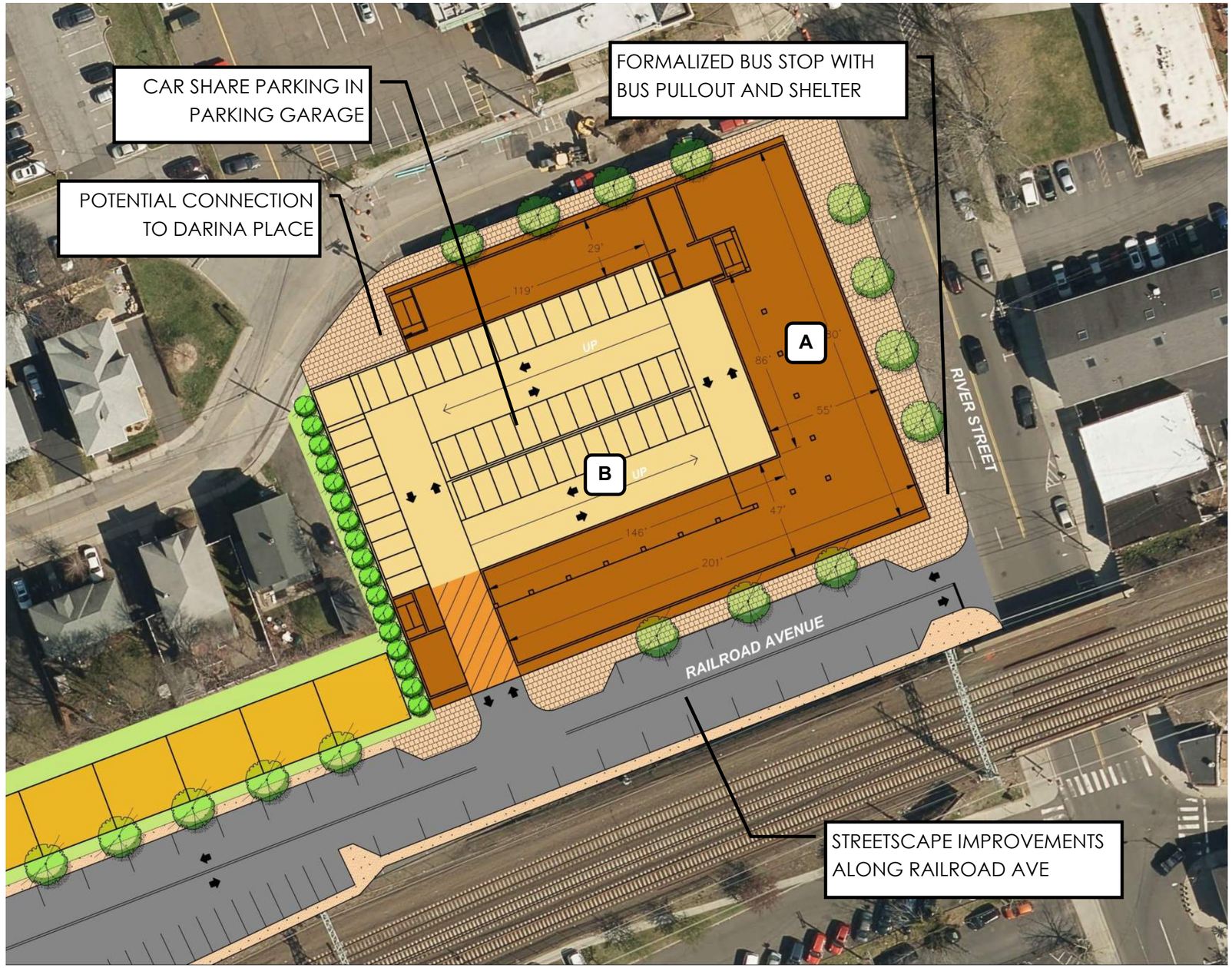
OPTION 3B (4-Story with 3-level parking)

Multi-Story Mixed-Use

- Retail/Restaurant (1st Floor) 22,800 SF
- Residential (2nd-4th Floor) 63 Units total
- Max. building height 40 feet per town code (variance required)

Multi-level Structured Parking

- 48 Parking Spaces (Level 1)
- 76 Parking Spaces (Level 2-3)
- 200 Parking Spaces Total



PARKING SUMMARY

OPTION 1 (5-Story)

A Multi-Story Mixed-Use

B Multi-level Structured Parking

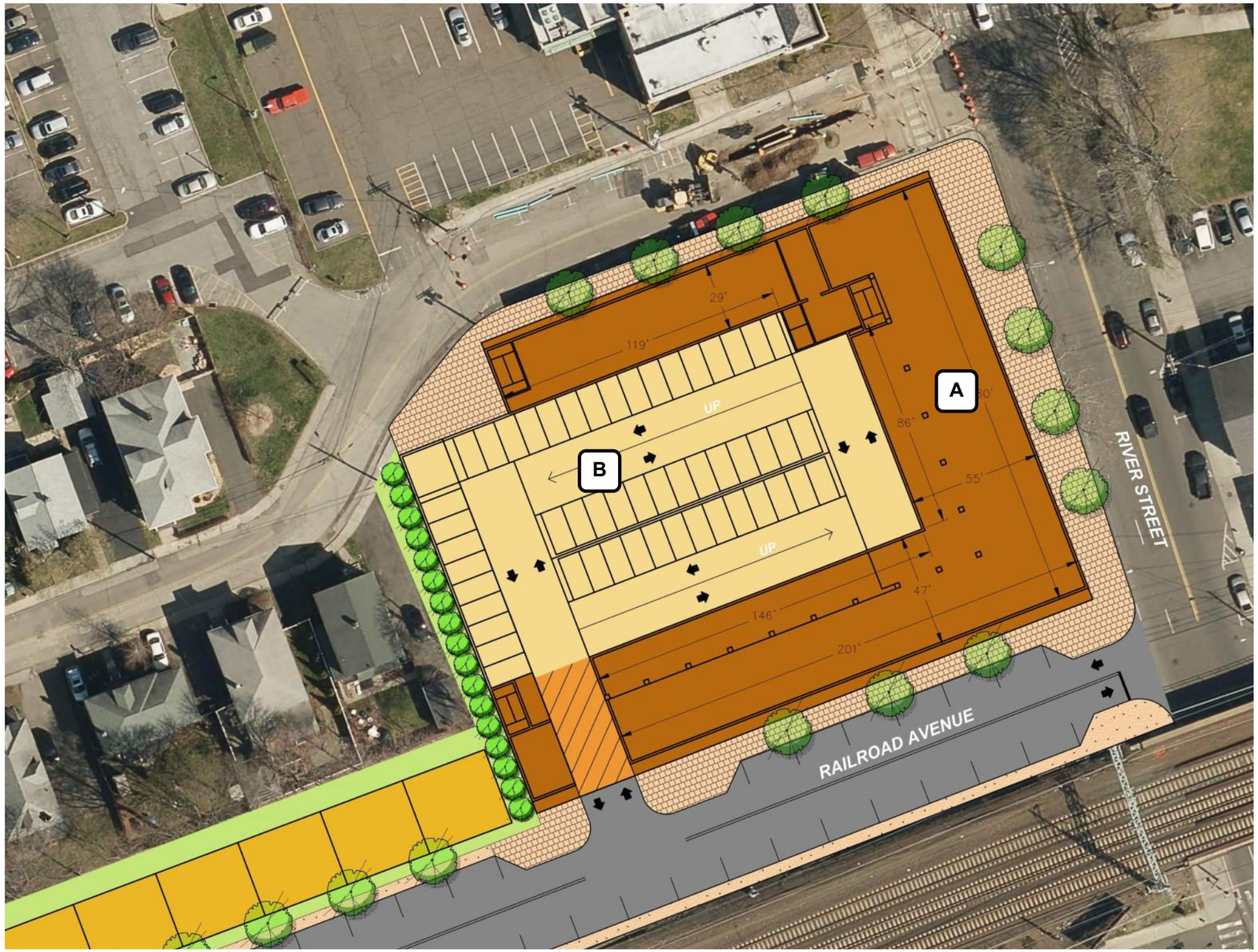
Required

• Retail	4 Spaces/1,000 GFA	70 Spaces
• Restaurant	1 Space/75 GFA	75 Spaces
• Residential	1 Space/Unit	84 Spaces
• Total		230 Spaces +/-

Proposed

• Structured Parking	428 Spaces
• **Proposed Surplus (above required)**	**198 Spaces**

Proposed surplus of parking spaces can be used for commuter parking and/or public parking to serve the downtown.



PARKING SUMMARY

OPTION 2 (3-Story)

A Multi-Story Mixed-Use

B Multi-level Structured Parking

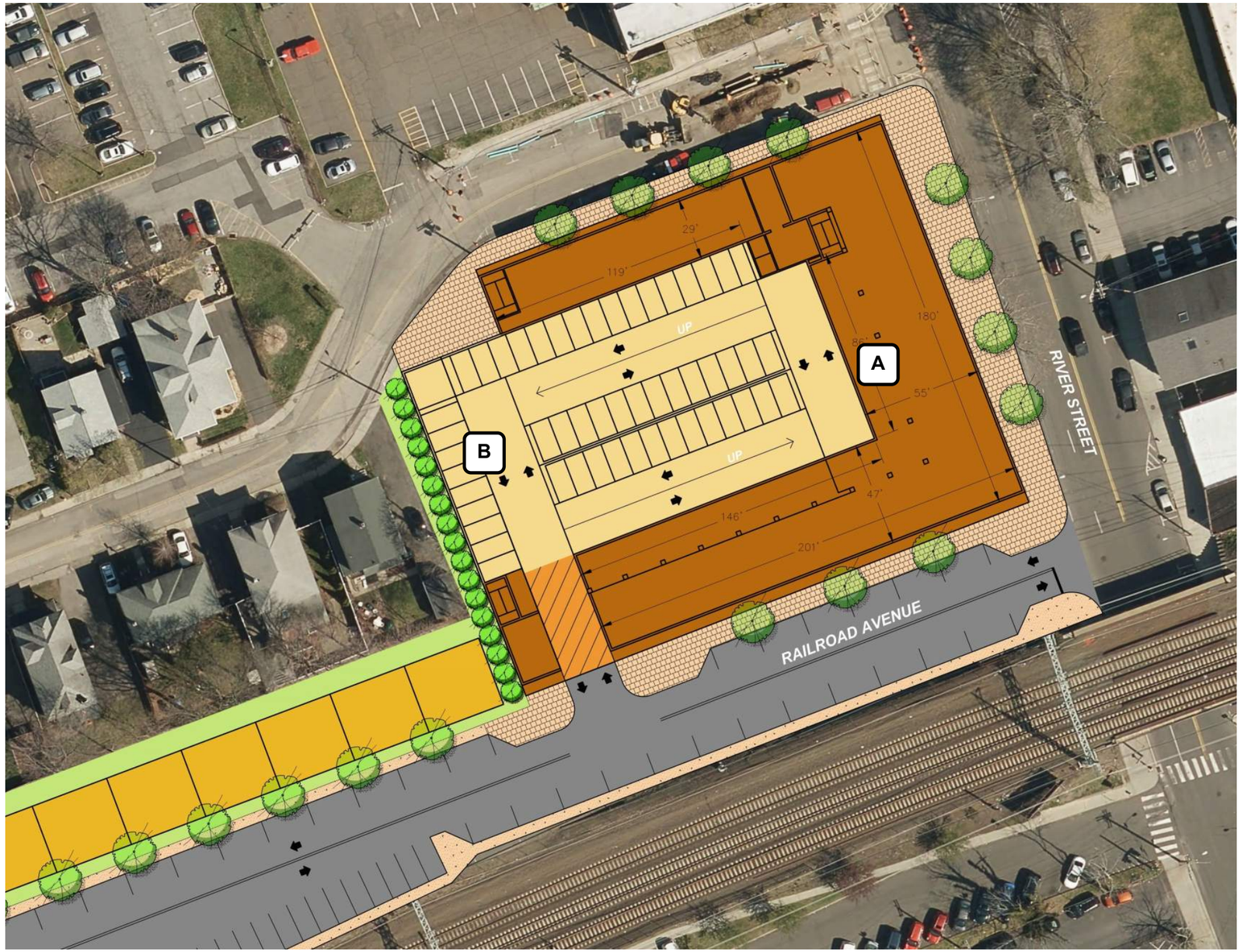
Required

• Retail	4 Spaces/1,000 GFA	70 Spaces
• Restaurant	1 Space/75 GFA	75 Spaces
• Residential	1 Space/Unit	42 Spaces
• Total		187 Spaces +/-

Proposed

• Structured Parking	276 Spaces
• **Proposed Surplus (above required)**	**89 Spaces**

Proposed surplus of parking spaces can be used for commuter parking and/or public parking to serve the downtown.



PARKING SUMMARY

OPTION 3 (4-Story)

A Multi-Story Mixed-Use

B Multi-level Structured Parking

OPTION 3A (5 level parking)

Required

• Retail	4 Spaces/1,000 GFA	70 Spaces
• Restaurant	1 Space/75 GFA	75 Spaces
• Residential	1 Space/Unit	63 Spaces
• Total		208 Spaces +/-

Proposed

• Structured Parking	352 Spaces
• **Proposed Surplus (above required)**	**144 Spaces**

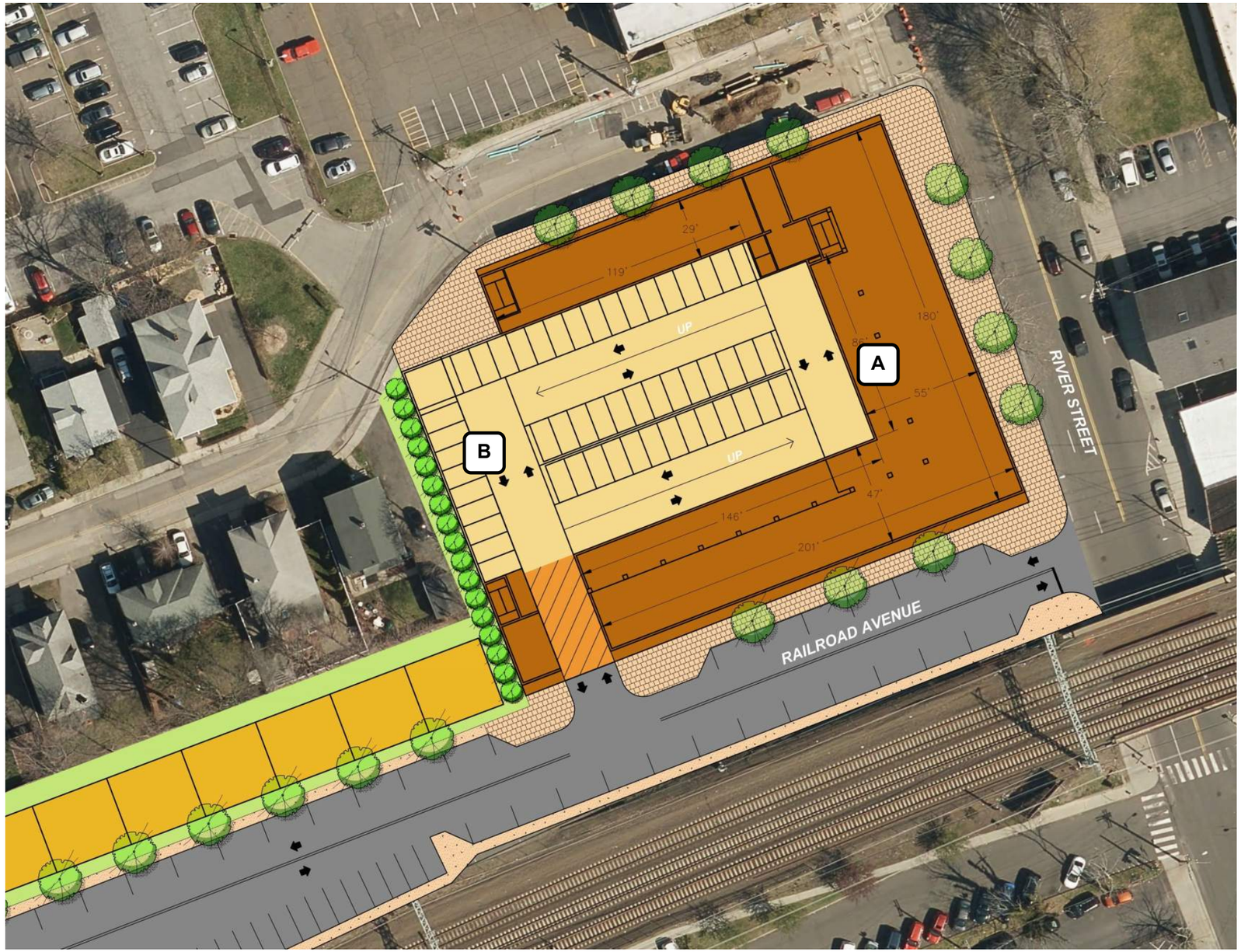
OPTION 3B (3 level parking)

Required

• Retail	4 Spaces/1,000 GFA	70 Spaces
• Restaurant	1 Space/75 GFA	75 Spaces
• Residential	1 Space/Unit	63 Spaces
• Total		208 Spaces +/-

Proposed

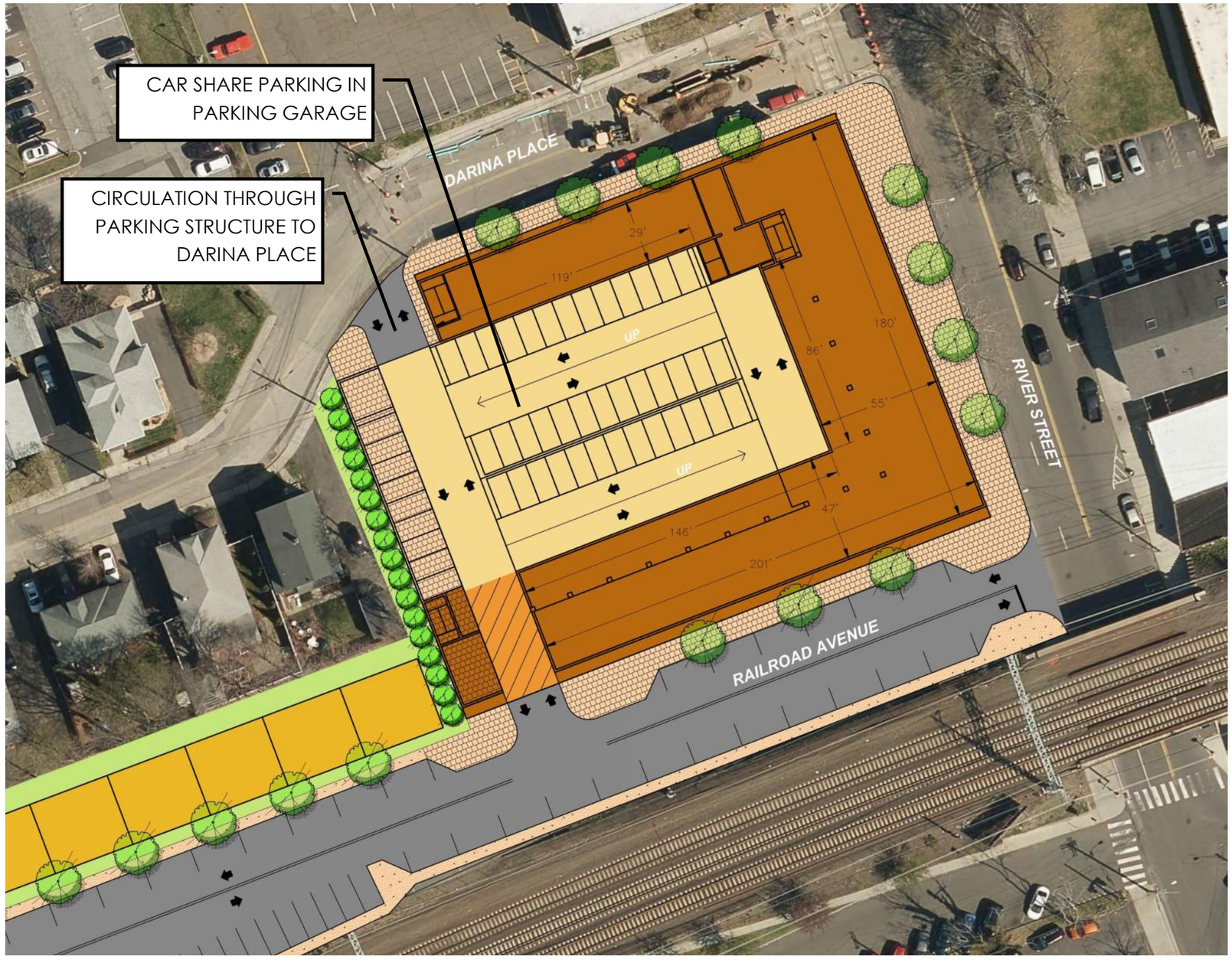
• Structured Parking	200 Spaces
• **Proposed Surplus (above required)**	**-8 Spaces**



PARKING STRUCTURE CIRCULATION (ALTERNATE)

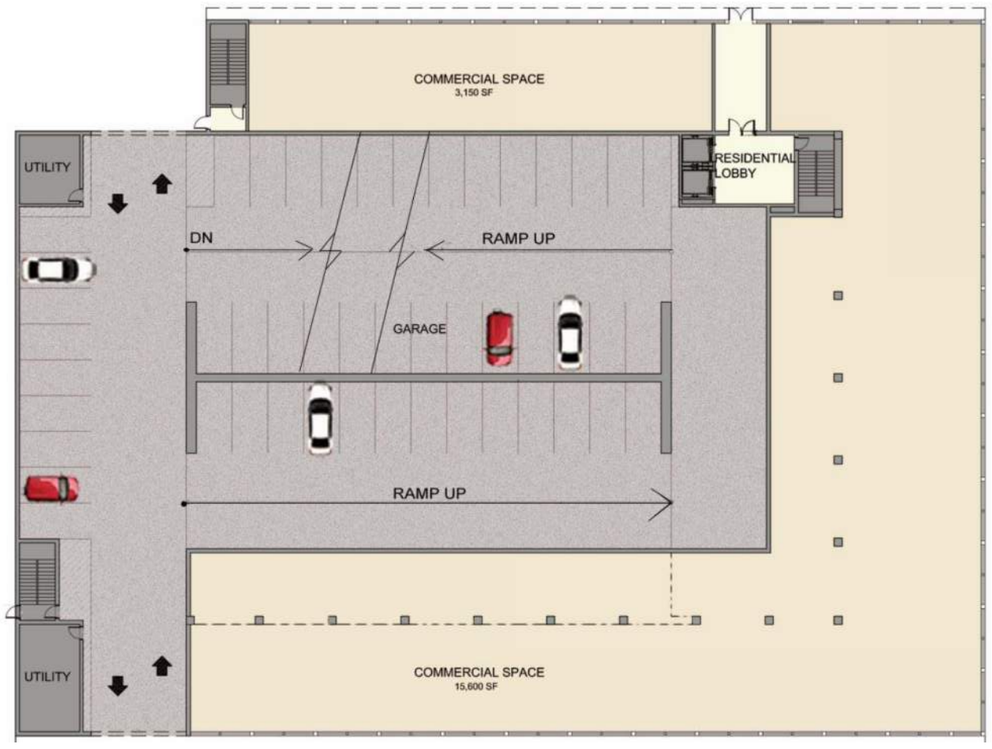
Two-way circulation from/into a potential parking structure may be needed from Darina Place to accommodate flow and to provide a second access point. The existing site has an existing driveway onto Darina Place, as shown below. Roadway improvements may be necessary or desired to accommodate traffic flow from the project site and deter traffic traveling west on Darina Place, a residential neighborhood.

Darina Place looking east



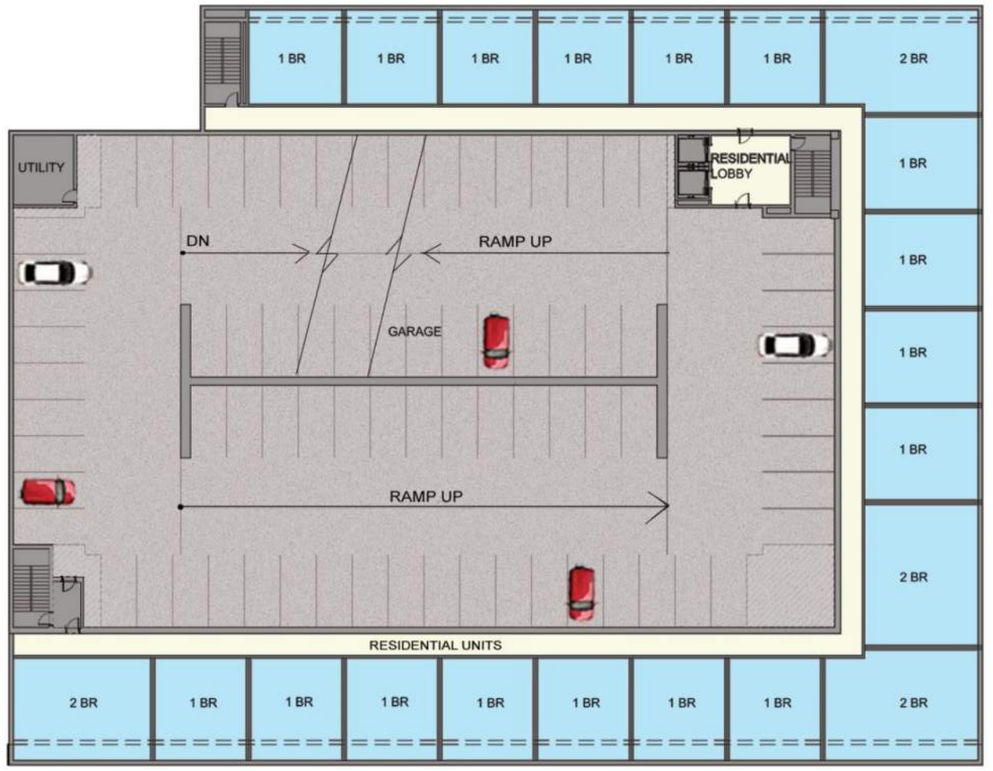
FLOOR PLAN (MAIN LEVEL)

- Central parking garage, access off Railroad Avenue. Approximate parking spaces 48.
- Commercial Space surrounding the parking garage with street access off River Street, Railroad Avenue and Darina Place.
- Residential Access off Darina Place
- Bike Storage access from the street adjacent to the parking garage.
- Continuous glazed Storefront along the street level



FLOOR PLAN (TYPICAL UPPER LEVEL)

- Central parking garage. Approximate parking spaces 78.
- Mixture of one and two bedroom units facing the adjoining streets.
- Typical One bedroom = 550 square feet
- Typical Two bedroom = 900 square feet
- Residential Lobby adjacent to garage and corridor.
- Single loaded corridor separating the living units from the parking garage.



PRECDENT FOR MIXED-USE SURROUNDING PARKING STRUCTURE

A list of precedent locations where the parking structure was placed behind the use, screened from view to create a more cohesive pedestrian experience.

A. Ironworks SoNo, Norwalk, Connecticut

B. Excelsior & Grand, St. Louis, Missouri

C. 15th & Pearl Mixed-Use Facility, Boulder, Colorado

D. Gateway Village, Charlotte, North Carolina

MICRO-APARTMENTS (ALTERNATE)

- Depending on location, micro-apartment units typically range from 200—500 square feet . The Market Analysis Report for this project indicates marketable apartment size range for the City of Milford is between 500 and 1000 square feet .
- For the purposes of this alternate, a typical unit size of **500 square feet is** utilized to determine unit yield per floor. The same overall floor footprint (from Option 1/2) is used.
- **27 Micro Units per floor** vs 21 Traditional Units (1 bedroom/2 bedroom mix)
- Micro-apartments typically targets single young professionals, downsizing single empty nesters, some couples and owners/renters utilizing the space as a working residence during the work week with primary residences elsewhere.
- Critical needs for the potential of micro units to succeed are:
    - Walkable community
    - Neighborhood amenities (parks, grocery, restaurants/bars, gyms, shopping)
    - Proximity to public transportation
- Impact on parking. Additional micro-units would mean a potential increase of units within a 3, 4 or 5 story mixed-use building. That increase can range from 12-24 additional units. The assumed parking requirement for transit oriented development is 1 space/ unit meaning an additional 24 parking spaces may be required. The number of floors and unit mix for a potential mixed-use building at this target site will be determined by a selected developer along with support from the City of Milford.

PRECEDENT MICRO-APARTMENTS

Hartford, CT

360 Main St

300-500 SF units

Providence, RI

The Arcade Providence

225-800 SF units

ARCHITECTURAL ILLUSTRATION

Mixed-use development in the TOD district should be based on the human scale. Elements should be of a scale that is tangible to the pedestrian and doesn't dwarf the stature of a person next to the building. Residential & off-street office units are on upper floors above ground level retail, restaurant & other business establishments. The building masses are built to the boundary of the sidewalk and various detailed elements give texture and uniqueness to each façade. The separate building masses share common design elements in relative scale to one another giving the commercial streetscape a cohesive flow.

ARCHITECTURAL ILLUSTRATION

Residential Townhouses are designed to provide an ideal living situation for users of TOD amenities such as mass transit, and bicycles. Ground level entries with wide stoops that connect directly to the sidewalk allow inhabitants to enter directly from the street to their living unit. Each unit is designed with unique materials and textures with common, repeating patterns of detailed elements to make the street a cohesive neighborhood.

ARCHITECTURAL ILLUSTRATION (Additional Views)

RELATION TO SURROUNDING BUILDING HEIGHTS

38 W River Street
(River Park Apartments)

3-Story
50-55 Feet Height

9 Depot Street
(Milford Bank)

3-Story
35-40 Feet Height

1 New Haven Ave

3/4-Story
35-50 Feet Height

146 High Street

3/4-Story
30-45 Feet Height

ADDITIONAL PARKING OPTIONS DOWNTOWN

Additional surface parking can be found north of the Project Site behind The Supreme Court and United States Post Office. This parking lot is currently not controlled by the City of Milford but has been considered as a preferred site for a centralized structured parking indicated by the *Structured Parking Feasibility Study for the Milford Railroad Station Milford, CT* by Desman Associates dated July 1, 2006.

This existing surface parking lot or future structured parking facility could provide additional parking needed for the development of this study's project site.

The Site Concept Plan includes options for multiple level structured parking screened behind a proposed mixed-use development. With the potential control of this additional parking lot, the need to build a 4 or 6 level structured parking facility on the project site may not be necessary. However the project site's ideal location along Railroad Avenue and across from the train station provides a highly easily accessed and centralized parking option for commuters and visitors of downtown Milford.

ALTERNATE SITE CONCEPT PLAN

3-Story Mixed-Use (Traditional)

A Multi-Story Mixed-Use

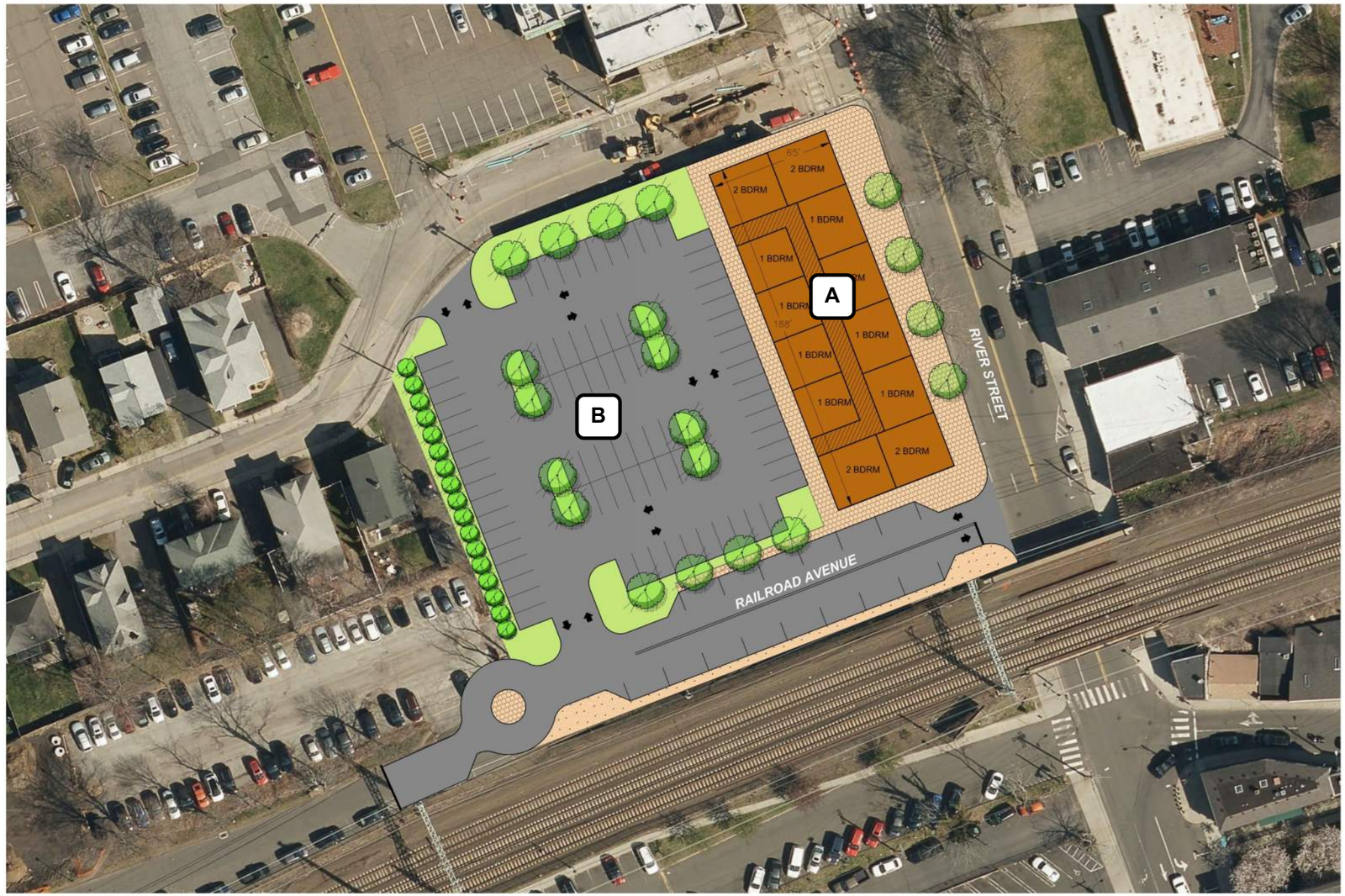
- Retail/Restaurant (1st Floor) 12,000 SF
- Residential (2nd-3rd Floor) 24 Units

B Surface Parking

- 80 Parking Spaces (for 3-Story Mixed-Use development only—no surplus for commuter or City of Milford use)

Railroad Avenue to remain as one-way traffic with on-street parking from the intersection with High Street to potential Mixed-Use development shown on this plan. Railroad Avenue along potential Mixed-Use development would be converted to two-way traffic with on-street parking.

A second level of parking could be added above surface parking level with external ramping to provide additional parking at this key site across from the train station.



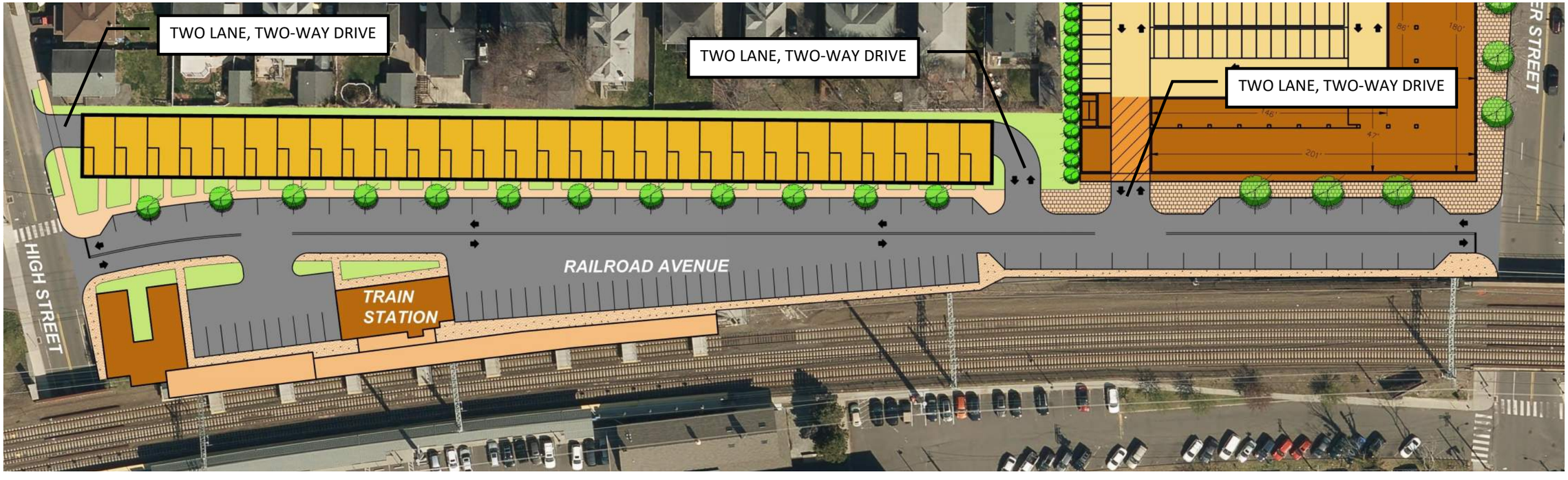
SITE CONCEPT PLAN COMPARISON TABLE (MIXED-USE)

Concept Plan #	Retail/Commercial Space	Residential Units/Size	Parking Provided
Option 1 (5-Story)	22,800 SF	84 units/550-900 SF	428 Spaces (6-level parking structure)
Option 2 (3-Story)	22,800 SF	42 units/550-900 SF	276 Spaces (4-level parking structure)
Option 3A (4-Story)	22,800 SF	63 units/550-900 SF	352 Spaces (5-level parking structure)
Option 3B (4-Story)	22,800 SF	63 units/550-900 SF	200 Spaces (3-level parking structure)
Alternate (Micro-Units)	22,800 SF	54 units/500 SF (3-Story) 81 units/500 SF (4-Story) 108 units/500 SF (5-Story)	See parking counts for Options 1, 2 and 3
Alternate (Traditional)	12,000 SF	24 units/900 SF	80 Spaces (Surface Parking)

RECONFIGURED RAILROAD AVENUE (OPTION 1)

- Conversion of One-Way Traffic on Railroad Avenue (North) to Two-Way Traffic
- Widening of Roadway includes work within adjacent City Owned Parcels to the North of Railroad Avenue (N)
- Two-Way traffic provides greater opportunity for transit oriented development at this crucial location, just north of the Train Station
- Existing Train Station Parking between Railroad Avenue (North) and Railroad Line to remain
- On-Street Parking along Railroad Avenue (North) to remain and service both the Train Station and potential New Transit Oriented Development

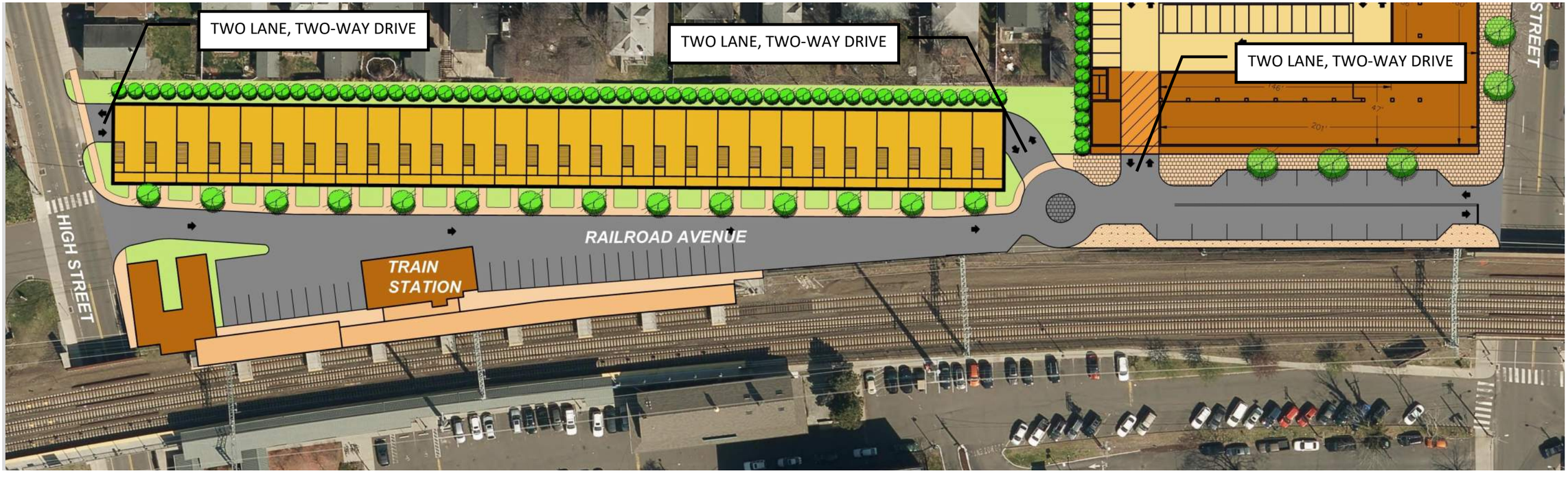
Existing Railroad Avenue (N) looking east



RECONFIGURED RAILROAD AVENUE (OPTION 2)

- Conversion of One-Way Traffic on Railroad Avenue (North) to Two-Way Traffic at potential Mixed-Use development site only
- Existing one-way traffic between intersection with High Street and potential new development to remain
- Existing City of Milford parking lot to remain adjacent to train station

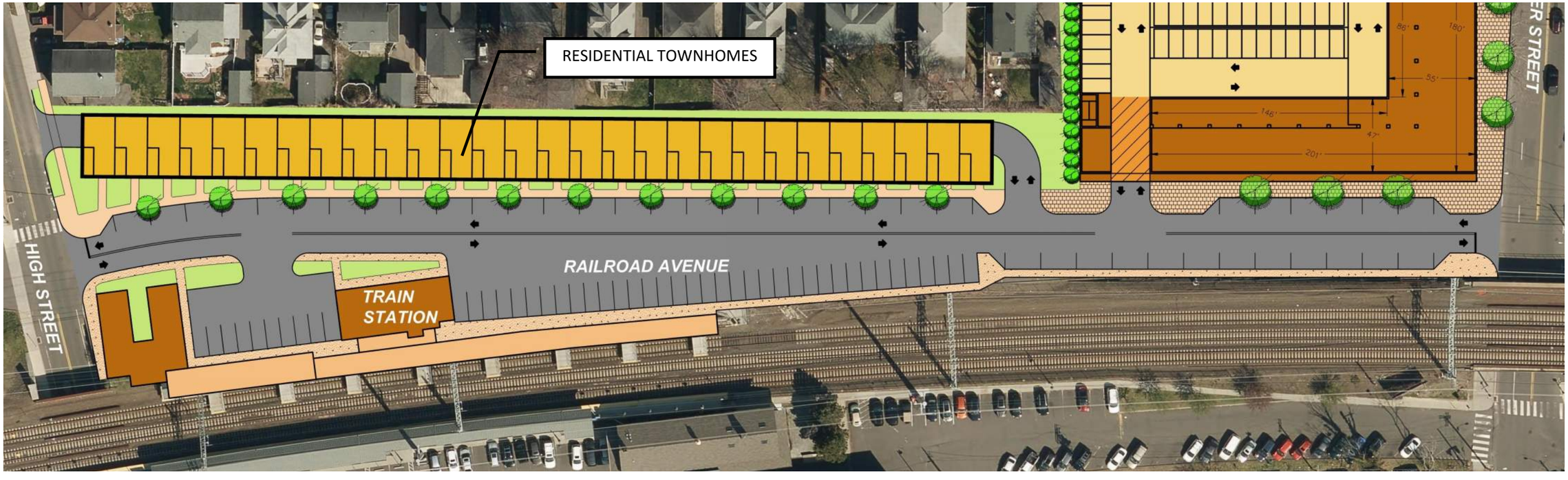
Existing Railroad Avenue (N) looking east



RESIDENTIAL TOWNHOMES (OPTION 1)

- 28 Residential Townhomes along **Reconfigured Two-Way** Railroad Avenue (N)
- Two level, 1,800 SF Townhome (20'W X 45'L)
- Rear access drive to parking under units. One parking space per unit.
- Removal of existing parking lot along Railroad Avenue to accommodate Townhome construction

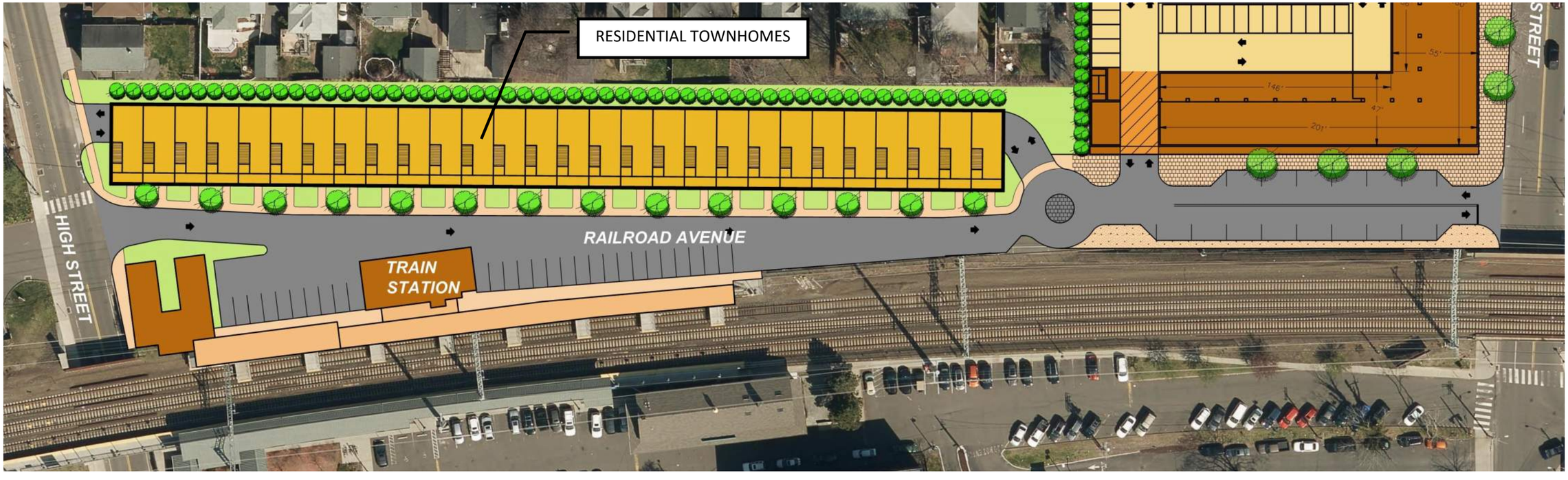
Precedent Imagery of Residential Townhomes



RESIDENTIAL TOWNHOMES (OPTION 2)

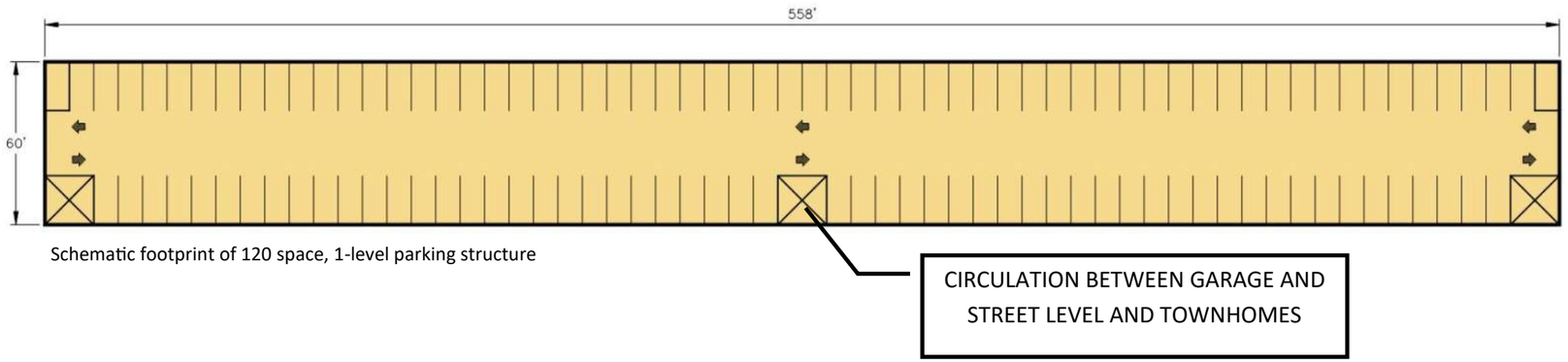
- 28 Residential Townhomes along **Existing One-Way** Railroad Avenue (N)
- Two level, 1,800 SF Townhome (20'W X 45'L)
- Rear access drive to parking under units. One parking space per unit.
- Removal of existing parking lot along Railroad Avenue to accommodate Townhome construction

Precedent Imagery of Residential Townhomes

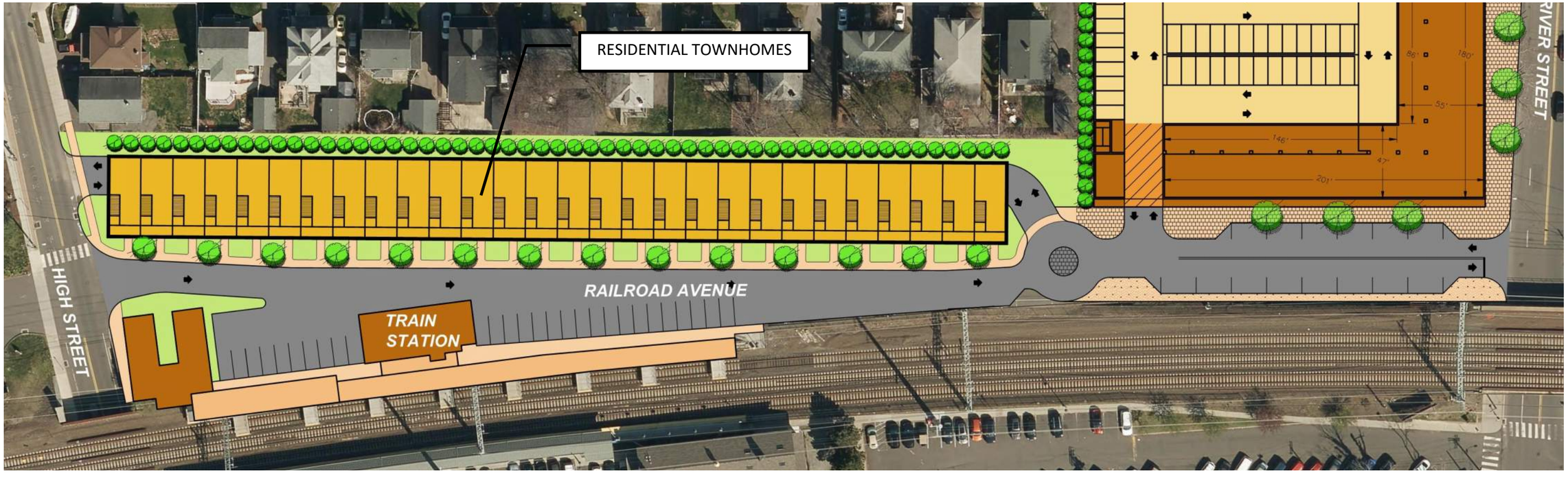


RESIDENTIAL TOWNHOMES (OPTION 3—OVER STRUCTURED PARKING)

- 28 Residential Townhomes along **Existing One-Way** Railroad Avenue (N)
- Two level, 1,800 SF Townhome (20'W X 45'L)
- **Existing parking lot along Railroad Avenue to be converted into structured parking (1-level) (Public Funding required)**
- Townhomes to be constructed above structured parking



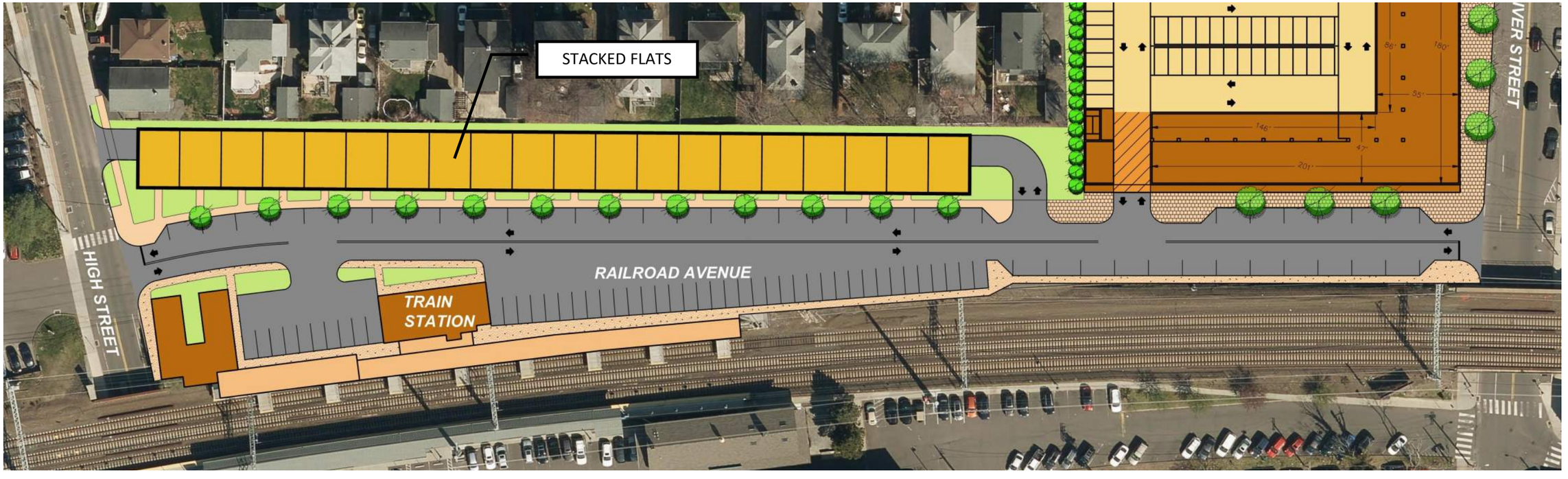
Schematic footprint of 120 space, 1-level parking structure



RESIDENTIAL ALTERNATIVE (OPTION 4- STACKED FLATS)

- 40 Residential Stacked Flats along **Reconfigured Two-Way** Railroad Avenue (N)
- Two story residential. One level per unit.
- 1,200 SF (27'W X 45'L)
- Rear access drive to parking under units. One parking space per unit.

Examples of stacked townhomes

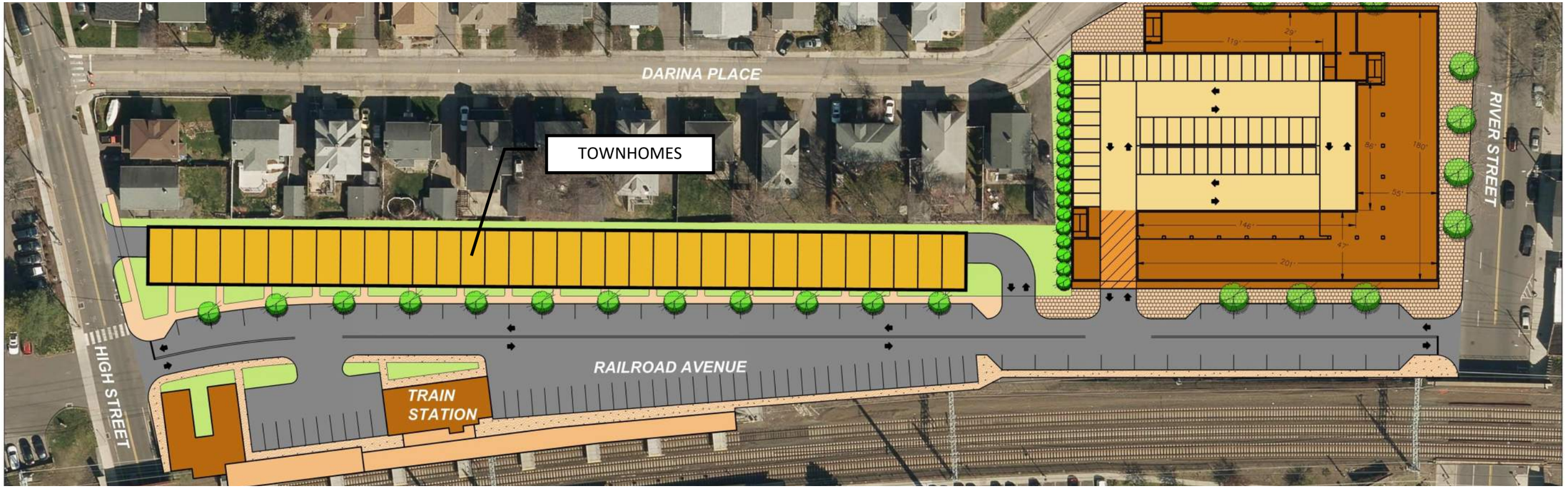


RESIDENTIAL ALTERNATIVE

(OPTION 5— SMALLER TOWNHOMES)

- 34 Residential Townhomes along **Reconfigured Two-Way** Railroad Avenue (N)
- Two story residential. One level per unit.
- 1,200 SF (16'W X 42'L)
- Rear access drive to parking under units. One parking space per unit.

Examples of stacked townhomes



SITE CONCEPT PLAN COMPARISON TABLE (TOWNHOMES)

Concept Plan #	Residential Units	Residential Size/Levels	Parking Provided
Option 1 & 2 (Two-way and One-Way Railroad Ave options)	28 units	1,800 SF/2-level	1 space/unit (parking under units)
Option 3 (Over structured parking)	28 units	1,800 SF/2-level	120 spaces 1 space/unit for townhomes (1-level parking structure)
Option 4 (Stacked Flats)	40 units	1,200 SF/1-level	1 space/unit (parking under units)
Option 5 (Smaller Townhomes)	34 units	1,200 SF/2-level	1 space/unit (parking under units)

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

5-STORY MIXED USE WITH STRUCTURED PARKING

BUILDING *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Mixed Use (5-Story)							
Retail/Commercial (1st Floor)	22,800	SF	$120.00	$2,736,000.00	NA	NA	warm dark shell only
Residential (2nd-5th Floor)	91,200	SF	$165.00	$15,048,000.00	84	$179,142.86	
Structured Parking (6-level)	428	spaces	$28,000.00	$11,984,000.00	NA	NA	
TOTAL				**$29,768,000.00**			

SITEWORK *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	55,000	SF	$85.00	$4,675,000.00
TOTAL				**$4,675,000.00**

ROADWAY (along Railroad Avenue) *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	260	LF	$1,500.00	$390,000.00
Streetscape (trees, furniture, signage, lighting)	260	LF	$250.00	$65,000.00
TOTAL				**$455,000.00**

TOTAL CONSTRUCTION COSTS	**$34,898,000.00**

DESIGN & PERMITTING COSTS *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$1,744,900.00	$1,744,900.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$1,794,900.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$36,692,900.00**

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

3-STORY MIXED USE WITH STRUCTURED PARKING

BUILDING *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Mixed Use (3-Story)							
Retail/Commercial (1st Floor)	22,800	SF	$120.00	$2,736,000.00	NA	NA	warm dark shell only
Residential (2nd-3rd Floor)	45,600	SF	$165.00	$7,524,000.00	42	$179,142.86	
Structured Parking (4-level)	276	spaces	$28,000.00	$7,728,000.00	NA	NA	
TOTAL				**$17,988,000.00**			

SITEWORK *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	55,000	SF	$85.00	$4,675,000.00
TOTAL				**$4,675,000.00**

ROADWAY (along Railroad Avenue) *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	260	LF	$1,500.00	$390,000.00
Streetscape (trees, furniture, signage, lighting)	260	LF	$250.00	$65,000.00
TOTAL				**$455,000.00**

TOTAL CONSTRUCTION COSTS	**$23,118,000.00**

DESIGN & PERMITTING COSTS *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$1,155,900.00	$1,155,900.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$1,205,900.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$24,323,900.00**

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

3-STORY MIXED USE WITH SURFACE PARKING

BUILDING *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Mixed Use (3-Story)							
Retail/Commercial (1st Floor)	12,000	SF	$120.00	$1,440,000.00	NA	NA	warm dark shell only
Residential (2nd-3rd Floor)	24,000	SF	$165.00	$3,960,000.00	24	$165,000.00	
TOTAL				**$5,400,000.00**			

SITEWORK *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	55,000	SF	$85.00	$4,675,000.00
TOTAL				**$4,675,000.00**

ROADWAY (along Railroad Avenue) *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	260	LF	$1,500.00	$390,000.00
Streetscape (trees, furniture, signage, lighting)	260	LF	$250.00	$65,000.00
TOTAL				**$455,000.00**

TOTAL CONSTRUCTION COSTS	**$10,530,000.00**

DESIGN & PERMITTING COSTS *Item*	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$526,500.00	$526,500.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$576,500.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$11,106,500.00**

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

RESIDENTIAL TOWNHOMES

BUILDING

Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Townhomes	50,400	SF	$125.00	$6,300,000.00	28	$225,000.00	
TOTAL				**$6,300,000.00**			

SITEWORK

Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	40,000	SF	$85.00	$3,400,000.00
TOTAL				**$3,400,000.00**

ROADWAY (along Railroad Avenue)

Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	600	LF	$1,500.00	$900,000.00
Streetscape (trees, furniture, signage, lighting)	600	LF	$250.00	$150,000.00
TOTAL				**$1,050,000.00**

TOTAL CONSTRUCTION COSTS	**$10,750,000.00**

DESIGN & PERMITTING COSTS

Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$537,500.00	$537,500.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$587,500.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$11,337,500.00**

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

RESIDENTIAL STACKED FLATS

BUILDING							
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Stacked Flats	48,000	SF	$125.00	$6,000,000.00	40	$150,000.00	
TOTAL				**$6,000,000.00**			

SITEWORK				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	40,000	SF	$85.00	$3,400,000.00
TOTAL				**$3,400,000.00**

ROADWAY (along Railroad Avenue)				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	600	LF	$1,500.00	$900,000.00
Streetscape (trees, furniture, signage, lighting)	600	LF	$250.00	$150,000.00
TOTAL				**$1,050,000.00**

TOTAL CONSTRUCTION COSTS	**$10,450,000.00**

DESIGN & PERMITTING COSTS				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$522,500.00	$522,500.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$572,500.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$11,022,500.00**

Milford TOD

Concept Plan Preliminary Opinion of Probable Construction Costs

RESIDENTIAL TOWNHOMES ABOVE STRUCTURED PARKING

BUILDING							
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*	*# of Units*	*Cost per Unit*	*Remarks*
Townhomes	50,400	SF	$125.00	$6,300,000.00	28	$225,000.00	
Structured Parking (1-level)	120	spaces	$20,000.00	$2,400,000.00			
TOTAL				**$8,700,000.00**			

SITEWORK				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Sitework (earthwork, paving, curbing, sidewalks, landscaping, utilities)	40,000	SF	$85.00	$3,400,000.00
TOTAL				**$3,400,000.00**

ROADWAY (along Railroad Avenue)				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Roadway (paving, curbing, striping, sidewalks)	600	LF	$1,500.00	$900,000.00
Streetscape (trees, furniture, signage, lighting)	600	LF	$250.00	$150,000.00
TOTAL				**$1,050,000.00**

TOTAL CONSTRUCTION COSTS	**$13,150,000.00**

DESIGN & PERMITTING COSTS				
Item	*Qty*	*Unit*	*Unit Cost*	*Subtotal*
Architectural & Design Fees (5% Assumed)	1	LS	$657,500.00	$657,500.00
Land & Real Estate Costs	1	LS	$0.00	$0.00
Permitting	1	LS	$50,000.00	$50,000.00
TOTAL				**$707,500.00**

TOTAL CONSTRUCTION COSTS WITH DESIGN & PERMITTING	**$13,857,500.00**

ECONOMIC IMPACT OF RESIDENTIAL DENSITY IN DOWNTOWN MILFORD

The table below represents the potential tax generation impact of a new mixed-use development on the target site of this study. The table compares the magnitude of the different options of the Concept Plan. The Assessed Value shown represents a value at or above the estimated construction cost of the units listed in the Preliminary Opinion of Construction Costs tables included in this chapter.

(1) Based on two persons per unit

(2) 5% of population

(3) One job created per 500 SF of Non-Residential Space

(4) Estimated assessment based on comparable local real estate

(5) (5) 2017 Milford Millrate of 27.84 utilized for calculation

TABLE 1

Residential Units	***Total Units***	***Average Real Estate Assessed Value (4)***	***Total Real Estate Assessed Value***	***Estimated Population (1)***	***Estimated Children (2)***	***Annual Tax Generation (5)***
Option 1 (5-Story)	84	$200,000.00	$16,800,000.00	168	8	$467,712.00
Option 2 (3-Story)	42	$200,000.00	$8,400,000.00	84	4	$233,856.00
Option 3 (4-Story)	63	$200,000.00	$12,600,000.00	126	6	$350,784.00
Alternate (Micro-Units)	108	$150,000.00	$16,200,000.00	216	11	$451,008.00
Alternate (Traditional)	24	$200,000.00	$4,800,000.00	48	2	$133,632.00
Non-Residential Units	***Total Sq. Ft.***	***Average Real Estate Assessed Value per Sq. Ft. (4)***	***Total Real Estate Assessed Value***		***Estimated FTE Jobs Supported (3)***	***Annual Tax Generation (5)***
Option 1 (5-Story)	22,800	$150.00	$3,420,000.00		46	$95,212.80
Option 2 (3-Story)	22,800	$150.00	$3,420,000.00		46	$95,212.80
Option 3 (4-Story)	22,800	$150.00	$3,420,000.00		46	$95,212.80
Alternate (Micro-Units)	22,800	$150.00	$3,420,000.00		46	$95,212.80
Alternate (Traditional)	12,000	$150.00	$1,800,000.00		24	$50,112.00

ECONOMIC IMPACT OF RESIDENTIAL DENSITY IN DOWNTOWN MILFORD

Potential Expenditures of Residential Tenants

The approach to estimating expenditures of residential tenants is based on utilizing two typical household scenarios. The first being the Median Household Income of the City of Milford as depicted in the Market Analysis included in this study. The second is the national Median Household Income from the United States Census Bureau Statistics.

The table provides three views of potential downtown/local spending of new residential tenants. From a conservative estimate(30% of expenditures) to a more aggressive estimate (50% of expenditures) this table attempts to identify the impact of adding residential density downtown.

Expenditure categories of healthcard, personal insurance & pensions and contributions & misc were not factored into potential downtown or local expenditures as their impacts may be more indirect than the other expenditure categories.

TABLE 2		Potential Downtown or Local Expenditures		
	Milford (1)	*Conservative (30%)*	*Moderate (40%)*	*Aggressive (50%)*
Median Household Income	$81,316.00			
Average Annual Expenditures (75%)	**$60,987.00**			
Food (13%)	$7,928.31	$2,378.49	$3,171.32	$3,964.16
Housing (34%)	$20,735.58	$6,220.67	$8,294.23	$10,367.79
Transportation (16%)	$9,757.92	$2,927.38	$3,903.17	$4,878.96
Personal expenses (entertainment, clothing, etc) (15%)	$9,148.05	$2,744.42	$3,659.22	$4,574.03
Healthcare (8%)	$4,878.96			
Personal insurance & pensions (10%)	$6,098.70			
Contributions & Misc (4%)	$2,439.48			
Total	$60,987.00	**$14,270.96**	**$19,027.94**	**$23,784.93**

(1) Market Analysis Milford Train Station Report Housing Demographics
(2) United States Census Bureau Statistiscs 2016

TABLE 3		Potential Downtown or Local Expenditures		
	Median All U.S. house-holds (2)	*Conservative (30%)*	*Moderate (40%)*	*Aggressive (50%)*
Median Household Income	$59,039.00			
Average Annual Expenditures (75%)	**$44,279.25**			
Food (13%)	$5,756.30	$1,726.89	$2,302.52	$2,878.15
Housing (34%)	$15,054.95	$4,516.48	$6,021.98	$7,527.47
Transportation (16%)	$7,084.68	$2,125.40	$2,833.87	$3,542.34
Personal expenses (entertainment, clothing, etc) (15%)	$6,641.89	$1,992.57	$2,656.76	$3,320.94
Healthcare (8%)	$3,542.34			
Personal insurance & pensions (10%)	$4,427.93			
Contributions & Misc (4%)	$1,771.17			
Total	$44,279.25	**$10,361.34**	**$13,815.13**	**$17,268.91**

(1) Market Analysis Milford Train Station Report Housing Demographics
(2) United States Census Bureau Statistiscs 2016

ECONOMIC IMPACT OF RESIDENTIAL DENSITY IN DOWNTOWN MILFORD

Composite View of Potential Downtown Expenditures from Residential Tenants

Building off of the per unit impact of local expenditures by adding residential units downtown, these tables quantify the composite impact of the various Concept Plans. The Concept Plans range from 24 residential units to 108 residential units. This potential impact is annual.

Table 4: Milford Median Household Income

TABLE 4 Potential Downtown or Local Expenditures			
Concept Plan Options	***Conservative (30%)***	***Moderate (40%)***	***Aggressive (50%)***
Option 1 (84 Units)	$1,198,760.47	$1,598,347.30	$1,997,934.12
Option 2 (42 Units)	$599,380.24	$799,173.65	$998,967.06
Option 3 (63 Units)	$899,070.35	$1,198,760.47	$1,498,450.59
Alternate (Micro-108 Units)	$1,541,263.46	$2,055,017.95	$2,568,772.44
Alternate (Trad-24 Units)	$342,502.99	$456,670.66	$570,838.32

Based on Milford Median Household Income

Table 5: National Median U.S. Household Income

TABLE 5 Potential Downtown or Local Expenditures			
Concept Plan Options	***Conservative (30%)***	***Moderate (40%)***	***Aggressive (50%)***
Option 1 (84 Units)	$870,352.94	$1,160,470.58	$1,450,588.23
Option 2 (42 Units)	$435,176.47	$580,235.29	$725,294.12
Option 3 (63 Units)	$652,764.70	$870,352.94	$1,087,941.17
Alternate (Micro-108 Units)	$1,119,025.21	$1,492,033.61	$1,865,042.01
Alternate (Trad-24 Units)	$248,672.27	$331,563.02	$414,453.78

Based on National Median Household Income

References utilized to conduct this economic impact review

1) *Ten Years of Excellence, The Economic Impacts of Main Street in Michigan, PlaceEconomics-May 2014*
2) *Economic Impacts of the Construction of a Mixed Use Development in Downtown Batavia, Northern Illinois University-Center for Governmental Studies, Brian Richard-November 2016*
3) *Fiscal Impacts of Transit-Oriented Development Projects, Urban Land Institute Washington & Baltimore—December 2016*

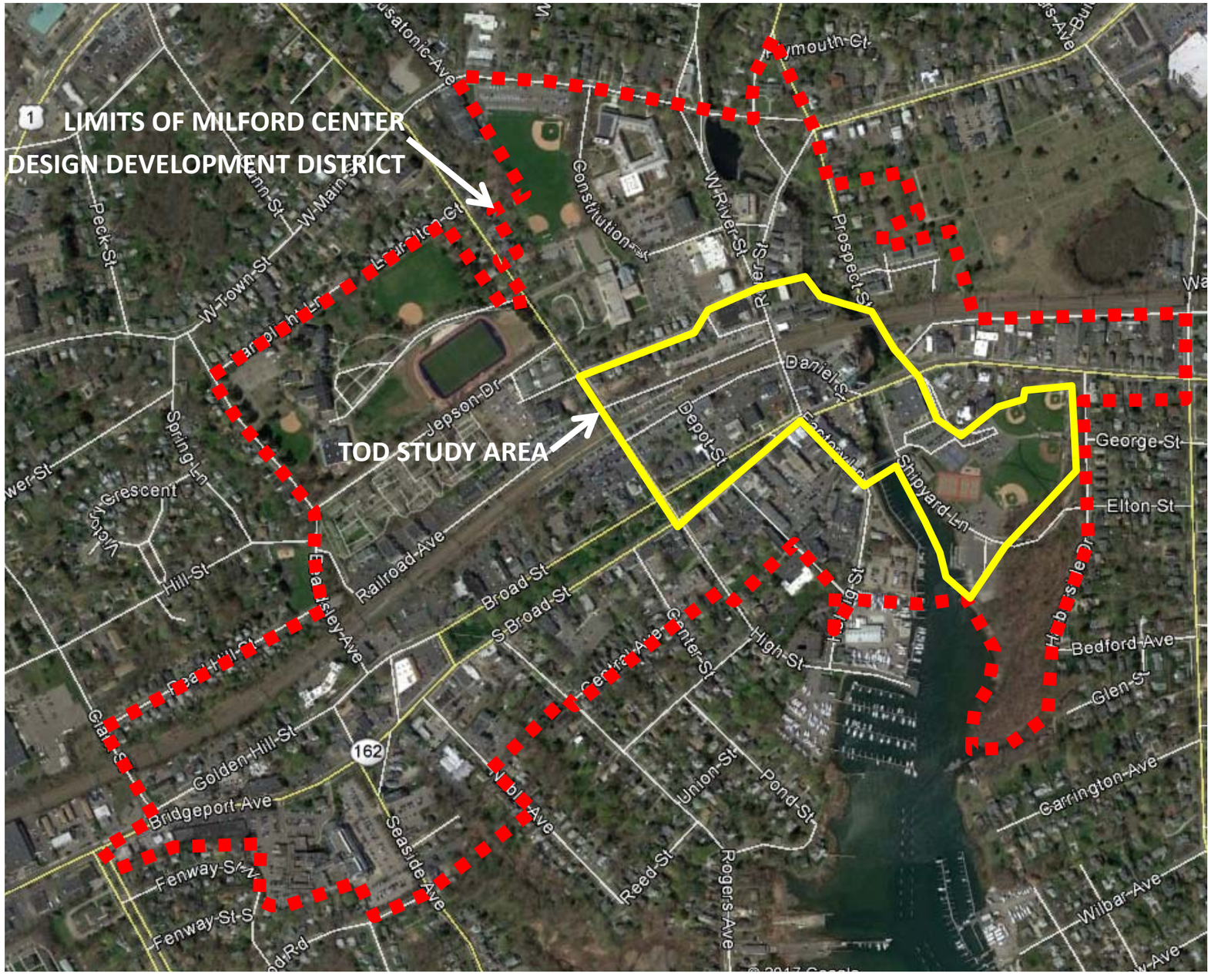
6

IN THIS CHAPTER...

DESIGN STANDARDS

The City of Milford Zoning Regulations outline specific design standards for areas identified as Development Districts. The regulations associated with these districts serve to enhance their aesthetic and functional character in a deliberate manner so as to best promote the health, safety, and welfare of the inhabitants of the entire City of Milford. The design district having jurisdiction of the report study area is the Milford Center Design Development District (MCDD) is thoroughly described in Section 3.21 and Appendix B of the Zoning Regulations.

Design Standards, described in Appendix B of the Zoning Regulations are essential to this part of the city as the historic, civic, and geographic center of Milford. This section briefly summarizes the existing MCDD design regulations, shows imagery demonstrating the intentions of each guideline (either in place within the study area or from abroad), and offers suggestions for revision or enhancement to some of the existing regulations. While the suggested revisions or enhancements are specific to the study area, consideration to their applicability through the District should be considered.



DESIGN STANDARDS

PURPOSE

The purpose of these design regulations is to promote and protect the unique architectural and design qualities of Milford Center, to foster good urban design within the Milford Center Design Development District, and protect the health, safety and welfare of the residents of Milford by creating an inviting pedestrian-oriented atmosphere throughout Downtown Milford.
The purpose of the MCDD is summarized as follows:

- Preserve the Unique Character of Milford Center
- Promote Economic and Social Vitality through a mix of uses
- Promote Development which brings people together within the heart of Milford

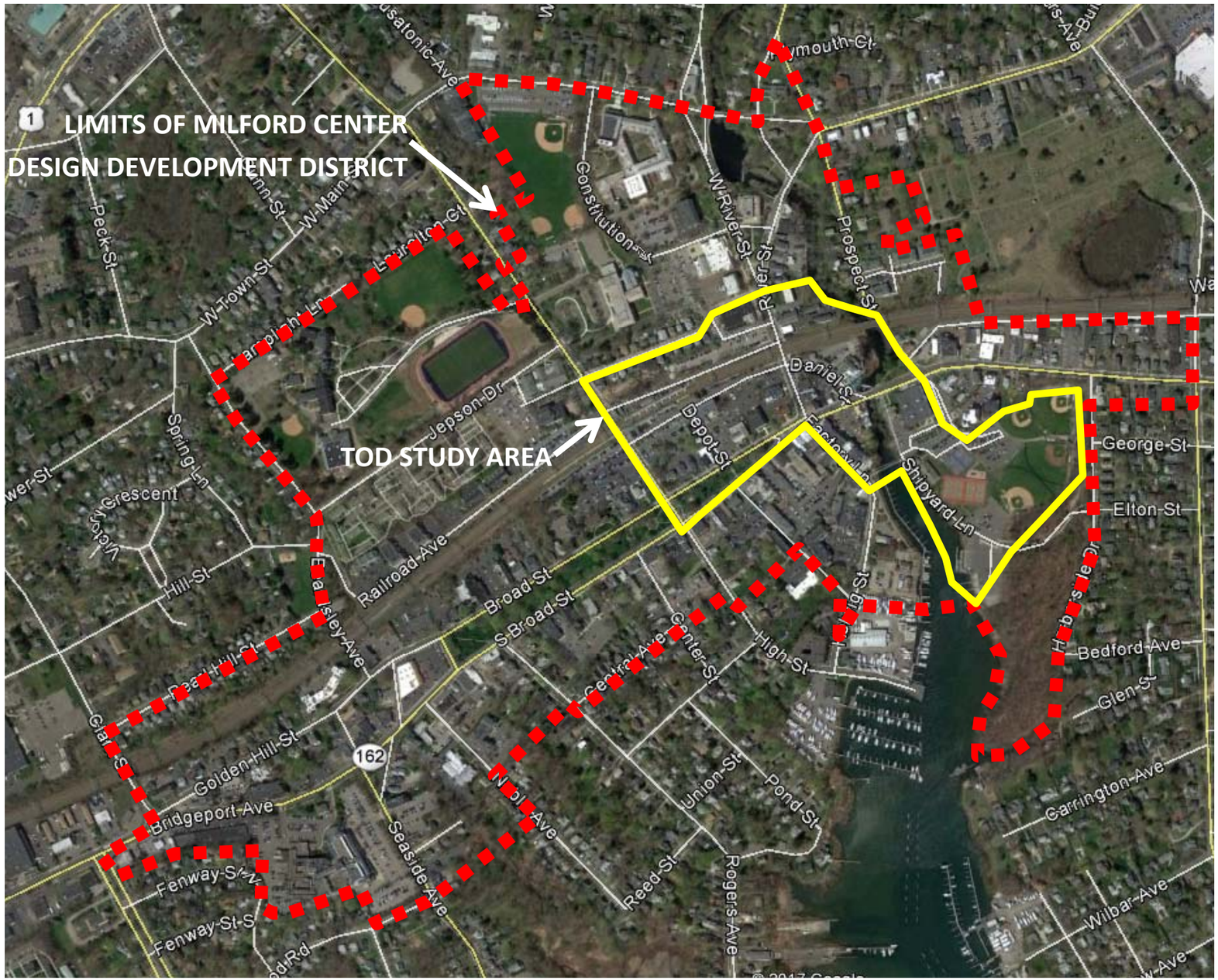
Regulations specific to the MCDD Design Guidelines:

- Promote and Protect the unique architectural and design qualities of Milford Center
- Foster Good Urban Design.
- Create an inviting pedestrian-oriented atmosphere.

Subdistrict Designations:

Different parts of Milford Center require separate and distinct design considerations due to variations in land use and building typology. Therefore, for the purposes of this chapter, the Milford Center Design Development District is further broken down into the following six subareas.

Civic Center Subdistrict	CCS
Medical Center Subdistrict	MCS
River Street Corridor Subdistrict	RSCS
Adaptive Reuse Subdistrict	ARS
Commercial Core Subdistrict	CMCS
Transition Area Subdistrict	TAS



BUILDING PLACEMENT

Existing Regulations:

1. The placement of buildings directly against the back of the sidewalk is strongly encouraged. Buildings may be set back from the sidewalk a maximum distance equal to the average front yard setback as measured at 100 feet in either direction.
2. Primary entrances to non-accessory buildings must be oriented toward the sidewalk and street.

VIEW OF INTERSECTION AT NEW HAVEN AVE AND FACTORY LN WITH NO BUILDING SETBACK FROM SIDEWALK

Proposed Revisions and Enhancements:

3. Sidewalk Width: in all commercial subdistricts (CCS,MCS, RSCS, ARS & CMCS), the following sidewalk widths are recommended:

   Frontage Zone – Area between the building face and pedestrian zone

Preferred width	2’-0”
Minimum width	0’-0”
At outdoor dining areas	6’-0”

   Pedestrian Zone

Preferred width	10’-0”
Minimum width	8’-0”

   Street amenity zone – Area between the street and pedestrian zone

Preferred width	5’-0”
Minimum width	2’-0”

4. Transition Area Subdistrict

   Frontage Zone – Area between the building face and pedestrian zone

Preferred width	2’-0”
Minimum width	0’-0”

   Pedestrian Zone

Preferred width	5’-0”
Minimum width	4’-0”

   Street amenity zone – Area between the street and pedestrian zone

Preferred width	4’-0”
Minimum width	2’-0”

BUILDING ARTICULATION

Existing Regulations:

1. The building street wall must provide significant modulation in horizontal and vertical rhythms that facilitates a lively relationship between materials, light, shadow, texture, and solids and voids. Such modulation may include, but is not limited to: windows; doors; building bulb-outs; building recesses; façade materials; and specific architectural elements such as columns, cornices, sills, distinct bands between floors, and other ornamentation. As a general rule, building modulations should occur at least every 25 to 30 feet of street wall length.
2. Buildings shall have a significant level of transparency along the ground floor fronting on any sidewalk or street. In general, 50% or more of the ground floor façade should be comprised of windows, doors, or other transparent elements that are subdivided appropriately, where practical.
3. Mechanical equipment located outside of a building must be screened from view on all sides in a manner that is architecturally consistent and integrative with the associated building.
4. Roof treatments shall be harmonious with the built form of the surrounding area. Cornices, roof terraces and other architectural elements that aid in visually terminating the roofline of a building are strongly encouraged.
5. Corner entry architecture must be designed in a manner that visually enlivens the intersection upon which it faces and enhances the pedestrian flow around the building. Additional architectural elements such as distinctive round or angled corners entrances, towers and other unique corner roof treatments, and archways and colonnades are encouraged.
6. Bay windows, balconies, and other functional or ornamental architectural elements may project a maximum of three (3) feet beyond the front property line, provided that the base of the projection is a minimum of fourteen (14) feet above the ground. Awnings must be professionally manufactured and mounted. They must be well maintained, and the awning frame must be located no lower than seven feet six inches (7'6") above the ground. Bright colors are acceptable, but gaudy or loud patterns on awnings are not allowed.

Proposed Revisions and Enhancements:

1. In general facades should include regular, repeating modular bays. Where program does not preclude this or absolute symmetry of elements, bays should be broken into pieces that created an overall rhythmic and balanced façade within asymmetrical elements. Building design should attempt to follow classic principles of base, body and cap – with proportions of elements relative to the human scale. The base portion of the building should be at a height that does not dwarf the pedestrian, but is at a tangible height. Detailing of the building base should be that of a tactile scale. Elements such as ledges for sitting are encouraged. Building fascades should imply structural integrity of the structure; heavy elements supporting lighter elements above.
2. Windows & storefronts should have proportions that are scaled to the pedestrian & encourage engagement. Windows at viewing height, on a base within the larger body of the fascade are encouraged. Windows that allow viewing of merchandise & interior elements of the building are encouraged. Doors should be proportionate to the human scale and not dwarf the pedestrian.
3. This includes the screening of gas & utility meters. All dumpsters, waste disposal areas & recycling storage areas must be screened on all sides
4. Cornice lines should align with or derive proportions from adjacent buildings. Massing & building form should be derived from or be complimentary to the form & mass of neighboring buildings.
5. No revisions or enhancements to this regulation are proposed.
6. No revisions or enhancements to this regulation are proposed.

INNOVATIVE FACADE TREATMENTS CAN CREATE ARCHITECTURAL INTEREST WITHOUT BUILDING MODULATION.

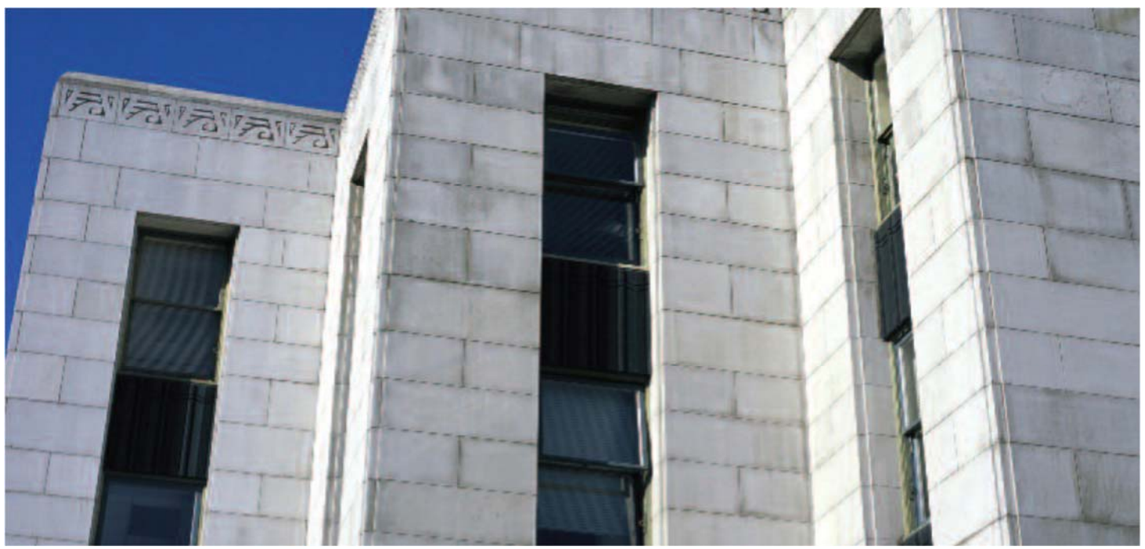
FACADE DESIGN

Existing Regulations:

1. Façade materials for buildings within the Commercial Core subdistrict should reflect the preponderance of material types used in Downtown Milford. The use of brick, stone and wood in building facades is strongly encouraged. Other materials may be utilized if they produce a level of detailing and quality of construction consistent with the building facades of Downtown Milford.
2. The colors of façade materials of a building should generally coordinate with, but not necessarily match, the colors used in other building facades along the same block. Unusual, bright, or contrasting colors should be limited to the details of a building façade.

Proposed Revisions and Enhancements:

1. discouraged. Fenestration should be at a human tactile scale. Accentuating floors with banding or changes in materials & texture is encouraged.
2. Constructed forms such as roofs, wings, bays, balconies, and other projecting elements should be proportional in size to the main facade and not overwhelming in scale.



RECYCLED CONCRETE BLOCK FACADE MATERIAL

SURFACE PARKING

Existing Regulations:

1. Surface parking lots adjacent to a street must have a low screening wall, hedgerow or similarly opaque feature of three to four feet in height along the length of the parking lot boundary line facing public right-of-way and a four foot- wide landscaped buffer strip between the parking area and the back of the sidewalk. Acceptable materials for a screening wall include decorative concrete, stone, brick or ornamental ironwork. The wall, hedgerow or other feature may be open in places to allow free movement of pedestrians into, through and out of the parking area. The general overall design of a screening wall should complement the surrounding building architecture.
2. For every one parking space, ten (10) square feet of interior landscaping must be provided in the surface lot.
3. Surface parking lots should be located to the rear of buildings.
4. Curb cuts for surface parking lots are limited to a maximum of twelve (12) feet in width for one-way access and twenty-five (25) feet in width for two-way access, with two curb cuts allowed per surface parking lot, provided that they are a minimum of 75 feet, centerline to centerline, from one another. A curb cut may be placed directly next to an existing curb cut on an adjacent parcel.

SURFACE PARKING

Proposed Revisions and Enhancements:

5. Incorporate a section requiring accommodations for bicycle racks, car share, or other multi-modal transportation opportunities. Alternatively, the existing surface lot regulations can be relaxed if these types of services are incorporated into the development.
6. Instead of on-site interior landscaping requirement, developers can provide and maintain within the public right of way, landscaping sufficient enough to meet the interior landscaping standards. By offering this alternative, developers can more effectively locate parking away from public open spaces. This alternative also encourages the introduction of green infrastructure for the enjoyment of all district visitors. Additional sections of the regulations may require modification to account for this change.

ATTRACTIVE STREETSIDE LANDSCAPE, ENJOYED BY ALL, COULD TAKE THE PLACE OF ON-SITE LANDSCAPING

ADDITIONS AND RENOVATIONS

Existing Regulations:

New additions to existing buildings should be harmonious with the built form of the surrounding area. Construction of additions should seek to minimize the loss of historic materials on exterior walls. The building finish used for the addition should be similar to the existing structure in material, quality, color and dimension. If an addition will have too overwhelming an impact upon the architecture and/or the historic qualities of an existing building, visual separation of the addition and the existing structure should be employed to protect the nature of the building.

The scale of an addition should be at a scale compatible with the existing building. Damaged or deteriorated significant architectural features should be repaired rather than replaced. If replacement is necessary, the new material should match the material being replaced.

Faux historic treatments for additions are discouraged. The architecture of additions should complement the existing character while still remaining a product of their own time period.

Proposed Revisions and Enhancements (Continued):

Design of additions and renovations to existing buildings should follow the intent of the *Secretary of the Interior's Standards for Rehabilitation (refer to Guidelines Introduction page 19)*spirit in regards to sympathetic additions & renovations that do not detract from the original historic character of the existing building, but rather compliment it or seek to restore it. It is not required that historic properties or styles be "copied" in new construction or additions, but it is encouraged that new construction be well-designed and sympathetic to its distinctive surroundings.

ADDITIONS AND RENOVATIONS

Proposed Revisions and Enhancements (Continued):

Trim and detailing of new construction and additions to existing construction should be similar to those used historically. Examples of functional and exclusively decorative elements include cornices, lintels, arches, balustrades, chimneys, shutters, columns, and posts. It is not required to copy these detail directly in replica or style, but it is encouraged that new detailing whether traditional or a modern derivative mimic the size and proportion of historic forms.

EXISTING MILFORD HISTORIC STRUCTURES HAVING UNDERGONE SUCCESSFUL AND ATTRACTIVE RENOVATIONS

SIGNAGE

Existing Regulations:

General

1. All signage shall be well-crafted and maintained, professionally made and securely and appropriately attached to buildings.
2. Flashing signs, roof signs, and excessively large projecting signs that interrupt the visual continuity and harmony of the street are not permitted.
3. Projecting signs and banners attached to building façades should be placed no lower than twelve (12) feet above grade.
4. Signage should be at a scale that does not overwhelm the building to which it is attached. Signs should also be tastefully integrated into the overall design of a building.

Specific

In a single tenant building, the sole business shall have one primary identification sign for each street-facing building façade. The area of each sign shall not exceed 5% of the total area of the building façade upon which it is attached, and must comply with the following dimensional requirements.

- Height of Sign: A maximum of 15% of the building façade height, as measured from grade to the roof line.
- Length of Sign: A maximum of 75% of the building façade length.

A multiple tenant building, in addition to the primary identification sign permitted above, may have one additional sign for each additional business, not to exceed ten (10) square feet in area each, to identify the location of said business or businesses. Additional tenant signs must comply with the following dimensional requirements.

Height of Sign: A maximum of seven (7)Feet.

Length of Sign: A maximum of seven (7) feet.

Window Signs: The total square footage of all window signs shall not exceed 25% of the total window display area.

Aggregate Signage Area: The total aggregate square footage of all building signage, including window signs, viewable from outside of a building for each façade of a building visible from a public street or way, or parking area, shall not exceed 15% of the total area of said façade.

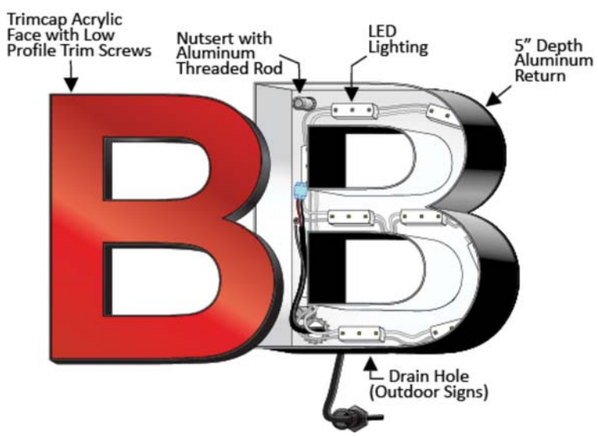
SIGNAGE

Proposed Regulations:

General

5. Internally lit signage should be on an opaque dark background with only light color letters being translucent to emit light thru. The goal is to prohibit old fashioned light box style lighting. Neon lighting on the exterior of buildings is prohibited as well as tracer time LED rope lighting. Signage consisting of letters only may be halo lit or be internally illuminated channel cut Banners may be only temporary in nature.
6. Canopy signs are prohibited. Signage is to be securely mounted to a building facade, or incorporated into the architecture of the building façade.

HALO LIT AND CHANNEL CUT SIGNAGE.



BUFFERS

Existing Regulations:

1. A buffer strip of a minimum of 10 feet shall be provided and maintained by the owner of non-residential, mixed use and multi-family parcels when such parcels abut a residential use property.

Proposed Regulations:

2. The height of the vertical buffer element may be reduced the to 8 feet if solid and dense fencing or masonry walls or used instead. Solid walls are preferred; masonry walls provide more privacy and security than wooden latus fencing or vegetation. The added expense for constructing a wall can be made up for in the increased developable area. Additional sections of the regulations may require modification to account for this change.

WALLS PROVIDE GREATER LEVELS OF PRIVACY THAN VEGETATION.

NEW OVERLAY DISTRICT REGULATIONS

1. Buildings in the TAS/TOD should have at least two stories with retail frontages and be built to the sidewalk line.
2. A buildings street frontage boundary built to the side walk line may be waived at the digression of the Planner if space for outdoor seating is provided in the front of a building serving food which patrons may use, or providing seating in the form of benches, low walls, or other permanent elements such as but not limited to fountains, sculptural art pieces, or statutes, wayfinding kiosks, etc. that may be utilized by the public are encouraged.
3. Building facades should not contain advertising outside of permitted signage. Facades that incorporate displays of artwork that are engaging at a pedestrian level of view are encouraged.
4. Bicycle parking that is incorporated into the façade or accessible from the primary street façade is should be accommodated where possible. All new buildings must include a bike racks on site accessible to the public, and other bicycle parking, or an enclosed area for the storage of bicycles that is accessible to the buildings patrons.
5. Overhangs from the main building façade such as structure, awning, or other freestanding structures elements that shelter pedestrians /bicyclists from weather are encouraged.
6. Surface parking lots for vehicles must be located in the rear of buildings. Parking exclusively designated for HOV (High Occupancy Vehicles – 2 or more passenger automobiles), shared automotive services (Such as Zip Car etc), and bicycles is encouraged & may be permitted in the front of lots. This parking should be screened with a pedestrian scale fence or hedge row.
7. All mechanical ventilation should be absent from the street facade of the building, or at a height out the view of a pedestrian on the street. Mechanical units such as window air conditioners that face the main street are discouraged, and if unavoidable, should be camouflaged or at a height out of the view of the pedestrian on the street.
8. New buildings should have facades that incorporate the camouflaging of he location of utility feeds if utility feeds cannot be located underground
9. Constructed forms such as roofs, wings, bays, , balconies, and other projecting elements should be proportional in size to the main facade and not overwhelming in scale. These secondary elements should be in proportion to the pedestrian scale, with elements within the reach of the pedestrian to be of a tactile size.
10. The overall goal of the design of façade in the TOD are to compliment the be sympathetic in form to the pedestrian scale. The basic form & massing of new construction should follow the general principles of base, body, and cap, with the body being proportionally the largest in surface area. The base should be at a pedestrian/human scale preferably of stone or masonry that does not wear over time, and that is finished with a tactile surface. Detailing such as honed edges , slanted overhang, or a surface for leaning or sitting by a pedestrian is encouraged.
11. Massing or building form should be over an overall scale relative to the lot and surrounding properties. New construction should not dominate the street scale and diminish the forms of existing construction. Over all forms should not dwarf the pedestrian, but be broken up into regions. The relationship of the building to the site should maintain a balance between the mass of the building and the streetscape.
12. Materials considered to be modern" or "synthetic" are acceptable. Modern acceptable material include wood, painted cementitious clapboards, metal panels, artesian metals such as copper or other materials that wear with a natural patina. Undesirable materials such as plastic "bricks", synthetic stucco, EIFS, and vinyl should be used sparingly in proportion to the over all façade area and preferably above the street elevation. considered the pedestrian zone. Surface treatments should follow a pattern that is a balance of texture and detailing. Synthetic materials made of recycled or sustainable, where it is visibly obvious that the material is of recycled content or sustainable materials are encouraged.
13. Fenestration and windows should follow patterns that maintain a balanced façade of complimentary parts of solid, void (windows) and ornamentation. No one element should dominate overwhelmingly over the other.
14. Entries to buildings in the TOD district should be on the primary façade and oriented so that that main door is parallel to the street . The door or entry way should be scaled to the human form and done in a manner as not to dwarf the entrant. Oversized doors are discouraged. Corner entries should only be done where a building has facades on both streets – the building's lot is a corner lot. Recessed entries that shelter the entrant from weather are permitted, but should not be so recessed in the buildings façade that natural light does not meet the door way.
15. Lighting in the TOD should be of two guiding principles: 1) to enhance detailing or artwork of the façade, example is down lights positioned about a framed storefront window. 2) be positioned in a manner to cast the majority of the light produced downward onto the sidewalk along the pedestrian path.

NEW OVERLAY DISTRICT REGULATIONS

16. Glass storefronts in the TOD district should be mainly of clear or relatively clear glazing. The goal of which is to encourage pedestrian traffic to be able to see into the interior spaces. Opaque or obscured glazing should be used sparingly . In case where it is necessary for the particular interior programmatical element that needs to be obscured from outside view such as the area below a counter that meet the storefront, a shadow box technique with clear glazing on the exterior should be employed wherever possible.

17. Louvered glazing that does not encumber on the area used for pedestrian traffic – such as that might become a hazard, which allows natural ventilation of the interior spaces is encouraged. Operable overhead doors, recessed movable exterior walls that open to semi interior exterior dining or shopping that engages the pedestrian is encouraged.

18. TOD district should follow the guidelines set above regarding the screening of mechanical units. The exception to this guideline is sustainable technology such as solar panels, solar lighting, systems that capture and reuse rain water, or other systems deemed acceptable by the Planner may be visible at the main façade of the pedestrian and to not need to be screened, but can be visible to the street as long as they are done in a aesthetically pleasing way – ie wiring, bracketing, bracing, & branding elements, should be hidden from view. Use of such sustainable technology systems is encouraged within the TOD.

19. Natural site features where the building is set back from the sidewalk with landscaping that is usable by the public located at the front of the site are encouraged to feature natural & sustainable features such as bio-swales, locally sources landscaping and plantings, rain gardens, rain barrels & cisterns and other sustainable and or environmentally conscientious amenities.

20. Add: Umbrellas & movable planting bed or urns adjacent to for sidewalk seating are allowed when seasonally appropriate. Lighting that is by fixtures mounted on the surface of the façade of the building or that is incorporated into the façade of the building to downlight areas below 7’-6” in proportion to a pedestrian. The bottom of lighting should align with

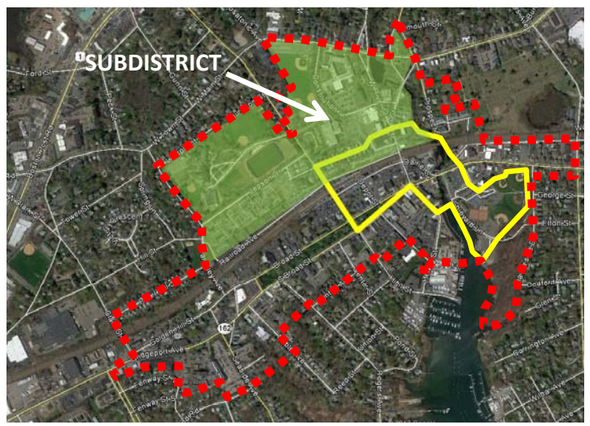
CIVIC CENTER SUBDISTRICT

Existing Regulations:

- New buildings to maintain overall civic architecture of the Government Center Area.
- Promote pedestrian circulation and reinforce axial relationships between new and existing buildings.
- Highly ornamental architecture encouraged.
- Stone and Brick for use as primary materials.

Proposed Regulations:

- Consider accepting use of alternative building materials from stone and brick, if the Developer can demonstrate a sustainable or otherwise environmentally conscious narrative supporting its use.
- Revise restrictions to allow for 50'maximum height if top 10'feet are set back 20' minimum from predominant building face.
- Rationale: The sustainability narrative is effective in attracting millennials and active adults, two populations the market analysis identified as target users of the type of development being encouraged in the MCDD. Additional sections of the regulations may require modification to account for this change. Setback will make the top 10' of building to only be visible from a distance, and will also allow for potential rooftop amenities. Additional sections of the regulations may require modification to account for this change.



TYPICAL STREET VIEW

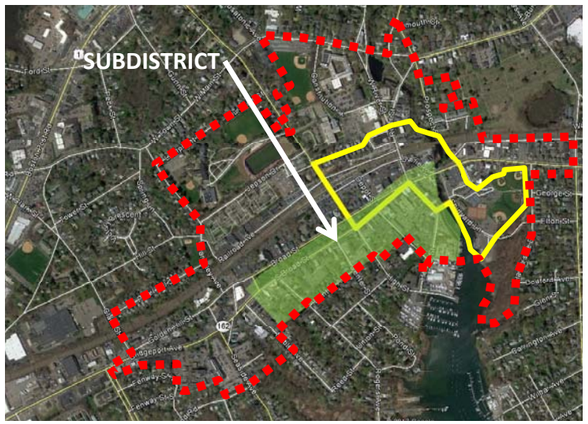
COMMERCIAL CORE SUBDISTRICT

Existing Regulations:

- High density development and zero lot line encouraged.
- Encourage renovation of existing facades, signage, and window displays.
- Priority towards providing landscape buffering for existing residential uses.

Proposed Regulations:

- Revise restrictions to allow for 50' maximum height if top 10' are set back 20' minimum from predominant building face.
- Rationale: Setback will allow for top 10' of building to only be visible from a distance, and will allow for accessible rooftop access and potential rooftop uses. Additional sections of the regulations may require modification to account for this change.



TYPICAL STREET VIEW

ADAPTIVE RE-USE SUBDISTRICT

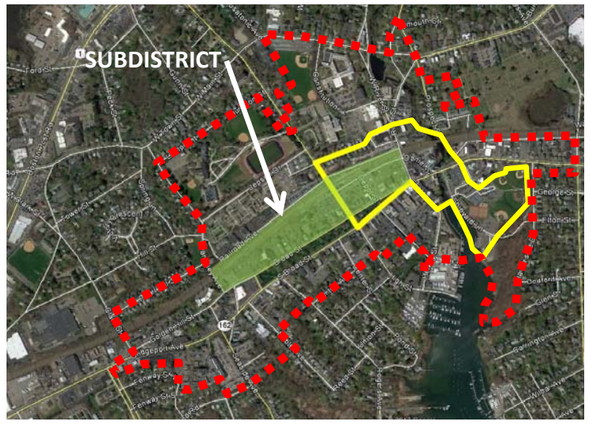
Existing Regulations:

- Maintain existing residential quality of the neighborhood through reuse rather than demolition of existing structures for commercial purposes.
- Preserve front yards as landscaped space in keeping with other front yards within the sub-district.
- Signage must be small and compatible with architectural style of the building.

Proposed Regulations:

- No revisions or enhancements to this regulation are proposed.

TYPICAL STREET VIEW



MEDICAL CENTER SUBDISTRICT

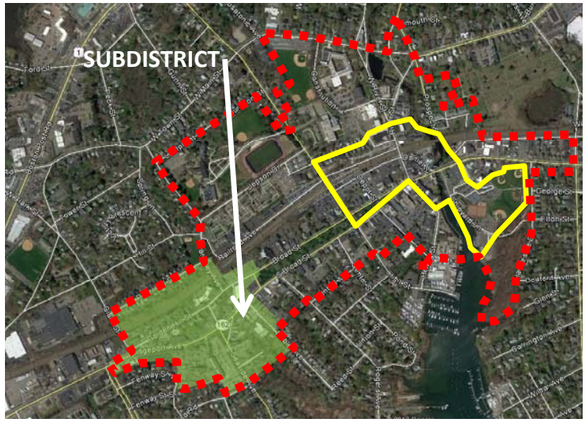
Existing Regulations:

- Maintain existing residential quality of the neighborhood. Any additions or renovations should retain this character.
- New buildings should provide visual stimulation and pedestrian circulation that relates to sidewalks and streets.

Proposed Regulations:

- No revisions or enhancements to this regulation are proposed.

TYPICAL STREET VIEW



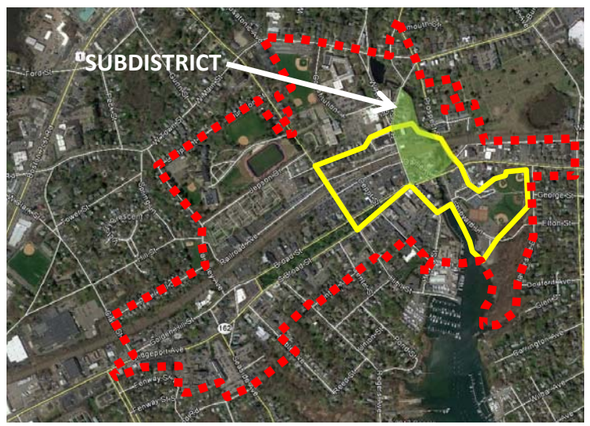
RIVER STREET SUBDISTRICT

Existing Regulations:

- Buildings along River Street should have at least two stories with retail frontage and be built to back edge of sidewalk.
- Building design should anticipate and capitalize upon potential river walk pedestrian connection.
- New buildings should provide visual stimulation and pedestrian circulation that relates to sidewalks and streets.

Proposed Regulations:

- The requirement that designs respond to a future Riverwalk should be more thoroughly defined to reference a schematic plan for the developers use in developing a most effective way of addressing this future resource. A conceptual or schematic plan should be prepared for their reference in adapting these parcels to meet the requirements
- Rationale: The property owners abutting this trail will become the strongest advocates and the strongest opponents to its fruition. Partnerships, transparency, and advocacy are paramount in developing these multi-modal and pedestrian oriented routes.



TYPICAL STREET VIEW

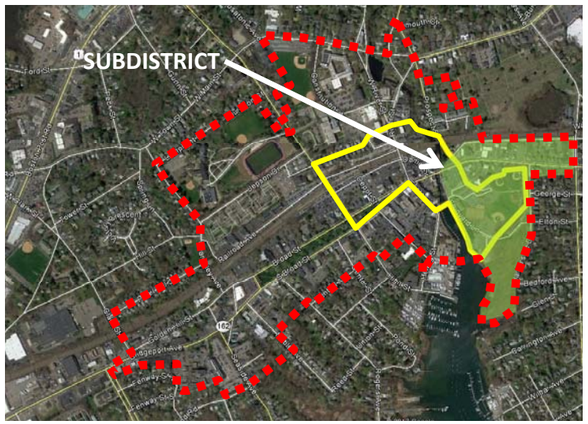
TRANSITION AREA SUBDISTRICT

Existing Regulations:

- Buildings density should transition from more dense at Northwest edge of sub-district to less dense towards the east and south.
- Minimal setbacks and quality facade designs should be high priorities.

Proposed Regulations:

- No revisions or enhancements to this regulation are proposed.



TYPICAL STREET VIEW

These reports and associated plans would not be possible without the support and leadership of numerous City of Milford volunteers, town employees, and elected officials. BL Companies and its Subconsultants (the Consultants) would like to thank the City of Milford, the Downtown/High Street Development Committee, and the participants at our public workshops for their tireless support and assistance in helping gather and review information, and guiding the recommendations and findings provided herein. This report would not have taking shape without their vigilance, responsiveness, and care in helping drive its creation.

Deliberations, arguments, listening, compromise, collaboration, between stakeholders is the driving force behind these reports. Market Analysis and Concept Planning, when done with thoroughly engaged civic and community leadership, is democracy in its purest form. We are thankful for the opportunity to have worked with such an engaged community and have helped guide this democratic process.

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