

Date October 13, 2015
To Town of Medway Planning & Economic Development
From Dario Designs Inc. and Coneco Engineers & Scientists
Project Salmon Health & Retirement Community
Subject Response to Town Comments

The Senior Community Site consists of 54 freestanding homes/cottages with attached garages, 15 attached homes/cottages with interior parking, 56 apartment homes in a common building, 60 traditional assisted living units and 40 memory care assisted living apartments, as well as a medical office building and pavilion proposed to be developed on the 56.9 acre site. The site is located on the south side of Village Street and west of the Charles River Road. It is bordered on the west and south by the Charles River. The site is at present mostly undeveloped forest with bordering vegetated wetlands and two certified vernal pools. The definitive plan submission includes landscape design drawings, architectural drawings for the facility and unit types, site utilities, including stormwater management design, water, gas, and electric.

BASIS OF REVIEW

- A. Plans entitled "Salmon Health and Retirement Community ARCPUD Special Permit Site Plans, Village Street, Medway, Massachusetts 02053" containing twenty (95) drawings, fifty-six (56) prepared by Coneco Engineers & Scientists (CES), eleven (11) prepared by Clough Harbour & Associates (CHA) and twenty-eight (28) prepared by Dario Designs, Inc. (DDI), dated June 12, 2015.
- B. "Stormwater Management Report" containing three hundred and eighteen (318) pages prepared by Coneco Engineers & Scientists (CES), dated May 1, 2015.
- C. "Traffic Impact Study" prepared by McMahan Associates, Inc. (MA), dated April 2015.
- D. A narrative (Project Narrative) entitled "Salmon Health and Retirement Senior Community" prepared by Continuing Care Management LLC (CCM).
- E. A form (Applications Forms) set entitled "Application for Adult Retirement Community Planned Unit Development (ARCPUD)", dated June 12, 2015, prepared by Coneco Engineers & Scientists (CES)

COMMENTS

ITEM

COMMENTS FROM FIRE DEPARTMENT:

- 1. At the present time there is no information regarding the separation distances of the duplex houses. Separation distance should be a minimum of 30 ft. This Standard is not statutory, however does conform with industry's best practices. I have met with the architect for this development and he has agreed to fire rate exterior facing walls on buildings that are within 10 feet of each other. I feel that this will give adequate fire separation for these buildings, and will comply with the intent of the Standard.
DDI: As the design progresses, any buildings within 10 feet of each other will have 1 hour exterior walls. See Civil drawing, Site Plan Layout, for location of cottages under 10 feet.



2. The turnaround on Lilac Path by building # 50 should be longer to accommodate fire apparatus and ambulances.
CES: Cannot do without a waiver to go into the 25'-0" wetland setback.
3. The square footage of the Pavilion is not provided.
DDI: The Pavilion is 3,522 square feet. See drawing A1.01P.
4. It appears access to the medical building is only provided on one side. The building appears to be 6,375 square feet and should be access to at least two sides of the building by fire lanes.
DDI: See site plan for 3 ways of access. Access is from the parking lot to the south of the building, the drop off area west of the building and Village Street to the north.
5. When numbering the apartments I request the fire department be consulted so they are numbered in a manner such that they are in order and make sense to first responders.
DDI: We will consult the Fire Department in conjunction with the Assessor's Office. The cottages are currently numbered and we will await comments. See the Civil Site Layout drawing for numbers.

COMMENTS FROM PEER REVIEW - PGC ASSOCIATES, INC.:

6. Zoning Comment 9. It is not possible to determine that the open space requirements are met. No calculations are provided to document that the quantities are met (40% of total, 60% Common Open Space, maximum of 50% of required open space can be wetland resources and no drainage facilities within open space) and no boundaries are indicated to identify open space.
CES: An Open Space Plan has been developed, submitted and included with the revised Plan Set (see sheet C2). This Plan has been reviewed by PGC Associates, Inc., see attached review letter dated August 4, 2015. (SEE EXHIBIT A)
7. Zoning Comment 11. There is no documentation that the Four Step Design Process was used (8.5.J). It should be noted, however, the result indicates that the most important resource areas have been avoided.
DDI: In accordance with the Town of Medway Zoning Bylaw (updated July 7, 2014), Section U. Adult Retirement Community Overlay District, 4b.2- Four Step Design Process, a presentation to the PEDB was made on February 10, 2015 at the Pre-Application Meeting. See attached Pre-App Meeting Drawings and Pre-App Meeting Agenda. (SEE EXHIBIT B)
8. Zoning Comment 14. Section 7.1 provides parking requirements. It requires 2 spaces per "unit" as calculated in #5 above. Thus 298 spaces are required for the units. It also requires 1 space per 300 square feet of net usable area for other uses. The medical offices require 38 spaces at 11,275 square feet, but this figure is likely to be reduced when net usable area is determined (At present, 21 spaces are provided). The pavilion is another 3,522 square feet so another 12 spaces would be required (and 14 are provided) for it for a total of 348 spaces required.
The applicant used a ratio of 1 space per 500 square feet for the medical building and pavilion. This has resulted in 20 spaces for the medical building and 8 for the pavilion. Therefore the total calculated by the applicant is 326. The applicant's Parking Impact Assessment indicates 334 spaces provided in one section and 440 in another. The total



number of spaces may be OK (subject to verification of the actual number and the net usable area of the medical offices and pavilion) but the allocation may need to be adjusted. Section 7.1.1.J allows the PEDB to reduce the required number if documentation can be shown to justify a reduction. Also, the Parking Impact Assessment needs to be revised to be consistent with what is shown on the plans. Finally, consideration should be given to providing a few guest parking spaces in areas that are some distance from the pavilion and main building.

DDI: All of the parking areas now comply with the zoning bylaws. See attached Parking Impact Assessment and the Civil Site Layout Plans. (SEE EXHIBIT C)

9. Zoning Comment 15. Section 7.1.1.I requires that there be 1 bicycle space for each required vehicle parking space. No bicycle spaces are shown.
CCM: Applicant requests a waiver from Section 1.1.I. requiring 1 bicycle space for each required vehicle parking space, as this development will be serving an elderly population who will not be utilizing bicycles. Bicycle racks will be provided for employees. See drawing A1.01MR.
10. Zoning Comment 16. Section 7.1.2.E requires that there be no light trespass onto abutting properties. The photometric plan indicates light trespass up to .4 foot-candles on property to the west.
CES: This has been corrected and completed. See Photometrics Plans.
11. ARCUD Rules and Regulations Comment 18a. The roadway and other infrastructure systems should be linked to and coordinated with surrounding off-site infrastructure. The sidewalk network within the site is well-designed and extends out to Village Street. However, there is no sidewalk on the same side of Village Street as the project site. Consideration should be given to add an enhanced crosswalk, perhaps with a lighted warning system, to connect with the sidewalk on the other side of Village Street.
CES: Two crosswalks have been added. See Civil Site Layout Plan.
12. ARCUD Rules and Regulations Comment 18b. Deed restrictions or other measures may be considered to permanently protect the open space, not allow future subdivision, maintain architectural and site development standards, and to prohibit persons under 55 from residing in the development.
CCM: As no units will be conveyed by deed, applicant shall provide a covenant that will run with the land, subject to Town Counsel approval, to protect the open space, not allow future subdivision, maintain architectural and site development standards, and prohibit persons under 55 from residing in the development as allowed by applicable laws.
13. General Comment 19. Village Street is a Scenic Road. A public hearing will be required for removal of any trees or stone wall within the street right-of-way. Consideration should be given to applying for that now so that it can be held in conjunction with a continued special permit hearing.
DDI: See attachment for Scenic Road Work Permit. (SEE EXHIBIT D)

COMMENTS FROM DEPARTMENT OF PUBLIC SERVICES:

14. Village Street is a roadway that requires Control Density Fill for excavations so this would apply to any proposed water connections made on Village Street.



- CES: See note on Civil Utility Plan.*
15. Verify dwellings are designed to ensure the cellar floor elevations are above the maximum seasonal high water table
CES: Currently there are no cellars drawn. If cellars are added they will be above the water table.
 16. Plan details call for installation and use of the Town standard hydrants to ensure consistency with Town systems and Fire Department operation.
CES: OK
 17. May inquire with Post Office relative to mail delivery procedures
DDI: All mail will be delivered to the main building.
 18. Snow Storage should be considered when designing roadway layout
CES: OK
 19. Street Opening Permit Requirements will govern Village Street access areas. Sight line considerations should be no issue but worth getting PD opinion. Signalized crosswalk from development to north Village Street sidewalks might be a good idea.
CES: See crosswalks on Civil Site Layout.
 20. CRPCD Considerations relative to the sewer connection should be addressed
CES: Spoke to CRPCD. Have verbal approvals. A permit from CRPCD is required prior to construction.
 21. Medway Police Department Safety Officer considerations should be addressed relative to Village Street access
CES: See responses below to comments from the Medway Police Department Safety Officer.
 22. Water Meters should be Census meters compatible with Town automated meter reading program
CES: See note on Civil Utility Plan.
 23. Strong consideration should be made for the installation of low-flow water fixtures/amenities.
DDI: OK
 24. Any outside irrigation would need a private well source.
CES: Outside irrigation will be on well.
 25. Consider trash/recycling receptacle areas
CES: Located in main building
 26. Drainage to meet anticipated MS4 permit requirements
CES: Municipal Separate Storm Sewer System (MS4) coverage is only required for stormwater conveyance or system of conveyances that are owned by a state, city, town, village or other public entity that discharge to waters of the U.S. The proposed stormwater management system will be privately owned and operated and will be designed in accordance with Massachusetts DEP Stormwater Standards.
 27. Obtain approval to construct over CRPCD sewer easement
CES: Spoke to CRPCD. Have verbal approvals. A permit from CRPCD is required prior to construction.



COMMENTS FROM MEDWAY POLICE (Jeffrey Watson, Sergeant/Safety Officer):

28. We would be looking for a keep right sign at the entrance of the development.
DDI: See Drawing G1.02, Exterior Perspectives – Site Main Entry
29. We advised that all connecting streets are required to have the street name along with the cross street name.
CES: See Civil Site Layout for locations.
DDI: See Typical Signs Elevation drawing G0.01
30. We would request that all units are numbered in a way that they are easily identified by emergency responding units.
DDI: We will consult the Police Department in conjunction with the Assessor's Office. The cottages are currently numbered and we will await comments. See the Civil Site Layout drawing for numbers.
31. We also request that streets such as Lilac Path and Walnut Grove have signs identifying what unit numbers are on each side prior to entering the street.
DDI: OK

COMMENTS FROM DESIGN REVIEW COMMITTEE:

32. Building Materials and Architecture: HVAC systems should be screened and positioned at the rear of buildings where possible.
DDI: As the design progresses, more detail of the screened systems will be shown.
33. Building Materials and Architecture: Barn roof portion of the medical building is lengthy and uninterrupted. Consider including a clerestory if uses permit.
DDI: After strong consideration, the addition of articulation has been provided on the North Elevation to address this.
34. Landscape: Provide naturalized landscaping to any stormwater retention/detention areas. Include site features like larger fieldstones. Consider use of willow tree[s] in some wet areas.
CES: Stormwater areas have been designed in accordance with the standards and regulations.
35. Landscape: Improve appearance of the stream crossings. The proposed apparatus at the stream crossings is bare concrete with a stark, interstate highway appearance. The DRC recommends that the concrete outflow flanges at each water crossing should be veneered with fieldstone like a shroud or screen to conceal the concrete pieces.
CES: The proposed crossings have been preliminarily designed utilizing retaining walls in conjunction with pre-fabricated culvert structures. Retaining wall materials will be determined at a later date by a Structural Engineer. Concrete materials will be covered to the maximum extent practical.
36. Landscape: Use attractive guardrail materials at the same space to create a site feature in place of stamped steel guardrails.
CES: Wooden guardrails will be provided.
37. Landscape: Retaining walls within the site should be constructed of blocks that reflect New England style fieldstone.



CES: Materials currently on-site will be used when feasible.

38. Landscape: Provide bench seating throughout site where appropriate and specifically at the skating pond.

CHA: See Landscape Plans for locations and styles.

39. Buffer: The DRC recommends sufficient buffers along the roadway at East of site. These buffers should include landscape buffers and fencing where appropriate. These areas are where cars make turning maneuvers, like parking area at the pavilion and at bends in the roadway.

CHA: We have provided a buffer along the eastern boundary abutting the Charles River Road neighborhood, incorporating both a wood-grain vinyl privacy fence, and evergreen tree plantings. We are planning to make some minor adjustments to the plantings once we have the mapped location of some large existing trees, and in response to some recent comments from abutters. See Landscape Plans.

40. Buffer: The fencing materials should be more natural in appearance with wood grain surfaces and muted colors that appear as wood.

CHA: The fencing material with a more natural wood grain appearance was presented at the meeting held on 08/25/15. It has been submitted and approved. See landscape Plans for size and scale only.

41. Buffer: Buffers should be provided during construction phase. No specifics have been shown.

CES: Erosion control shown on Civil Plans. See Construction Sequencing & Erosion Control Plan.

42. Entry Signage: The DRC does not recommend the entry sign as presented. The DRC recommends that this format be scaled down to residential size appropriate to this section of Village Street. The design is very large and will be repeated on each side of the entryway. The form of the sign is appropriate but the size does not comply with the *Medway Design Review Guidelines* nor the Sign Regulation section of the *Zoning Bylaw*.

CCM: A variance will be filed.

43. Entry Signage: The DRC does not recommend the additional free-standing street frontage sign proposed for the medical building. The DRC recommends that the information for this sign be incorporated into the main entry signs. The medical building is adjacent to the street and can have wall signage that will sufficiently mark its location. Specifics, like tenants, from the proposed secondary sign can be incorporated into the internal way finding signage.

CCM: A variance will be filed.

COMMENTS FROM OPEN SPACE COMMITTEE:

44. The attached addendum addresses the proposed plantings and concerns the Committee has with respect to some that are invasive or exotic in nature. The Committee respectfully requests the plants so identified in the addendum be replaced and alternative, native plantings be used in their stead.



CHA: We have substituted alternates for the 2 plants identified as invasive. The proposed pachysandra is in locations from which it will be highly unlikely to spread. See Landscape Plans.

45. Permanent guarantee of public access (should be addressed by the proposed easement).
CCM: Applicant shall provide an access easement to the Town of Medway, subject to Town Counsel approval, to guarantee public access to the development, subject to satisfactory indemnification for personal injury incurred by the public accessing the development, and satisfactory municipal insurance coverage.
46. Guarantee of parking for the public, to be incorporated into the plan – in the easement if possible.
CCM: Applicant shall include in the easement referred to in Paragraph 45 above, specific parking spaces to be designated for public use to be incorporated into the plan.
47. Signage noting parking for trails – perhaps including a kiosk – matching the Open Space kiosks throughout town should be placed by the parking area. This would readily identify the parking and the trail head as Open Space and encourage town residents to access both at the designated location.
CES: See Civil Site Layout for locations.
DDI: See Typical Signs Elevation drawing G0.01
48. Written provision guaranteeing maintenance of the trails in perpetuity.
CCM: Applicant shall provide a written plan, subject to Town Counsel approval, to guarantee the maintenance of the trails in perpetuity.

COMMENTS FROM TETRA TECH on TRAFFIC IMPACT STUDY:

49. *See attached document from McMahon Associates which contains all of the comments and responses. (SEE EXHIBIT E)*

COMMENTS FROM PEER REVIEW - TETRA TECH:

50. *Please refer to the Review Response Letter by Coneco dated October 13, 2015 contained within the supplemental package from Coneco.*



All of the drawings referred to above can be found in the “Salmon Health and Retirement Community ARCPUD Special Permit Site Plans” set dated June 12, 2015 Revised October 13, 2015. See attached Cover Sheet for the drawing list. *(SEE EXHIBIT F)*

Very truly yours,
Dario Designs, Inc.

Very truly yours,
Coneco Engineers & Scientists, Inc.

Dario DiMare, AIA, LEED AP
President

Shane M. Oates.
Senior Project Manager – Engineering

EXHIBIT A

PGC Review Letter, August 4, 2015

PGC ASSOCIATES, INC.

1 Toni Lane
Franklin, MA 02038-2648
508.533.8106
gino@pgcassociates.com

August 4, 2015

Mr. Andy Rodenhiser, Chairman
Medway Planning Board
155 Village Street
Medway, MA 02053

RE: THE WILLOWS ARCPUD OPEN SPACE PLAN

Dear Mr. Rodenhiser:

I have reviewed the Willows plan illustrating the proposed open space in relation to the requirements in the bylaw. The open space requirements are as follows:

1. At least 40% of total area shall be open space -- Yes, 70% is designated as open space.
2. A minimum of 40% shall be suitable and designed for recreational purposes. -- I interpret this to mean that 40% of the required open space (i.e. 40% of the required 40% total open space) must meet this standard. Since there is a walking trail through the open space in addition to a canoe launch, the plan clearly meets this standard.
3. A minimum of 50% of the space shall be "Common Open Space as described in 5.5.3 (F)":
 - a. Functional for wildlife habitat, passive recreation, resource preservation, agriculture or equestrian uses -- Yes
 - b. Undisturbed, unaltered left in natural condition -- Yes
 - c. May provide for recreation areas such as commons, parks and playgrounds. -- Yes
 - d. Percentage of open space that includes wetlands shall not exceed percentage of the site unless waived -- Yes. Only half (11.4 acres) of the total (22.8 acres) required open space is required to meet this standard. Since the site includes about 20% wetlands, this standard is met with 9.1 acres of uplands. The plan clearly exceeds this standard. There is also a separate ARCPUD requirement addressed below.
 - e. Contiguous and linked to other open space where feasible. -- Yes, open space is contiguous.
 - f. Certain land shall not qualify as open space, including utility easements, drainage areas, land within 30 feet of a dwelling, median strips and landscaped areas within parking lots, and a 15-foot strip along the perimeter. -- Yes. Again, only 11.4 acres are required to meet this standard and the plan easily meets that since none of the excluded items (except for the 15-foot perimeter strip, which can be waived by PEDB) is included within the proposed open space.
4. Common Open Space shall be conveyed to Town or a non-profit or owners of residential units within the development. -- Yes, to be a condition in special permit.
5. Wetlands shall not comprise more than 50% of the required open space -- At least 11.4 acres of the open space must be uplands. The open space plan uses the term "Useable." While it is not clear that this term is intended to mean "uplands," the plan clearly exceeds the requirement. However, I recommend that the area of wetlands and uplands be documented on the plan.

6. No drainage facilities within open space -- Yes, as stated above, these facilities are not included within the proposed open space.

In summary, the plan meets the ARCPUD open space requirements. I recommend that the area of wetlands and/or uplands within the open space be documented.

If there are any questions about this estimate, please call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Gino D. Carlucci, Jr.", written in a cursive style.

Gino D. Carlucci, Jr.

EXHIBIT B

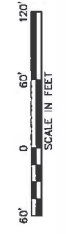
Pre-Ap Meeting Drawings and Pre-Ap Meeting Agenda

FILE Z:\PROJECT DATA\ENGINEERING PROJECTS\MEDWAY\048 - VILLAGE STREET\WORKSHEED - MEDWAY - VILLAGE STREET - ANTIWIP - PRESENTATION\1_1_1_06105.DWG
 Saved: 2/9/2015 3:25:53 PM Project: 2/9/2015 3:03:49 PM User: Jonathan E. Noble Location: Medway, MA



LEGEND

| | |
|---|-------------------------|
| — | PROPERTY LINE ABUTTER |
| — | PROPERTY LINE LOCUS |
| — | 50' BUILDING SETBACK |
| — | FLOOD ZONE |
| — | EDGE OF BANK |
| — | 100' RIVERFRONT BUFFER |
| — | 200' RIVERFRONT BUFFER |
| — | EDGE OF WETLANDS |
| — | 25' WETLAND BUFFER |
| — | 100' WETLAND BUFFER |
| — | EDGE OF VERNAL POOL |
| — | 100' VERNAL POOL BUFFER |
| — | BUILDABLE AREA |
| — | PROPOSED BUILDING |
| — | WALKING PATHS |
| — | OPEN WATER |
| — | WETLANDS |
| — | 25' WETLAND BUFFER |
| — | 100' VERNAL POOL BUFFER |



ROADS AND TRAILS
 257 VILLAGE STREET
 MEDWAY, MASSACHUSETTS 02053

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 Design Copyright © 2014
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 CONSULTING

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 FAC: 508-897-3998
 WEBSITE: www.coneco.com

| No. | Revised/Revised | By | Date |
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Medway Pre-Application Meeting
for
Salmon Heath and Retirement Senior Center
February 10, 2015 – 6:45PM

AGENDA

PAUL KENNEY (Lawyer) – Introduce team.

JEFF ROBINSON (Owner) – Introduce Salmon Health

DARIO DIMARE (Architect) – Project Overview

- Cottages
- Attached Cottages
- IL
- AL
- MC
- Medical Office
- Pavilion
- Walking Trail
- integrated community & consistency with town's historical development

SHANE OATES (Civil Engineer) – Conservation and Site status. (What we have done to date.)

- Flag site wetlands, banks, buffers, etc.
- Walked site
- Document flagging
- Preliminary meeting with CON-COM
- ANRAD

DAVID THOMPSON (Landscape Architect)

- Sum up 4 step process
 - A. *Identify Primary Conservation Areas (Secondary–River, Pond, Ford, Walnuts, & Trolley crossing)*
 - B. *Locate Residential Sites*
 - C. *Align Streets and Trails*
 - D. *Draw in Lot Lines*

EXHIBIT C

Parking Impact Assessment

SALMON Health and Retirement Senior Community

Parking Impact Assessment

The proposed project is a 57 acre self-contained community with approx. 1.5 miles of roadway, internal parking, external parking and driveway parking. We expect all parking to take place on the property and no parking off the property. The following is a description of the different aspects of the project and its parking capacity.

PARKING REGULATIONS

Required: 2 parking spaces per dwelling unit

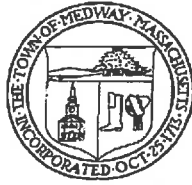
Cottages are considered one (1) dwelling unit each

Congregate Apartments are considered half (1/2) dwelling unit each

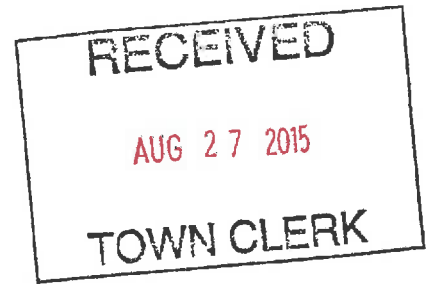
| | <u>REQ'D</u> | <u>PRVD</u> |
|---|--------------|-------------|
| <ul style="list-style-type: none"> ▪ Independent Attached Cottage Homes (AC) (2 parking spaces per cottage) 15 cottages attached to the main bldg | 30 | 32 |
| <ul style="list-style-type: none"> ▪ Independent Congregate Apartments (1 parking space per apartment) 56 apartments | 56 | 60 |
| <ul style="list-style-type: none"> ▪ Traditional Assisted Living Apartments (1 parking space per apartment) 60 apartments | 60 | 62 |
| <ul style="list-style-type: none"> ▪ Memory Impaired Assisted Living Apartments (1 parking space per apartment) 40 apartments | 40 | 42 |
| <hr/> | | |
| SUBTOTAL Congregate Apartment Building | | |
| Including parking spaces outside the garage surrounding the main bldg | 186 | 196 |
| <hr/> | | |
| <ul style="list-style-type: none"> ▪ Medical Office Building (MOB) (1 parking space / 300sf useable or net) 9,584sf/300sf = 32 | 32 | 32 |
| <ul style="list-style-type: none"> ▪ Pavilion Building (P) (1 parking space / 300sf useable or net) 2,988sf/300sf = 10 | 10 | 15 |
| <ul style="list-style-type: none"> ▪ Independent Detached Cottages (DC) (2 parking spaces per cottage) 54 detached cottages | 108 | 108 |
| <hr/> | | |
| TOTAL WHOLE CAMPUS PARKING (Congregate + MOB, P, DC) | 336 | 341 |
| <hr/> | | |
| Driveway Parking Calculation | | |
| 1 car garage units = ADD 1 space / cottage for 7 cottages | | 7 |
| 2 car garage units = ADD 2 spaces / cottage for 47 cottages | | 94 |
| <hr/> | | |
| TOTAL WHOLE CAMPUS PARKING (Plus DC Driveway Parking) | 336 | 442 |

EXHIBIT D

Scenic Road Work Permit



TOWN OF MEDWAY
Planning & Economic Development
155 Village Street
Medway, Massachusetts 02053



*Andy Rodenhiser, Chairman
Robert K. Tucker, Vice-Chairman
Thomas A. Gay, Clerk
Matthew J. Hayes, P.E.
Richard Di Iulio*

August 25, 2015

SCENIC ROAD WORK PERMIT

263 Village Street - The Willows Senior Living Community

APPLICANT – Continuing Care Management, LLC, Westborough, MA

LOCATION – South side of Village Street (*a designated Medway Scenic Road*) in the area where the proposed Willows senior living community is located (257, 261, 261R and 263 Village Street).

PROJECT DESCRIPTION – Continuing Care Management LLC proposes to construct a senior living community to be known as The Willows and Whitney Place on a 58 acre site at the above noted addresses. The proposed development includes a mixture of cottage style homes, and a variety of apartments for independent, assisted and memory care living. The Planning and Economic Development Board is currently reviewing an application for an adult retirement community planned unit development (ARCPUD) special permit for this site.

One of the two proposed roadways into the development necessitates the cutting and removal of one thirty inch (30”) ash tree that is located within the Town’s right-of-way adjacent to 263 Village Street.

DATE OF PUBLIC HEARING – Pursuant to Section 15C of Chapter 40 (*the Scenic Roads Act*) and Chapter 87 (*Shade Trees Act*) of M.G.L., the Medway Planning and Economic Development Board and the Tree Warden held a public hearing on August 25, 2015. The hearing was closed on the same date.

ADVERTISEMENT – The public hearing notice was published in the *Milford Daily News* on August 11 and 17, 2015.

POSTED NOTICE

- The public hearing notice was posted with the Medway Town Clerk and to the Town of Medway web page on August 6, 2015
- Tree Warden Fred Sibley posted the public hearing notice on the applicable tree(s) at least seven (7) days prior to the public hearing.

ABUTTER NOTICE - The public hearing notice was sent by first class mail to all abutters on August 10, 2015.

PUBLIC HEARING – During the public hearing, the Board heard testimony from Assistant Tree Warden Fred Sibley. Shane Oates from Coneco Engineering provided a presentation showing the location and photos of the subject tree.

DECISION CRITERIA - Pursuant to s. 405 – 7 of the Scenic Road Rules and Regulations, the Planning Board shall consider the following in making its determination on an application for a Scenic Road Work Permit:

- A. Public safety;
- B. Scenic and aesthetic characteristics and quality of the area;
- C. Quality and extent of shade and *tree* canopy;
- D. Accident history within five hundred (500) feet of *tree(s)* and *stone walls* at issue;
- E. Commentary contributed by the Tree Warden, town agencies, *abutters* and other interested parties;
- F. Preservation of natural resources and environmental systems;
- G. Preservation of historical and cultural resources values;
- H. Compatibility with surrounding neighborhood;
- I. Recreational uses of the proposed Scenic Road, taking into account the nature and extent of such uses;
- J. Relationship of the *road* design to the standards of the Planning Board's *Subdivision Rules and Regulations* but recognizing that a variance from the standards should be allowed when a way has been designated as a Scenic Road by the Town Meeting;
- K. Adequacy and value of compensatory actions proposed, such as replacement of *trees* or *stone walls* or restoration of the same;
- L. Traffic patterns, volume, congestion and posted speed limit;
- M. Consistency with articulated Town policies and the Medway Master Plan;
- N. Feasibility for avoiding disturbance to *trees* or *stone walls* by proposing a safe location for a walkway, driveway or *road* elsewhere; and
- O. Other sound planning principles and considerations.

FINDINGS

- 1. The proposed Willows/Whitney Place ARCPUD has approximately 314 linear feet of frontage along this portion of Village Street, a Medway scenic road, where the subject tree is located.

2. There is one 30” ash tree located in the Town’s right-of-way adjacent to 263 Village Street that is proposed for removal. It is located exactly where the primary roadway (Willow Pond Circle) from Village Street into the development would be constructed. See attached photos and the Scenic Road Permit Application plan dated 7/23/15 prepared by Coneco Engineers and Scientists. No stone walls in the Town’s right-of-way are affected.
3. The planned roadway location was selected in part to preserve as many black walnut trees on the development site as possible. The grove of black walnut trees is an important natural resource of the development site which the Board and the Conservation Commission wish to preserve.
4. Section 405-8 B of the *Scenic Road Rules and Regulations* provides for tree replacement on a 1 sq. inch per 2 sq. inch replacement basis as follows:

Radius of tree² x 3.14 ÷ 2 = total sq. in. of replacement tree diameters

30 inch tree 15 x 15 = 225 sq. inches.

x 3.14

706.5

+ 2

353.25 sq. inches of replacement tree diameters

+ 7

50 three-inch (3”) caliper replacement trees

Total Tree Replacement = 50 three-inch (3”) caliper trees

5. Section 405 - 8 B. of the *Scenic Road Rules and Regulations* authorizes the Planning Board to waive full compliance with the tree restoration provisions and authorizes the Tree Warden to determine an appropriate compensatory value.
6. Tree Warden Fred Sibley has reported that ash trees as a species are dying as a result of disease and that there is little hope to prevent tree mortality from the Emerald Ash Borer. The Town’s cost to remove this tree in the future will be substantial. The aesthetic quality of this tree is minimal. Full restitution for the removal of this tree is not merited.

DECISION – On August 25, 2015, the Planning and Economic Development Board and Tree Warden Fred Sibley voted to approve a Scenic Road Work Permit allowing removal of the 30 inch ash tree in the Village Street right of way subject to the following condition:

1. As recommended by Assistant Tree Warden Fred Sibley, Continuing Care Management LLC shall make a payment of \$600 to the Medway Tree Fund as mitigation for the removal of the 30” ash tree. Such payment shall be made within six months after site construction commences for The Willows development.

The provisions of this Permit shall apply and be binding upon the Applicant and all successors and assigns in interest. Failure to comply with all conditions stated herein shall be deemed cause to revoke or modify this Permit. This Permit does not relieve the Applicant or any other person of complying with all other applicable federal, state or local statutes, by-laws or regulations.

The Willows Senior Living Community
Scenic Road Work Permit – 263 Village Street
August 25, 2015

VOTING THIS 25th day of August, 2015 IN FAVOR:

Planning and Economic Development Board Members:

Andy Rodenhiser
Robert K. Tucker
Thomas A. Gay
Matthew J. Hayes
Richard Di Iulio

Assistant Tree Warden: Fred Sibley

ATTEST 

Susan E. Affleck-Childs
Planning and Economic Development Coordinator

cc: Michael Boynton, Town Administrator
Fred Sibley, Tree Warden
David D'Amico, Department of Public Services
Jack Mee, Inspector of Buildings
Jeff Robinson, Continuing Care Management
Shane Oates, Coneco Engineering and Scientists

MEDWAY SCENIC ROAD WORK PERMIT APPLICATION

Medway Planning Board
155 Village Street, Medway, MA 02053 508-533-3291

AUG - 6 2015

This application for a Scenic Road Work Permit is made pursuant to the Planning Board's *Rules and Regulations for Review and Issuance of Scenic Road Work Permits* (adopted July 16, 2002). Please refer to the *Rules and Regulations* for specific definitions of all *italicized* words included in this application. **TOWN CLERK**

Date: July 23, 2015

1. Applicant/Location Information:

Location/Address on Scenic Road: 259, 261, 261R and 263 Village Street
Name of Applicant: Continuing Care Management, LLC.
Primary Contact: Jeffrey S. Robinson, Managing Partner
Mailing Address: 1 Lyman Street Westborough, MA 01581
Telephone: 508-898-3416 x3773 Email address: JRobinsonCCM@aol.com

2. Describe the *repair, maintenance, paving or reconstruction* work you wish to do in the Town's *right-of-way* on the Scenic Road: Two proposed paved access roadways from Village Street servicing a proposed retirement community. Removal of a single tree will be required. Existing tree is a 30" diameter ash tree.

3A. Is there a *stone wall(s)*, in the Town's *right-of-way* of the Scenic Road where you propose to *repair, maintain, reconstruct or pave*? **You must contact the Medway Department of Public Services (DPS) at Town Hall, 155 Village Street, 508-533-3275 to answer this question. A representative of the DPS must visit the site to answer Questions 3A and 3B and sign below.**

YES - If YES, please answer 3B NO - If NO, skip 3B and go to 4A
[Signature] 7/23/15
Signature of Medway DPS Representative Date

3B. If you answered YES to 3A, does the proposed work to *repair, maintain, reconstruct or pave* in the Town's *right-of-way* of a Scenic Road involve the *tearing down or destruction of a stone wall or any portion thereof*?

YES NO

4A. Are there any *tree(s)* located within the Town's *right-of-way* of the Scenic Road? **You must contact the Medway Tree Warden Brutus Cantoreggi to answer this question. Leave a message for him at 508-533-3275. The Tree Warden must visit the site to answer Questions 4A and 4B and sign below.**

YES - If YES, please answer 4B NO - If NO, skip 4B and go to 5
[Signature] 7/23/15
Signature of Medway Tree Warden Date

4B. If you answered YES to 4A, does the proposed work to *repair, maintain, reconstruct or pave* in the Town's *right-of-way* of a Medway Scenic Road involve the *cutting or removal of a tree(s)*?

YES NO

5A. If question 3B OR 4B was answered YES, a Scenic Road public hearing and Work Permit are required. You must complete the remainder of this application on the reverse side.
5B. If both questions 3B AND 4B were answered NO, a Scenic Road public hearing and Work Permit are NOT required; you do not need to complete the rest of this application. Please sign below and file this application with the Medway Planning Board. No further action is needed on your part.

Signature of Applicant Date

MEDWAY SCENIC ROAD WORK PERMIT APPLICATION

Medway Planning Board

155 Village Street, Medway, MA 02053 508-533-3291

If you answered YES to Question 3B or 4B, a Scenic Road Public Hearing and Work Permit are required. Please complete the rest of this application. Prepare the following items as attachments. Sign below and file this application with all required supplemental materials to the Medway Planning Board, 155 Village Street, Medway, MA 02053. Submit the original application and 8 copies of each item A – E noted below.

A) Written description and plans/drawings showing the location of the proposed *disturbance area* (where work is proposed involving the *cutting or removal of trees* or the *tearing down or destruction of stone walls*), the location of *trees* and *stone walls*, and the boundaries of the Town's *right-of-way*.

B) Written statement explaining the purpose and need to *cut or remove tree(s)* or *tear down or destroy stone walls, or portions thereof*.

C) Written statement outlining alternatives, proposed compensatory actions (*such as the planting of replacement trees or the reconstruction of stone walls*) and mitigation measures (payment in lieu of new tree planting) to the proposed *cutting or removal of tree(s)* or the *tearing down or destruction of stone walls*.

D) Photographs of all *stone walls and trees* within and adjacent to the proposed *disturbance area*.

E) Any other explanatory material that you believe may be useful to the Planning Board in evaluating your project.

F) A list of *abutters*, certified by the Board of Assessors. (For purposes of Scenic Roads, *abutters* are defined as owners of land immediately adjacent to and directly opposite from the proposed *disturbance area* land on any public or private street or way.)

G) Scenic Road Permit Application Fee - \$100.00 if the project involves a *tree(s)* or a *stone wall(s)*; \$200.00 if the project involves trees and stone walls. (*Please make check payable to the Town of Medway.*)

I hereby submit this application for a Scenic Road Work Permit to the Medway Planning Board. I acknowledge that I have read the Rules and Regulations for Review and Issuance of Scenic Road Work Permits (adopted July 16, 2002). I understand that, in addition to the Scenic Road Work Permit Application Fee, I am responsible for the additional expense of advertising the public hearing as specified in the Rules and Regulations. If my project involves a stone wall, I will post notice of the public hearing at least seven (7) days before by temporarily affixing a ribbon or other flagging material to the stone wall such that it is visible from the road. If my project involves a tree(s), I understand the Tree Warden will post a notice directly on the tree(s) at least seven (7) days before the public hearing. I will abide by the decision of the Medway Planning Board regarding restoration and/or compensatory measures as described in the Rules and Regulations. I understand that I may be fined if I violate these Rules and Regulations.


Signature of Applicant

July 23, 2015

Date

Revised February 28, 2008



ENVIRONMENTAL
ECOLOGICAL
ENERGY
SURVEY
CIVIL

July 23, 2015

Town of Medway
Medway Planning Board
Attention: Susan Affleck-Childs
155 Village Street
Medway, MA 02053

**Re: Scenic Road Work Permit Application
259, 261, 261R, and 263 Village Street
Medway, Massachusetts**

Description

Proposed paved roadway access (two roadways) along Village Street in Medway, Massachusetts is a component of the Salmon Health and Retirement Senior Community proposed development. The Applicant of this project is Continuing Care Management LLC. The proposed development will have two access points along the southeastern side of Village Street. An assessment by Medway Department of Public Services Operation Manager and Assistant Tree Warden, Fred Sibley, was conducted on July 9, 2015. During this meeting a representative from Coneco Engineers and Scientists was on site to address questions Mr. Sibley had during the assessment and give an overview of the project. After the meeting with Mr. Sibley, and considering safety and constructability, it was determined a single tree must be removed from the Town's Right of Way.

The first proposed access is located on the south side of Village Street in the north-west corner of the subject parcel. This access will be a boulevard style entrance approximately one hundred feet wide and will require the removal of one tree which is within the jurisdiction of the Town of Medway's Planning Board Rules and Regulations Chapter 400-Scenic Roads. The tree is an ash tree approximately thirty inches in diameter with all of its branches hanging over the applicants parcel as a result of limb cutting within the Right of Way for power line clearance [Pictures 1-3]. This tree lies approximately fourteen feet from the edge of the pavement; placing the tree along the property line. This tree can be seen in figure 1 called out as a 30" Ash Tree.

The second proposed access is located on the south side of Village Street in the north-east corner of the subject parcel [Picture 4]. This proposed access will be approximately sixty feet wide along Village Street. There are no trees or rock walls within the Right of Way that will need to be removed or modified per order of the Town of Medway's Planning Board Rules and Regulations Chapter 400-Scenic Roads.

Purpose and Need to Cut Down Trees

The existing ash tree which falls within the jurisdiction of Town of Medway's Planning Board Rules and Regulations Chapter 400-Scenic Roads must be removed not only for roadway construction, but to provide vehicles entering and exiting the community adequate sight distance to safely traverse the intersection. Additionally, the tree has minimal aesthetic value to the roadway corridor since it no longer has any branches on the street side due to previous maintenance. As shown in the pictures, currently it is very difficult to see the tree from the roadway due to maintenance and the existing setback from Village Street.

Alternatives, Compensatory Actions, and Mitigations Measures

The only way to preserve the existing tree would be to limit access to one point on Village Street. However, this would result in negative impacts to public safety access for emergency services. Also, one access would impact traffic flow patterns and create larger concentrated volumes at a single point of access. Following the Town of Medway's Planning Board Rules and Regulations Chapter 400-Scenic Roads, the compensatory actions to be taken will begin with a determination of the square footage of the tree one foot above grade. Within one year of the permit being issued, trees must be planted which equal half of that square area of the tree taken down. The tree warden will specify what type of trees will be planted and any additional compensation that may be required.

If you have any questions or concerns regarding the information provided in this letter or require additional information please feel free call me at 508-697-3191 x110.

Sincerely,
Coneco engineers & Scientists



Shane M. Oates
Senior Project Manager – Engineering



Photo 1 (looking south)
30'' diameter Ash Tree to be removed



Photo 2 (looking northeast)
30'' diameter Ash Tree to be removed

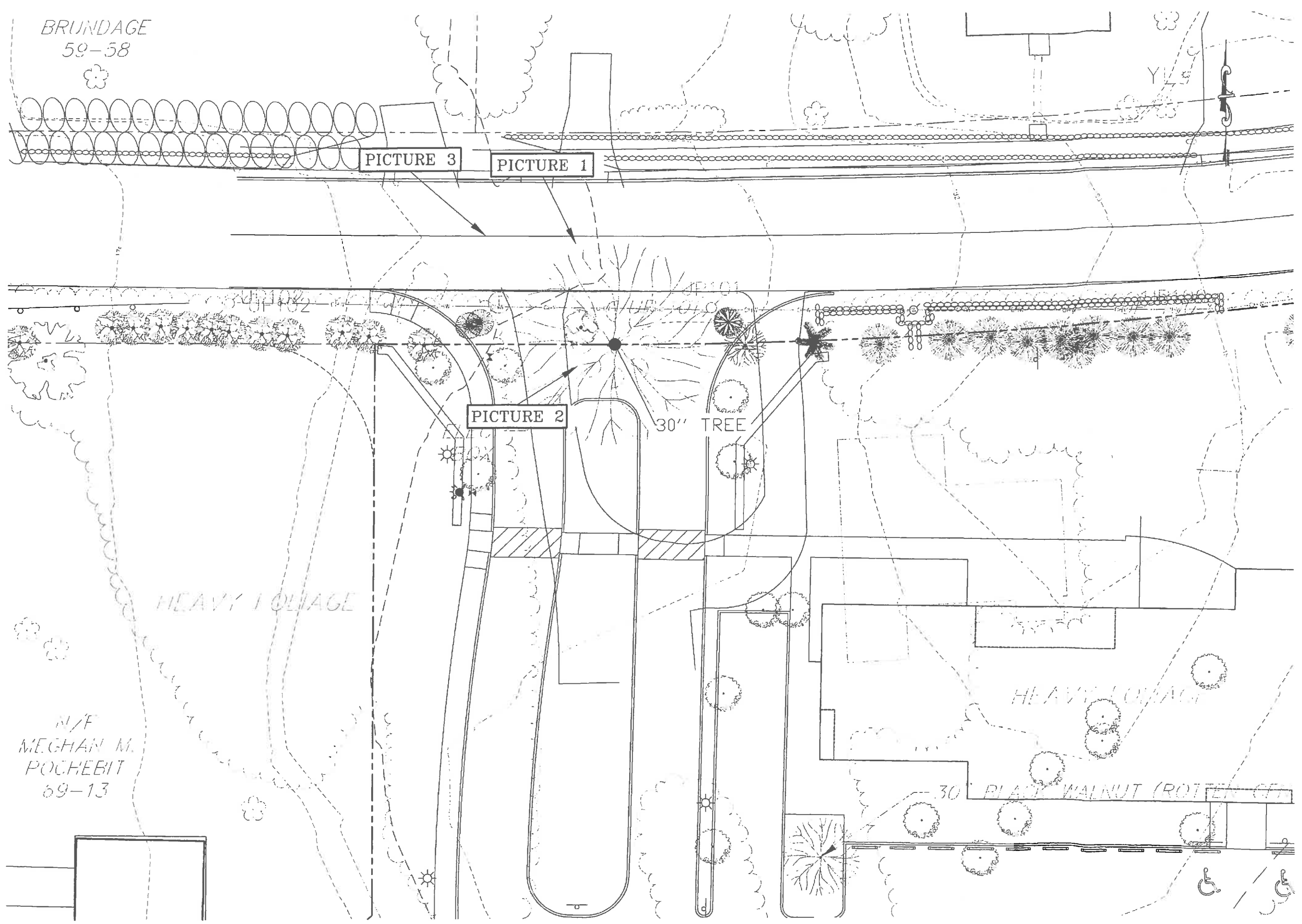


Photo 3 (looking southeast)
30" diameter Ash tree to be removed



Photo 4 (looking southwest)
Proposed eastern entrance to the development

BRUNDAGE
59-58



N/F
MEGHAN M.
POCHEBIT
69-13

HEAVY FOLIAGE

HEAVY FOLIAGE

30" BLACK WALNUT (ROTTER CT)

PICTURE 3

PICTURE 1

PICTURE 2

30" TREE

| NO. | DATE | DESCRIPTION | DR/PK |
|-----|------|-------------|-------|
| | | | |
| | | | |
| | | | |
| | | | |

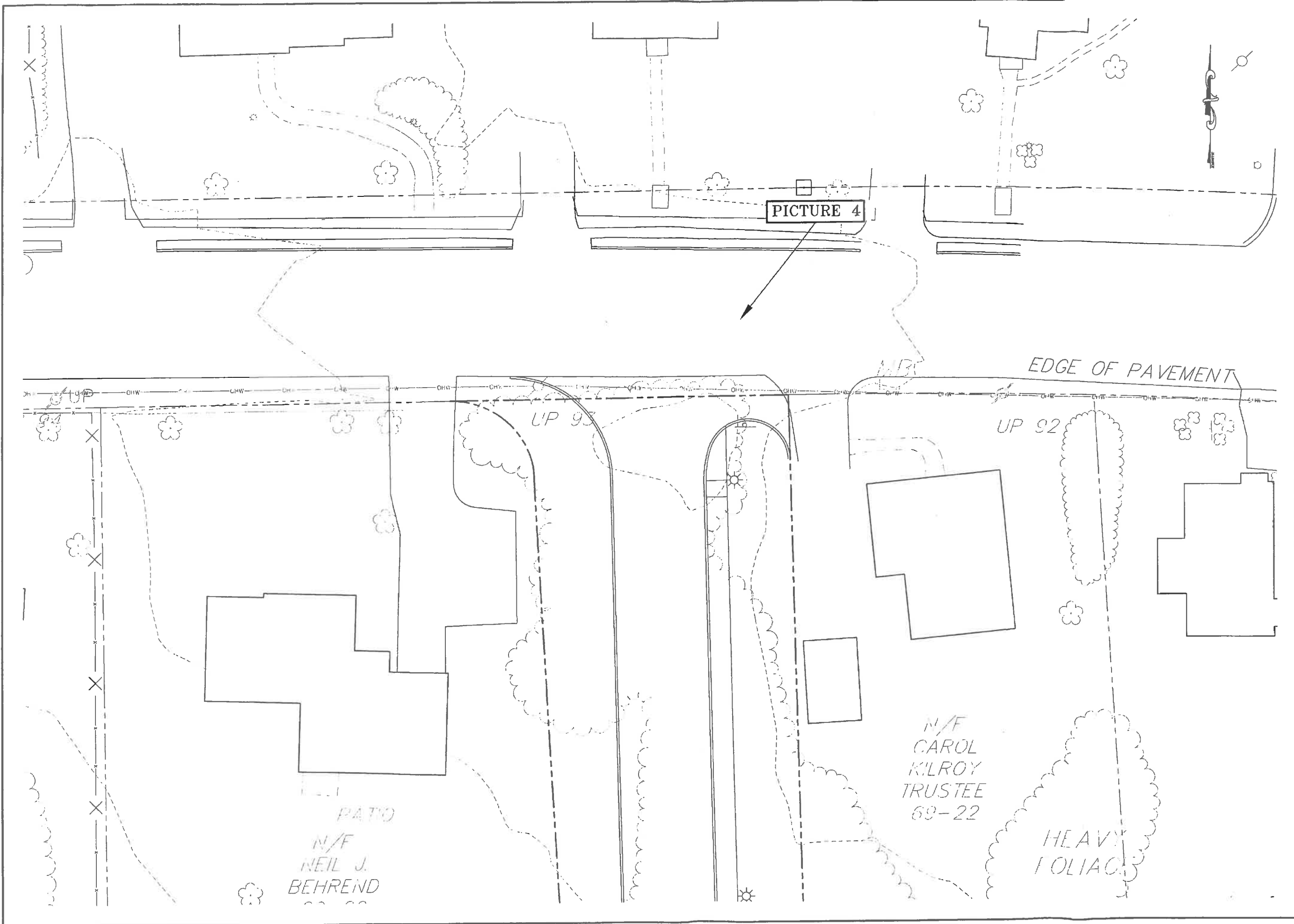
PROPOSED BY:
CONTINUING CARE MANAGEMENT, LLC
1 LYMAN STREET
WESTBOROUGH, MASSACHUSETTS 01581

PROJECT:
SALMON HEALTH AND RETIREMENT
COMMUNITY VILLAGE STREET
MEDWAY, MASSACHUSETTS 02055

CONECO
Engineers & Scientists
4 FIRST STREET, BROADVIEW, MASSACHUSETTS 02324
PHONE: 508-697-3700 FAX: 508-697-5996
WEBSITE: www.coneco.com

DATE: 7/23/2015
DESIGNED: [] CHECKED: JEH
DRAFTED: WAS IN CHARGE:
SCALE: N.T.S.
PROJECT NO. B548.0
SHEET NO.


S1



| REVISIONS | |
|-----------|------|
| NO. | DATE |
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| | |
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| | |
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| | |

PREPARED FOR:
 CONTINUING CARE MANAGEMENT, LLC
 1 LYMAN STREET
 WESTBOROUGH, MASSACHUSETTS 01581

PROJECT:
 SALMON HEALTH AND RETIREMENT
 COMMUNITY
 259 261R, AND 263 VILLAGE STREET
 MEDWAY, MASSACHUSETTS 02053


Engineers & Scientists
 4 FIRST STREET, WINDHAM, MASSACHUSETTS 03344
 PHONE: 603-887-3355 OR 603-887-3356 FAX: 603-887-3886
 WEBSITE: www.coneco.com

| | |
|--------------|--------------|
| DATE | 7/23/2015 |
| DESIGNED: | CHECKED: JEM |
| DRAFTED: WAS | IN CHARGE: |
| SCALE: | N.T.S. |
| PROJECT NO. | 8548.0 |
| SHEET NO. | S2 |

EXHIBIT E

Traffic Impact Study Comments and Responses

MEMORANDUM

TO: Susan Affleck-Childs

FROM: Erin Fredette, P.E.

DATE: September 24, 2015

RE: Health and Retirement Community
261 Village Street
TIS Response to Comments

PRINCIPALS
Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE

The Town of Medway retained Tetra Tech to conduct a review of the documents submitted as part of the proposed Health and Retirement Community development at 261 Village Street in Medway, MA. Tetra Tech produced a review letter on behalf of the Town of Medway dated July 22, 2015, which provided comments on the Traffic Impact Study prepared by McMahon Associates, submitted to the Town of Medway in April 2015. McMahon has reviewed the comments presented in the letter provided by Tetra Tech and hereby responds as follows:

1. **Comment:** *The study adjusted (increased) the March volumes by approximately eight percent to account for seasonal fluctuations in traffic flows near the study area. However, the study did not provide supporting data in the appendices for this assumption. The applicant should provide data and/or calculations to support this adjustment.*

Response: Average daily traffic volume data were reviewed for two permanent MassDOT count locations on I-495 in Bellingham (Station 6125) and Milford (Station 3180) to identify a seasonal adjustment factor. The most conservative seasonal adjustment factor for the month of March at these two locations was calculated to be eight percent which was then applied to the traffic volumes collected to account for seasonal fluctuations in traffic flows near the study area. A summary of the traffic volume data at MassDOT permanent count stations 3180 and 6125 are provided in Attachment A.

2. **Comment:** *The applicant should prepare a crash summary table by intersection and provide copies of the MassDOT crash data.*

Response: A summary table of the crash data at each of the study area intersections is provided in Attachment B. As noted in the traffic impact study, the crash rates at all but one of the intersections are well below state and district averages for unsignalized

intersections. Attachment B also includes MassDOT crash data details for all study area intersections for the period between 2010 and 2012.

3. Comment: *Therefore, the applicant should provide additional safety information for the intersection of Franklin Street/Village Street including the following:*
- *Evaluation of 2013 crash data, which was recently published by MassDOT.*
 - *Preparation of a collision diagram for this location for all crashes that occurred between 2010 and 2013, including relevant details such as time of crash, type of crash, light conditions, weather conditions, road surface conditions, etc.*
 - *If the more detailed safety analysis indicates a pattern or trend at this intersection, the applicant should identify potential corrective measures.*

Response: Review of the 2013 MassDOT crash data at the intersection of Franklin Street and Village Street shows a total of seven crashes occurred in 2013. The details and summary of the MassDOT crash data for this intersection is provided in Attachment B.

Due to the number of crashes recorded in 2013, McMahon requested crash reports from the Medway Police Department for the intersection of Franklin Street at Village Street. The crash reports were reviewed, summarized and a crash diagram was created. Based on this analysis, two main causes of the crashes became apparent. The first cause was related to northbound and southbound vehicles on Franklin Street not coming to a stop at the intersection. The second main cause of crashes at this location was driver confusion over which vehicle had the right-of-way to proceed through the intersection. The crash diagram and associated crash report summaries are provided in Attachment C.

The configuration of the intersection resulting in these crashes is an existing condition and is not expected to be significantly exacerbated by the proposed project. However, if the town were interested in implementing improvements at the intersection, one corrective measure could be to improve the visibility of the signage for the northbound and southbound Franklin Street approaches and to place improved advanced warning signage on each approach.

4. Comment: *The applicant should provide a summary of daily trip generation estimates, by land use component, for the proposed project.*

Response: A summary of daily trip generation estimates by land use component has been compiled and is provided in Attachment D. The proposed project is anticipated to result in approximately 1,384 total vehicle trips daily (693 entering vehicle trips and 691 exiting vehicle trips).

5. Comment: *To facilitate completion of Tetra Tech's review of the study, the applicant should provide a figure(s) showing the projected site generated trips for the morning and afternoon peak hours.*

Response: Traffic volume schematics depicting the weekday morning and weekday afternoon peak hour site generated trips are provided in Attachment E.

6. Comment: *The applicant should revise Table 3 of the study to reflect the actual delay and v/c results from the Synchro worksheets. The applicant should also revise Table 3 of the study to report operational results for each approach at the intersection of Village Street/Franklin Street, not just the "critical" movement.*

Response: The full level of service summaries are provided in Attachment F of this document.

7. Comment: *Based on the Synchro model results provided in the appendices, the peak hour factors (PHF) used at each of the study intersections for future No-Build and Build conditions analyses were the same as the existing conditions, except at two intersections: Village Street at High Street and Village Street at Holliston Street Extension. These two intersections were analyzed with higher peak hour factors (PHF) during the afternoon peak hour in the future conditions. The applicant should explain the reason of this inconsistency.*

Response: The peak hour factors used at Village Street at High Street and Village Street at Holliston Street Extension for the future No-Build and Build conditions have been updated. The Synchro worksheets have been provided in Attachment G. The updated results do not change the findings presented in the previously submitted traffic impact study.

8. Comment: *The applicant should provide documentation to support sight distance measurements collected on the field.*

Response: Field measurements collected at the site driveway locations were performed following AASHTO guidelines. With the clearing of existing trees associated with the project site driveways, the measured available sight distance was over 500 feet in both directions at the proposed east and west site driveways. An available sight distance of over 500 feet well exceeds both the stopping sight distance and intersection sight distance requirements for the measured 85th percentile speed. Field sheets utilized during the measurement of the available sight distance are provided in Attachment H.

9. Comment: *The applicant should provide concept plans of the proposed driveways showing relevant information such as intersection control signs, lane configuration, sidewalks and crosswalks, etc.*

Response: The proposed site plan is provided in Attachment I of this document for review.

During the planning board hearing on July 28, 2015, the implementation of crosswalks across Village Street at the proposed site driveways was discussed. The implementation of crosswalks and signage would provide a safe opportunity for residents of the proposed facility and residents of the neighborhood to cross Village Street. Proposed signage could include LED flashing pedestrian warning signs that could be push button actuated, alerting vehicles to the presence of a pedestrian within the crosswalk. An updated site plan with the proposed crosswalk locations and signage will be submitted to the planning board for review and approval.

If you have any additional questions regarding the review of the traffic impact study or other traffic aspects of the project, please do not hesitate to contact us.

Attachment A

Seasonal Adjustment Data

Attachment A

Seasonal Adjustment Data

| February Seasonal Adjustment⁽¹⁾ | | | |
|---|-------------|----------------|--------------|
| Year | AADT | FEB ADT | % ADT |
| 2012 | 80,542 | 74,404 | -8% |
| 2011 | 80,561 | 74,150 | -9% |
| 2010 | 79,369 | 73,421 | -8% |
| Average | 80,157 | 73,992 | -8% |
| | | | 92% |

(1) MassDOT Permanent Count Station 3180 -
Interstate 495 at Medway Town Line

| March Seasonal Adjustment⁽¹⁾ | | | |
|--|-------------|----------------|--------------|
| Year | AADT | MAR ADT | % ADT |
| 2012 | 82,803 | 76,404 | -8% |
| 2011 | 80,955 | 76,824 | -5% |
| 2009 | 69,120 | 72,107 | 4% |
| Average | 77,626 | 75,112 | -3% |
| | | | 97% |

(1) MassDOT Permanent Count Station 6125 -
Interstate 495 at Franklin Town Line

Attachment B

MassDOT Crash Data

Attachment B

Crash Summary (2010-2012)

| | Village Street at Franklin Street | Village Street at High/Lincoln Street | Village Street at Shaw Street | Village Street at Charles River Road | Village Street at Holliston Street Ext. | Village Street at Holliston Street | Village Street at Sanford Street |
|--------------------|---|---|----------------------------------|--|---|--|--|
| Year | | | | | | | |
| 2010 | 1 | 2 | 0 | 0 | 2 | 3 | 4 |
| 2011 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2012 | <u>8</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> |
| Total | 10 | 2 | 0 | 0 | 3 | 3 | 7 |
| Type | | | | | | | |
| Angle | 10 | 1 | 0 | 0 | 1 | 0 | 6 |
| Rear-end | 0 | 0 | 0 | 0 | 1 | 3 | 1 |
| Sideswipe | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Head-on | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> |
| Total | 10 | 2 | 0 | 0 | 3 | 3 | 7 |
| Severity | | | | | | | |
| Property Damage | 7 | 0 | 0 | 0 | 2 | 3 | 5 |
| Personal Injury | 3 | 1 | 0 | 0 | 1 | 0 | 2 |
| Fatality | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 10 | 2 | 0 | 0 | 3 | 3 | 7 |
| Weather | | | | | | | |
| Clear | 6 | 1 | 0 | 0 | 2 | 3 | 4 |
| Cloudy | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rain | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Snow | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Ice | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sleet | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fog | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 10 | 2 | 0 | 0 | 3 | 3 | 7 |
| Time | | | | | | | |
| 7:00 AM to 9:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 9:00 AM to 4:00 PM | 5 | 1 | 0 | 0 | 2 | 1 | 4 |
| 4:00 PM to 6:00 PM | 3 | 0 | 0 | 0 | 0 | 1 | 1 |
| 6:00 PM to 7:00 AM | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>2</u> |
| Total | 10 | 2 | 0 | 0 | 3 | 3 | 7 |
| Crash Rate | 0.73 | 0.21 | 0.00 | 0.00 | 0.44 | 0.30 | 0.55 |
| District 3 Average | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 |
| State Average | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 |

Source: MassDOT

Attachment B

MassDOT Crash Details

| Date | Time | Severity | NumVehic | Injuries | Fatal | Type | RoadCond | Light | Weather | RoadInt |
|-------------|----------|----------------------|----------|----------|-------|----------------------|--------------|----------------|--------------|---|
| 12-Jan-2012 | 5:23 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Wet | Dark - lighted | Rain | FRANKLIN ST |
| 21-Feb-2012 | 8:34 AM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear/Clear | VILLAGE ST / VILLAGE STREET / FRANKLIN ST |
| 23-Mar-2012 | 12:34 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | FRANKLIN ST / VILLAGE ST |
| 26-Aug-2012 | 3:47 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear/Clear | FRANKLIN STREET / VILLAGE STREET |
| 30-Oct-2012 | 5:14 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Wet | Daylight | Rain/Cloudy | FRANKLIN STREET / VILLAGE STREET |
| 05-Nov-2012 | 6:44 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Dark - lighted | Clear | FRANKLIN STREET / VILLAGE STREET |
| 13-Nov-2012 | 3:00 PM | Non-fatal injury | 3 | 3 | 0 | Angle | Wet | Daylight | Rain/Cloudy | VILLAGE STREET / FRANKLIN STREET |
| 29-Nov-2012 | 4:57 PM | Non-fatal injury | 2 | 1 | 0 | Angle | Dry | Dark - lighted | Clear | FRANKLIN STREET / VILLAGE STREET |
| 13-Jun-2011 | 1:56 PM | Non-fatal injury | 2 | 3 | 0 | Angle | Dry | Daylight | Cloudy | VILLAGE STREET / FRANKLIN STREET |
| 13-Apr-2010 | 2:10 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / FRANKLIN STREET |
| 29-Jan-2010 | 1:56 PM | Non-fatal injury | 2 | 1 | 0 | Angle | Dry | Daylight | Clear/Clear | VILLAGE STREET / LINCOLN STREET |
| 29-Nov-2010 | 8:09 PM | Not Reported | 1 | 0 | 0 | Sideswipe, same dir | Not reported | Dark - lighted | Not Reported | 1 HIGH STREET |
| 25-Jan-2011 | 7:04 AM | Non-fatal injury | 1 | 1 | 0 | Single vehicle crash | Snow | Daylight | Snow | 180 VILLAGE STREET |
| 25-Sep-2010 | 9:21 AM | Property damage of 2 | 2 | 0 | 0 | Rear-end | Dry | Daylight | Clear | HOLLISTON STREET / CHURCH STREET |
| 17-Dec-2010 | 2:45 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | HOLLISTON STREET / PINE STREET |
| 26-Jan-2010 | 8:12 PM | Property damage of 2 | 2 | 0 | 0 | Rear-end | Dry | Dark - lighted | Clear | HOLLISTON STREET / VILLAGE STREET |
| 20-Aug-2010 | 5:02 PM | Property damage of 2 | 2 | 0 | 0 | Rear-end | Dry | Daylight | Clear | 167 VILLAGE STREET |
| 16-Oct-2010 | 2:00 PM | Property damage of 2 | 2 | 0 | 0 | Rear-end | Dry | Daylight | Clear | HOLLISTON STREET / VILLAGE STREET |
| 29-Feb-2012 | 4:33 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Snow | Daylight | Snow | VILLAGE ST |
| 18-Nov-2012 | 6:38 PM | Non-fatal injury | 1 | 1 | 0 | Angle | Dry | Dark - lighted | Clear | SANFORD ST |
| 07-Dec-2012 | 2:28 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Cloudy | VILLAGE STREET / SANFORD STREET |
| 05-Mar-2010 | 11:44 AM | Non-fatal injury | 2 | 1 | 0 | Angle | Dry | Daylight | Cloudy | VILLAGE STREET / SANFORD STREET |
| 06-Jul-2010 | 7:23 PM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / SANFORD STREET |
| 09-Aug-2010 | 9:51 AM | Property damage of 2 | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / SANFORD STREET |
| 14-Oct-2010 | 3:45 PM | Property damage of 2 | 2 | 0 | 0 | Rear-end | Dry | Daylight | Clear | 136 VILLAGE STREET |

Attachment B

Crash Summary – Village Street at Franklin Street (2010-2013)

| | Village Street at Franklin Street |
|--------------------|--------------------------------------|
| <hr/> | |
| Year | |
| 2010 | 1 |
| 2011 | 1 |
| 2012 | 8 |
| 2013 | <u>8</u> |
| Total | 18 |
| Type | |
| Angle | 17 |
| Rear-end | 1 |
| Sideswipe | 0 |
| Head-on | 0 |
| Other | <u>0</u> |
| Total | 18 |
| Severity | |
| Property Damage | 14 |
| Personal Injury | 3 |
| Fatality | 0 |
| Unknown | <u>0</u> |
| Total | 18 |
| Weather | |
| Clear | 13 |
| Cloudy | 2 |
| Rain | 3 |
| Snow | 0 |
| Ice | 0 |
| Sleet | 0 |
| Fog | 0 |
| Unknown | <u>0</u> |
| Total | 18 |
| Time | |
| 7:00 AM to 9:00 AM | 1 |
| 9:00 AM to 4:00 PM | 9 |
| 4:00 PM to 6:00 PM | 6 |
| 6:00 PM to 7:00 AM | <u>2</u> |
| Total | 18 |
| <hr/> | |
| Crash Rate | 0.98 |
| District 3 Average | 0.66 |
| State Average | 0.60 |

Source: MassDOT

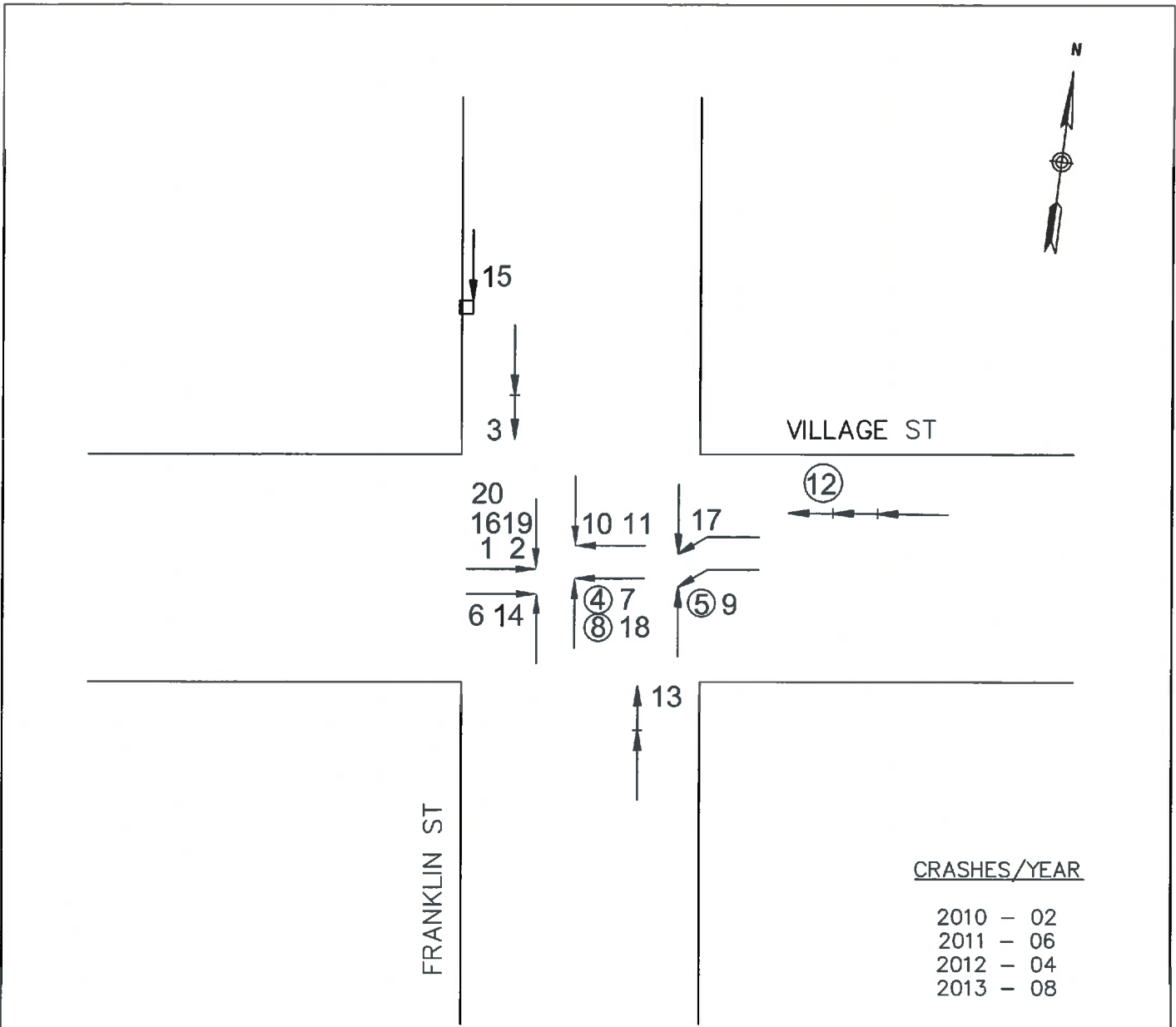
Attachment B

MassDOT Crash Details - Village Street at Franklin Street

| Date | Time | Severity | Num Vehic | Injuries | Fatal | Type | RoadCond | Light | Weather | RoadInt |
|-------------|----------|------------------|-----------|----------|-------|----------|----------|----------------|-------------|--|
| 12-Jan-2012 | 5:23 PM | Property damage | 2 | 0 | 0 | Angle | Wet | Dark - lighted | Rain | FRANKLIN ST |
| 21-Feb-2012 | 8:34 AM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear/Clear | VILLAGE ST / VILLAGE STREET / FRANKLIN STREET |
| 23-Mar-2012 | 12:34 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | FRANKLIN ST / VILLAGE ST |
| 26-Aug-2012 | 3:47 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear/Clear | FRANKLIN STREET / VILLAGE STREET |
| 30-Oct-2012 | 5:14 PM | Property damage | 2 | 0 | 0 | Angle | Wet | Daylight | Rain/Cloudy | FRANKLIN STREET / VILLAGE STREET |
| 05-Nov-2012 | 6:44 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Dark - lighted | Clear | FRANKLIN STREET / VILLAGE STREET |
| 13-Nov-2012 | 3:00 PM | Non-fatal injury | 3 | 3 | 0 | Angle | Wet | Daylight | Rain/Cloudy | VILLAGE STREET / FRANKLIN STREET |
| 29-Nov-2012 | 4:57 PM | Non-fatal injury | 2 | 1 | 0 | Angle | Dry | Dark - lighted | Clear | FRANKLIN STREET / VILLAGE STREET |
| 13-Jun-2011 | 1:56 PM | Non-fatal injury | 2 | 3 | 0 | Angle | Dry | Daylight | Cloudy | VILLAGE STREET / FRANKLIN STREET |
| 13-Apr-2010 | 2:10 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / FRANKLIN STREET |
| 06-Jan-2013 | 5:00 PM | Non-fatal injury | 2 | 1 | 0 | Angle | Dry | Dusk | Clear | VILLAGE ST |
| 14-Jan-2013 | 6:15 PM | Property damage | 2 | 0 | 0 | Rear-end | Dry | Dark - lighted | Clear/Clear | FRANKLIN STREET / FRANKLIN STREET / VILLAGE ST |
| 21-Jan-2013 | 1:17 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Cloudy | VILLAGE ST / FRANKLIN STREET |
| 12-Jun-2013 | 5:40 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / FRANKLIN STREET |
| 22-Jun-2013 | 3:33 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear/Clear | VILLAGE STREET / FRANKLIN STREET |
| 07-Jul-2013 | 12:50 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Daylight | Clear | VILLAGE STREET / FRANKLIN STREET / VILLAGE ST |
| 30-Oct-2013 | 5:59 PM | Property damage | 2 | 0 | 0 | Angle | Dry | Dusk | Clear/Clear | VILLAGE ST / FRANKLIN ST / VILLAGE ST |
| 21-Dec-2013 | 1:00 PM | Property damage | 2 | 0 | 0 | Angle | Wet | Daylight | Clear | VILLAGE STREET / FRANKLIN STREET |

Attachment C

Medway Police Crash Data
















CRASHES/YEAR

2010 - 02
 2011 - 06
 2012 - 04
 2013 - 08

CRASH SUMMARY

TOTAL CRASHES: 20

| SYMBOL | ACCIDENT TYPE |
|---|---|
|  MOVING VEHICLE |  REAR END |
|  BACKING VEHICLE |  HEAD ON |
|  PEDESTRIAN |  SIDESWIPE |
|  CROSSWALK |  OUT OF CONTROL |
|  PARKED VEHICLE |  LEFT TURN |
|  FIXED OBJECT |  RIGHT ANGLE |
|  INJURY ACCIDENT | |



Village St at Franklin St
 Crash Diagram 2010-2013
 Continuing Care Management
 Medway, Massachusetts

Attachment C

Crash Details – Village Street at Franklin Street (2010-2013)

| Number | Crash Date | Crash Time | Crash Severity | Manner of Collision | Move ment V1 | Move ment V2 | Move ment V3 | Move ment V4 | Move ment P1 | Driver Age Striking Veh | Ambient Conditions | Weather Condition | Roadway Condition | Comments |
|--------|------------|------------|-------------------------------------|---------------------|--------------|--------------|--------------|--------------|--------------|-------------------------|------------------------|-------------------|-------------------|--|
| 1 | 29-Mar-10 | 7:30 AM | Property damage only (none injured) | Angle | SB | EB | | | | 18 | Daylight | Rain | Wet | Veh 1 SB on Franklin, Veh 2 EB on Village, collision in intersection |
| 2 | 13-Apr-10 | 2:10 PM | Property damage only (none injured) | Angle | SB | EB | | | | 67 | Daylight | Clear | Dry | Veh 1 stopped at stop sign traveling SB on Franklin. Veh 2 stopped traveling EB on village. Both veh proceeded in respective direction, Veh 2 striking Veh 1 on passenger side |
| 3 | 29-Apr-11 | 12:57 PM | Property damage only (none injured) | Rear-End | SB | SB | | | | 43 | Daylight | Clear | Dry | MV1 and MV2 SB Franklin. MV1 stopped to make left turn into driveway (#2 Franklin) and was struck in the rear by MV2. MV2 reported it was a sudden stop. |
| 4 | 13-Jun-11 | 1:56 PM | Non-fatal injury | Angle | WB | NB | | | | 18 | Daylight | Cloudy | Dry | Veh 1 traveling WB on Village, Veh 2 traveling NB on Franklin. Veh 1 stopped at Stop Sign, Veh 2 failed to do so, striking veh 1 on the driverside front end. |
| 5 | 22-Jun-11 | 2:08 PM | Non-fatal injury | Angle | WBL | NB | | | | 18 | Daylight | Cloudy | Wet | MV1 WBL from Village to Franklin, MV2 NB Franklin. MV23 failed to stop at stop sign and struck MV1. |
| 6 | 27-Sep-11 | 1:31 PM | Property damage only (none injured) | Angle | EB | NB | | | | 43 | Dark - Lighted roadway | Clear | Dry | MV 1 Traveling EB on Village, MV 2 NB on Franklin. MV 2 did not stop at stop sign and struck MV 1 in the middle of the intersection. MV 1 had no improper driving. |
| 7 | 4-Nov-11 | 6:29 PM | Property damage only (none injured) | Angle | WB | NB | | | | 18 | k - Lighted road | Clear | Dry | MV1 WB Village, MV2 NB Franklin. MV1 stopped at int. and began to proceed. MV2 did not stop and struck MV1. |
| 8 | 22-Nov-11 | 10:20 AM | Non-fatal injury | Angle | WB | NB | | | | 30 | Daylight | Clear | Dry | MV 1 traveling WB on Village, and stopped at stop sign. MV 2 traveling NB on Franklin, and did not stop. MV 2 hit MV 1 in intersection. |
| 9 | 12-Jan-12 | 5:23 PM | Property damage only (none injured) | Angle | WBL | NB | | | | 48 | k - Lighted road | Rain | Wet | MV1 stopp at int heading NB Franklin. MV2 WBL and took turn to hard and struck MV1. MV1 was stopped at time of collision. |
| 10 | 21-Feb-12 | 8:34 AM | Property damage only (none injured) | Angle | WB | SB | | | | 32 | Daylight | Clear | Dry | MV 1 WB on Village, stopped at int. MV 2 SB on Franklin did not stop and struck MV 1. |

Response to Comments

Attachment C

| Number | Crash Date | Crash Time | Crash Severity | Manner of Collision | Movement V1 | Movement V2 | Movement V3 | Movement V4 | Movement P1 | Driver Age Striking Veh | Ambient Conditions | Weather Condition | Roadway Condition | Comments |
|--------|------------|------------|-------------------------------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------------------|------------------------|-------------------|-------------------|--|
| 11 | 23-Mar-12 | 12:34 PM | Property damage only (none injured) | Angle | SB | WB | | | | 53 | Daylight | Clear | Dry | MV1 Sb Franklin , stopped at int. MV2 WB Village, stopped at int. Both believed they had the right of way and proceeded into the int. striking each other. |
| 12 | 24-Aug-12 | 2:20 PM | Non-fatal injury | Rear-End | WB | WB | WB | | | 23 | Daylight | Clear | Dry | All veh traveling WB on Village. MV1 stopped at sign. MV2 stopped behind MV1. MV3 failed to stop striking MV 2 and consequently MV 1. |
| 13 | 13-Jan-13 | 1:20 AM | Non-fatal injury | Single Veh. Crash | NB | | | | | 25 | Dark - Lighted roadway | Fog | Wet | Veh NB Franklin hydroplaned of sorts approaching int. Veh crossed lanes at Waterview Dr and ran over the curb, eventually hitting a tree. (Not actually at int.) |
| 14 | 14-Jan-13 | 6:15 PM | Property damage only (none injured) | Rear-End | NB | NB | | | | 40 | Dark - Lighted roadway | Clear | Dry | MV1 NB Franklin, stopped at int. MV2 also NV Franklin, behind MV1. MV2 struck MV1 who was still stopped at int. |
| 15 | 21-Jan-13 | 1:17 PM | Property damage only (none injured) | Angle | EB | NB | | | | 71 | Daylight | Cloudy | Dry | MV1 EB on Village, stopped and proceeded into int. MV2 NB on Franklin, stopped at int. observed veh. Traveling WB through int. and then proceeded through int., colliding with MV1. |
| 16 | 10-Mar-13 | 6:50 PM | Property damage only (none injured) | Sideswipe, same direction | SB | NB | | | | 18 | Daylight | Clear | Dry | MV1 SB Franklin, Operator 2 (SUV heading NB) stated SUV swerving into lane made MV1 swerve to right side of road striking utility pole. (Utility poles lining the SB approach, therefore difficult to determine how close to int. MV1 was) |
| 17 | 12-Jun-13 | 5:40 PM | Property damage only (none injured) | Angle | SB | EB | | | | 34 | Daylight | Clear | Dry | MV1 SB on Franklin, MV2 EB on Village. MV1 stopped, proceeded into int. and was struck by MV2. |
| 18 | 22-Jun-13 | 3:33 PM | Property damage only (none injured) | Angle | SB | WBL | | | | 31 | Daylight | Clear | Dry | MV1 SB Franklin hit the breaks upon determining a veh traveling EB would pull into int. MV2 WBL struck MV1 while attempting to turn on Franklin. |
| 19 | 7-Jul-13 | 12:50 PM | Property damage only (none injured) | Angle | NB | WB | | | | 20 | Daylight | Clear | Dry | MV1 NB Franklin, and stopped at int. MV2 WB Village, also stopped at int. Confusion on who should go, both entered int. and collided in middle. MV2 reported she arrived at int. first. |
| 20 | 30-Oct-13 | 5:59 PM | Property damage only (none injured) | Angle | EB | SB | | | | 46 | Dusk | Clear | Dry | MV1 EB Village, stopped at int. MV2 SB Franklin stopped at int. too. MV2 attempted to go straight at same time MV1 did. MV1 struck MV2 in right rear corner. |
| 21 | 21-Dec-13 | 1:00 PM | Property damage only (none injured) | Angle | EB | SB | | | | 17 | Daylight | Clear | Wet | MV1 EB Village, MV2 SB Franklin. MV1 pulled out and struck MV2. MV2 didn't come to full stop before entering int. |

Attachment D

Daily Trip Generation

Attachment D

Trip Generation

| Description | Size | Weekday | | |
|--|-----------|------------|------------|--------------|
| | | In | Out | Total |
| Senior Adult Housing - Detached ¹ | 56 DU | 103 | 103 | 206 |
| Senior Adult Housing - Attached ² | 15 DU | 26 | 26 | 52 |
| Congregate Care Facility ³ | 56 DU | 51 | 50 | 101 |
| Assisted Living ⁴ | 120 Beds | 160 | 159 | 319 |
| Medical-Dental Office Building ⁵ | 14 ksf | 253 | 253 | 506 |
| Public Access - Recreation ⁶ | 10 spaces | 100 | 100 | 200 |
| Total Project Trips | | 693 | 691 | 1,384 |

(1) ITE Land Use Code 251 (Senior Adult Housing - Detached) based on 56 dwelling units.

(2) ITE Land Use Code 252 (Senior Adult Housing - Attached) based on 15 dwelling units.

(3) ITE Land Use Code 253 (Congregate Care Facility) based on 56 dwelling units.

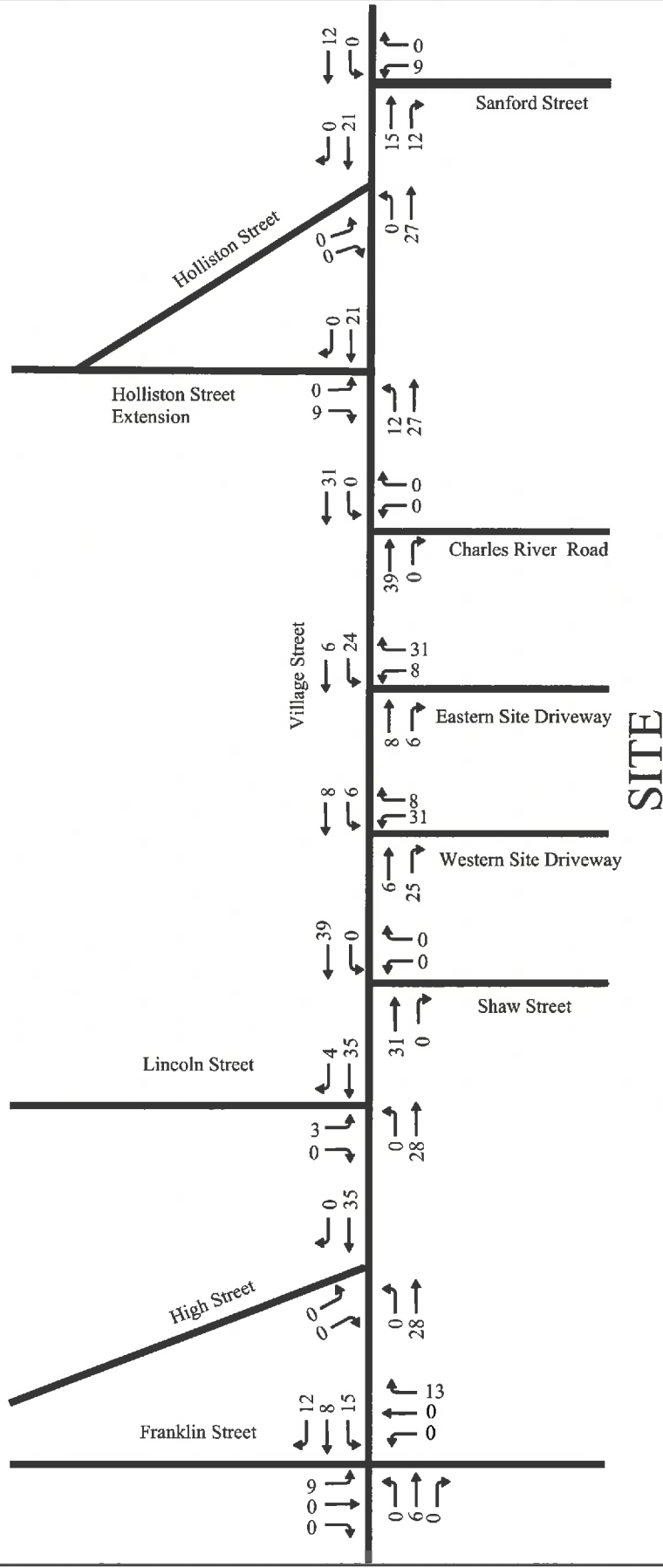
(4) ITE Land Use Code 254 (Assisted Living) based on 120 beds for a maximum occupancy of 120 people.

(5) ITE Land Use Code 720 (Medical-Dental Office Building) based on a 14,000 s.f. medical office.

(6) Based on 1 entering and exiting vehicle trip per parking space for recreational facilities per hour.

Ten hours of use assumed for daily trip generation volumes.

Attachment E
Project Trip Schematics



Attachment F

Capacity/Queue Analysis Summary

Capacity Analysis Summary
Senior Community Development
Medway, MA

| Intersection | Weekday Morning Peak Hour | | | | | | | | | |
|--|---------------------------|------------------|--------------------|------------------|---------------|-------------|-------------|------------|-------------|-------------|
| | Movement | 2015 Existing | | | 2022 No Build | | | 2022 Build | | |
| | | LOS ¹ | Delay ² | V/C ³ | LOS | Delay | V/C | LOS | Delay | V/C |
| Village Street at Franklin Street | EB LTR | C | 15.2 | 0.41 | C | 18.2 | 0.48 | C | 18.8 | 0.50 |
| | WB LTR | C | 24.7 | 0.73 | E | 36.9 | 0.84 | E | 45.1 | 0.89 |
| | NB LTR | E | 35.3 | 0.86 | F | 62.3 | 0.99 | F | 66.1 | 1.04 |
| | SB LTR | C | 15.1 | 0.39 | C | 17.9 | 0.46 | C | 18.8 | 0.49 |
| | <i>Overall</i> | <i>D</i> | <i>25.8</i> | <i>0.86</i> | <i>E</i> | <i>40.9</i> | <i>0.99</i> | <i>E</i> | <i>45.1</i> | <i>1.04</i> |
| Village Street at High Street | EB LT | A | 0.2 | 0.01 | A | 0.2 | 0.00 | A | 0.2 | 0.01 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SEB LR | C | 15.8 | 0.12 | C | 16.8 | 0.13 | C | 17.9 | 0.14 |
| | <i>Overall</i> | <i>A</i> | <i>0.8</i> | <i>0.12</i> | <i>A</i> | <i>0.9</i> | <i>0.13</i> | <i>A</i> | <i>0.9</i> | <i>0.14</i> |
| Village Street at Lincoln Street | EB LT | A | 1.5 | 0.07 | A | 1.5 | 0.08 | A | 1.4 | 0.08 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SB LR | C | 15.8 | 0.21 | C | 17.0 | 0.24 | C | 19.0 | 0.27 |
| | <i>Overall</i> | <i>A</i> | <i>2.1</i> | <i>0.21</i> | <i>A</i> | <i>2.2</i> | <i>0.24</i> | <i>A</i> | <i>2.3</i> | <i>0.27</i> |
| Village Street at Shaw Street | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 0.2 | 0.01 | A | 0.2 | 0.01 | A | 0.2 | 0.01 |
| | NB LR | C | 19.5 | 0.35 | C | 22.1 | 0.41 | C | 24.7 | 0.44 |
| | <i>Overall</i> | <i>A</i> | <i>2.8</i> | <i>0.35</i> | <i>A</i> | <i>3.2</i> | <i>0.41</i> | <i>A</i> | <i>3.4</i> | <i>0.44</i> |
| Village Street at Western Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.0 | 0.00 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.2 | 0.01 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | n/a | C | 16.8 | 0.08 |
| | <i>Overall</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>A</i> | <i>0.6</i> | <i>0.08</i> |
| Village Street at Eastern Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.0 | 0.00 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.6 | 0.03 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | n/a | B | 12.7 | 0.06 |
| | <i>Overall</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | <i>A</i> | <i>0.7</i> | <i>0.06</i> |
| Village Street at Charles River Road | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 0.1 | 0.00 | A | 0.1 | 0.00 | A | 0.1 | 0.00 |
| | NB LR | B | 13.3 | 0.04 | B | 13.9 | 0.05 | B | 14.7 | 0.05 |
| | <i>Overall</i> | <i>A</i> | <i>0.4</i> | <i>0.04</i> | <i>A</i> | <i>0.4</i> | <i>0.05</i> | <i>A</i> | <i>0.4</i> | <i>0.05</i> |
| Village Street at Holliston Street Extension | EB LT | A | 1.4 | 0.07 | A | 1.4 | 0.08 | A | 1.5 | 0.09 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SB LR | B | 10.3 | 0.10 | B | 10.5 | 0.11 | B | 10.8 | 0.14 |
| | <i>Overall</i> | <i>A</i> | <i>1.8</i> | <i>0.10</i> | <i>A</i> | <i>1.9</i> | <i>0.11</i> | <i>A</i> | <i>2.0</i> | <i>0.14</i> |
| Village Street at Holliston Street | EB LT | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SEB LR | C | 20.8 | 0.39 | C | 23.8 | 0.45 | D | 26.0 | 0.48 |
| | <i>Overall</i> | <i>A</i> | <i>2.9</i> | <i>0.39</i> | <i>A</i> | <i>3.3</i> | <i>0.45</i> | <i>A</i> | <i>3.4</i> | <i>0.48</i> |
| Village Street at Sanford Street | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 1.3 | 0.06 | A | 1.4 | 0.07 | A | 1.3 | 0.07 |
| | NB LR | F | 127.8 | 1.16 | F | 204.2 | 1.35 | F | 248.3 | 1.45 |
| | <i>Overall</i> | <i>E</i> | <i>45.7</i> | <i>1.16</i> | <i>F</i> | <i>72.9</i> | <i>1.35</i> | <i>F</i> | <i>87.8</i> | <i>1.45</i> |

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
Senior Community Development
Medway, MA

| Intersection | Movement | Weekday Morning Peak Hour | | | | | |
|--|----------|---------------------------|-------------------------|---------------|------------|------------|------------|
| | | 2015 Existing | | 2022 No Build | | 2022 Build | |
| | | 50th Queue ¹ | 95th Queue ² | 50th Queue | 95th Queue | 50th Queue | 95th Queue |
| Village Street at Franklin Street | EB LTR | n/a | 50 | n/a | 65 | n/a | 70 |
| | WB LTR | n/a | 148 | n/a | 213 | n/a | 255 |
| | NB LTR | n/a | 230 | n/a | 343 | n/a | 348 |
| | SB LTR | n/a | 45 | n/a | 60 | n/a | 68 |
| Village Street at High Street | EB LT | n/a | 0 | n/a | 0 | n/a | 0 |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | SEB LR | n/a | 10 | n/a | 13 | n/a | 13 |
| Village Street at Lincoln Street | EB LT | n/a | 5 | n/a | 8 | n/a | 8 |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | SB LR | n/a | 20 | n/a | 23 | n/a | 28 |
| Village Street at Shaw Street | EB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | WB LT | n/a | 0 | n/a | 0 | n/a | 0 |
| | NB LR | n/a | 38 | n/a | 48 | n/a | 55 |
| Village Street at Western Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | 0 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | 0 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | 8 |
| Village Street at Eastern Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | 3 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | 0 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | 5 |
| Village Street at Charles River Road | EB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | WB LT | n/a | 0 | n/a | 0 | n/a | 0 |
| | NB LR | n/a | 3 | n/a | 3 | n/a | 5 |
| Village Street at Holliston Street Extension | EB LT | n/a | 5 | n/a | 5 | n/a | 8 |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | SB LR | n/a | 8 | n/a | 10 | n/a | 13 |
| Village Street at Holliston Street | EB LT | n/a | 0 | n/a | 0 | n/a | 0 |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | SEB LR | n/a | 45 | n/a | 55 | n/a | 60 |
| Village Street at Sanford Street | EB TR | n/a | 0 | n/a | 0 | n/a | 0 |
| | WB LT | n/a | 5 | n/a | 5 | n/a | 5 |
| | NB LR | n/a | 445 | n/a | 600 | n/a | 678 |

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

n/a Not Applicable

Capacity Analysis Summary
Senior Community Development
Medway, MA

| Intersection | Movement | Weekday Afternoon Peak Hour | | | | | | | | |
|--|----------|-----------------------------|--------------------|------------------|---------------|-------|------|------------|-------|------|
| | | 2015 Existing | | | 2022 No Build | | | 2022 Build | | |
| | | LOS ¹ | Delay ² | V/C ³ | LOS | Delay | V/C | LOS | Delay | V/C |
| Village Street at Franklin Street | EB LTR | C | 17.2 | 0.40 | C | 19.2 | 0.46 | C | 20.7 | 0.49 |
| | WB LTR | F | 67.8 | 1.08 | F | 70.0 | 1.22 | F | 71.3 | 1.35 |
| | NB LTR | D | 29.0 | 0.74 | E | 37.6 | 0.82 | E | 46.3 | 0.87 |
| | SB LTR | D | 40.3 | 0.85 | F | 56.4 | 0.94 | F | 67.5 | 0.99 |
| | Overall | E | 44.9 | 1.08 | F | 52.4 | 1.22 | F | 58.3 | 1.35 |
| Village Street at High Street | EB LT | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SEB LR | C | 16.8 | 0.14 | C | 18.1 | 0.16 | C | 19.5 | 0.17 |
| | Overall | A | 0.8 | 0.14 | A | 0.8 | 0.16 | A | 0.8 | 0.17 |
| Village Street at Lincoln Street | EB LT | A | 1.1 | 0.05 | A | 1.1 | 0.06 | A | 1.1 | 0.06 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SB LR | C | 17.7 | 0.37 | C | 19.9 | 0.43 | C | 22.9 | 0.48 |
| | Overall | A | 3.1 | 0.37 | A | 3.5 | 0.43 | A | 3.8 | 0.48 |
| Village Street at Shaw Street | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 0.4 | 0.02 | A | 0.4 | 0.02 | A | 0.4 | 0.02 |
| | NB LR | C | 18.1 | 0.16 | C | 19.8 | 0.19 | C | 21.9 | 0.21 |
| | Overall | A | 1.2 | 0.16 | A | 1.3 | 0.19 | A | 1.3 | 0.21 |
| Village Street at Western Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.0 | 0.00 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.1 | 0.01 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | n/a | C | 17.1 | 0.12 |
| | Overall | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.8 | 0.12 |
| Village Street at Eastern Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.0 | 0.00 |
| | WB LT | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.4 | 0.02 |
| | NB LR | n/a | n/a | n/a | n/a | n/a | n/a | B | 12.4 | 0.08 |
| | Overall | n/a | n/a | n/a | n/a | n/a | n/a | A | 0.8 | 0.08 |
| Village Street at Charles River Road | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 0.2 | 0.01 | A | 0.2 | 0.01 | A | 0.2 | 0.01 |
| | NB LR | B | 12.4 | 0.06 | B | 12.9 | 0.07 | B | 13.6 | 0.07 |
| | Overall | A | 0.6 | 0.06 | A | 0.6 | 0.07 | A | 0.6 | 0.07 |
| Village Street at Holliston Street Extension | EB LT | A | 1.1 | 0.03 | A | 1.1 | 0.03 | A | 1.3 | 0.05 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SB LR | B | 11.2 | 0.14 | B | 11.6 | 0.16 | B | 12.0 | 0.18 |
| | Overall | A | 1.9 | 0.14 | A | 1.9 | 0.16 | A | 2.1 | 0.18 |
| Village Street at Holliston Street | EB LT | A | 0.1 | 0.00 | A | 0.1 | 0.00 | A | 0.1 | 0.00 |
| | WB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SEB LR | D | 27.3 | 0.64 | E | 35.1 | 0.73 | E | 42.4 | 0.79 |
| | Overall | A | 7.1 | 0.64 | A | 9.2 | 0.73 | B | 10.6 | 0.79 |
| Village Street at Sanford Street | EB TR | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | WB LT | A | 3.4 | 0.21 | A | 3.5 | 0.23 | A | 3.5 | 0.24 |
| | NB LR | F | 100.8 | 0.98 | F | 186.6 | 1.22 | F | 259.0 | 1.40 |
| | Overall | C | 18.0 | 0.98 | D | 32.0 | 1.22 | E | 44.1 | 1.40 |

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
Senior Community Development
Medway, MA

| Weekday Afternoon Peak Hour | | | | | | | | |
|--|----------|-------------------------|-------------------------|---------------|------------|------------|------------|--|
| Intersection | Movement | 2015 Existing | | 2022 No Build | | 2022 Build | | |
| | | 50th Queue ¹ | 95th Queue ² | 50th Queue | 95th Queue | 50th Queue | 95th Queue | |
| Village Street at Franklin Street | EB LTR | n/a | 48 | n/a | 60 | n/a | 65 | |
| Franklin Street | WB LTR | n/a | 340 | n/a | 330 | n/a | 323 | |
| | NB LTR | n/a | 153 | n/a | 195 | n/a | 230 | |
| | SB LTR | n/a | 213 | n/a | 275 | n/a | 310 | |
| Village Street at High Street | EB LT | n/a | 0 | n/a | 0 | n/a | 0 | |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | SEB LR | n/a | 13 | n/a | 13 | n/a | 15 | |
| Village Street at Lincoln Street | EB LT | n/a | 5 | n/a | 5 | n/a | 5 | |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | SB LR | n/a | 43 | n/a | 53 | n/a | 63 | |
| Village Street at Shaw Street | EB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | WB LT | n/a | 3 | n/a | 3 | n/a | 3 | |
| | NB LR | n/a | 15 | n/a | 18 | n/a | 20 | |
| Village Street at Western Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | 0 | |
| | WB LT | n/a | n/a | n/a | n/a | n/a | 0 | |
| | NB LR | n/a | n/a | n/a | n/a | n/a | 10 | |
| Village Street at Eastern Site Driveway | EB TR | n/a | n/a | n/a | n/a | n/a | 0 | |
| | WB LT | n/a | n/a | n/a | n/a | n/a | 3 | |
| | NB LR | n/a | n/a | n/a | n/a | n/a | 8 | |
| Village Street at Charles River Road | EB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | WB LT | n/a | 0 | n/a | 0 | n/a | 0 | |
| | NB LR | n/a | 5 | n/a | 5 | n/a | 5 | |
| Village Street at Holliston Street Extension | EB LT | n/a | 3 | n/a | 3 | n/a | 3 | |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | SB LR | n/a | 13 | n/a | 15 | n/a | 18 | |
| Village Street at Holliston Street | EB LT | n/a | 0 | n/a | 0 | n/a | 0 | |
| | WB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | SEB LR | n/a | 108 | n/a | 143 | n/a | 165 | |
| Village Street at Sanford Street | EB TR | n/a | 0 | n/a | 0 | n/a | 0 | |
| | WB LT | n/a | 20 | n/a | 23 | n/a | 23 | |
| | NB LR | n/a | 218 | n/a | 308 | n/a | 370 | |

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

n/a Not Applicable

Attachment G

Synchro Worksheets

Medway Senior Living Development
3: Village Street & High Street

2022 No Build Peak Volumes
Weekday PM

| Intersection | |
|------------------|-----|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 352 | 524 | 31 | 21 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 88 | 88 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 1 | 5 | 0 | 0 |
| Mvmt Flow | 1 | 419 | 595 | 35 | 29 | 22 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 631 | 0 | 1034 |
| Stage 1 | - | - | 613 |
| Stage 2 | - | - | 421 |
| Critical Hdwy | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | 5.4 |
| Follow-up Hdwy | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | 961 | - | 259 |
| Stage 1 | - | - | 544 |
| Stage 2 | - | - | 667 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 961 | - | 259 |
| Mov Cap-2 Maneuver | - | - | 259 |
| Stage 1 | - | - | 544 |
| Stage 2 | - | - | 666 |

| Approach | EB | WB | SE |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 18.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 961 | - | - | - | 326 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.155 |
| HCM Control Delay (s) | 8.8 | 0 | - | - | 18.1 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

Medway Senior Living Development
26: Village Street & Holliston Street Extension

2022 No Build Peak Volumes
Weekday PM

Intersection

Int Delay, s/veh 1.9

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 36 | 227 | 323 | 1 | 1 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 82 | 82 | 83 | 83 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 0 | 1 |
| Mvmt Flow | 40 | 255 | 394 | 1 | 1 | 101 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 395 | 0 | 731 |
| Stage 1 | - | - | 395 |
| Stage 2 | - | - | 336 |
| Critical Hdwy | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | 5.4 |
| Follow-up Hdwy | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | 1175 | - | 392 |
| Stage 1 | - | - | 685 |
| Stage 2 | - | - | 728 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1175 | - | 376 |
| Mov Cap-2 Maneuver | - | - | 376 |
| Stage 1 | - | - | 685 |
| Stage 2 | - | - | 699 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.1 | 0 | 11.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1175 | - | - | - | 650 |
| HCM Lane V/C Ratio | 0.034 | - | - | - | 0.158 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 11.6 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.6 |

Medway Senior Living Development
3: Village Street & High Street

2022 Build Peak Volumes
Weekday PM

| Intersection | |
|------------------|-----|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 380 | 559 | 31 | 21 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 88 | 88 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 1 | 5 | 0 | 0 |
| Mvmt Flow | 1 | 452 | 635 | 35 | 29 | 22 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 670 | 0 | 1108 |
| Stage 1 | - | - | 653 |
| Stage 2 | - | - | 455 |
| Critical Hdwy | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | 5.4 |
| Follow-up Hdwy | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | 930 | - | 234 |
| Stage 1 | - | - | 522 |
| Stage 2 | - | - | 643 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 930 | - | 234 |
| Mov Cap-2 Maneuver | - | - | 234 |
| Stage 1 | - | - | 522 |
| Stage 2 | - | - | 642 |

| Approach | EB | WB | SE |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 19.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 930 | - | - | - | 299 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.17 |
| HCM Control Delay (s) | 8.9 | 0 | - | - | 19.5 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.6 |

Intersection

Int Delay, s/veh 2.1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 48 | 254 | 344 | 1 | 1 | 93 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 82 | 82 | 83 | 83 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 0 | 1 |
| Mvmt Flow | 54 | 285 | 420 | 1 | 1 | 112 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 421 | 0 | 813 |
| Stage 1 | - | - | 420 |
| Stage 2 | - | - | 393 |
| Critical Hdwy | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | 5.4 |
| Follow-up Hdwy | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | 1149 | - | 351 |
| Stage 1 | - | - | 667 |
| Stage 2 | - | - | 686 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1149 | - | 331 |
| Mov Cap-2 Maneuver | - | - | 331 |
| Stage 1 | - | - | 667 |
| Stage 2 | - | - | 648 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 1.3 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1149 | - | - | - | 629 |
| HCM Lane V/C Ratio | 0.047 | - | - | - | 0.18 |
| HCM Control Delay (s) | 8.3 | 0 | - | - | 12 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.7 |

Attachment H

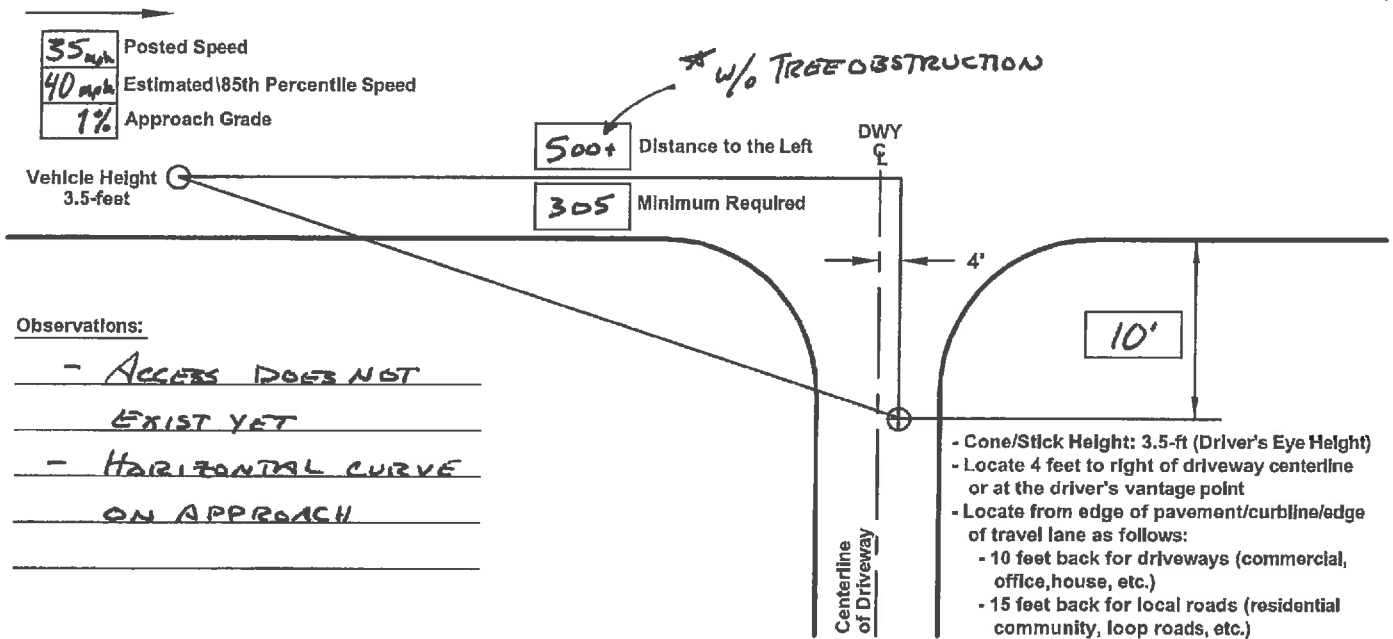
Sight Distance Field Sheets

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 Municipality MEDWAY Roadway Name VILLAGE ST.
 Engineer TYLER WHETSTONE Access Name ACCESS
 Date 3-17-15 Access Location WEST



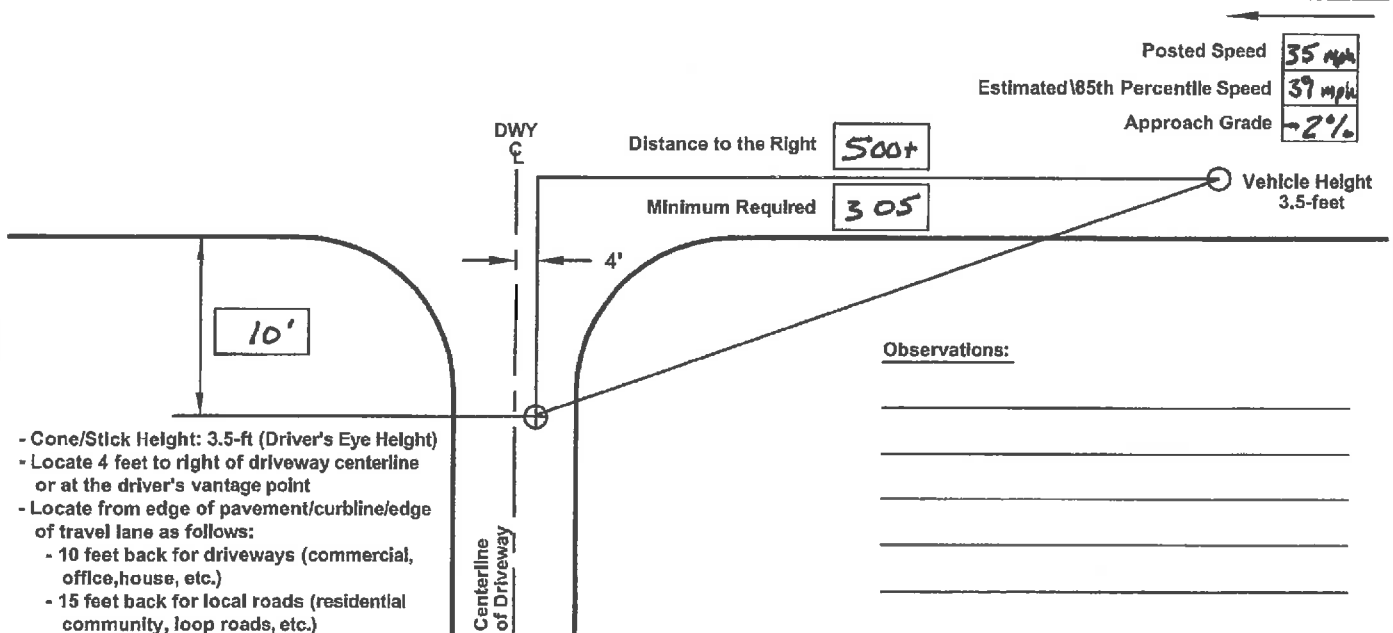
Sight Distance to the Left

⊕ Driver/Vehicle Position

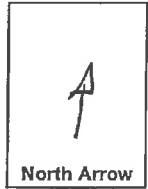


Sight Distance to the Right

⊕ Driver/Vehicle Position

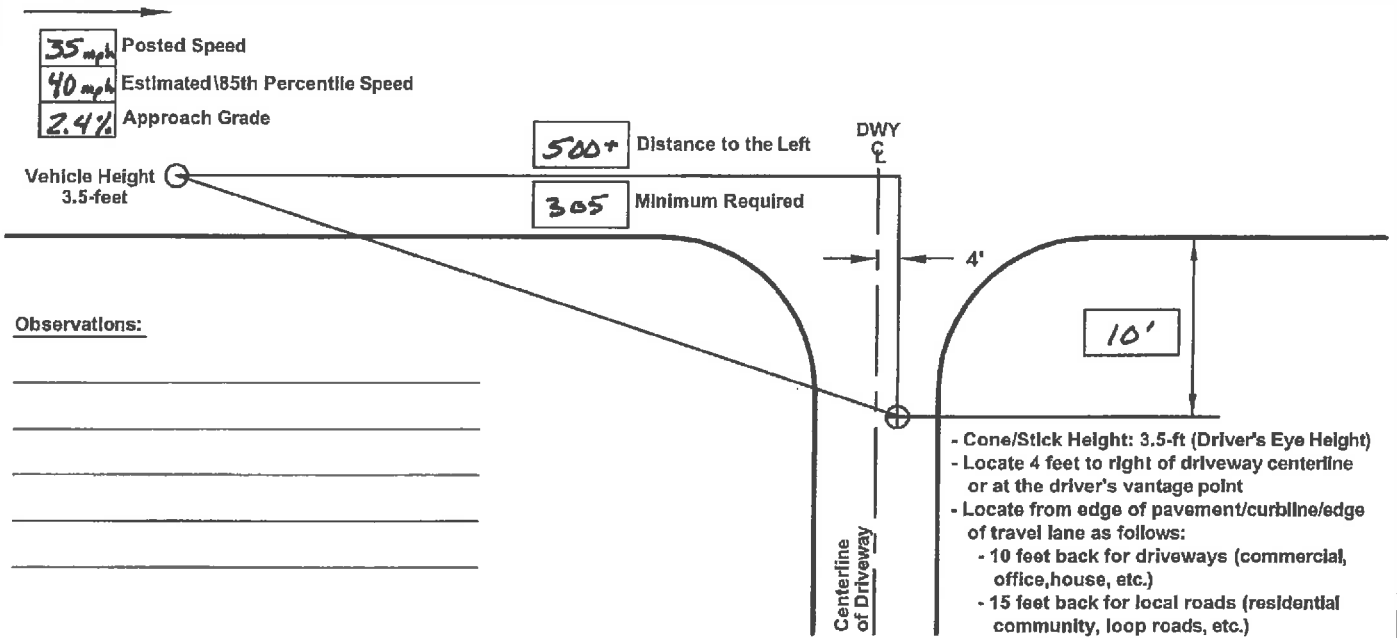


Project Name CONTINUING CARE MANAGEMENT Project No. Y15127811
 Municipality MEDWAY Roadway Name VILLAGE ST
 Engineer TYLER WHETSTONE Access Name ACCESS
 Date 3-17-15 Access Location EAST



Sight Distance to the Left

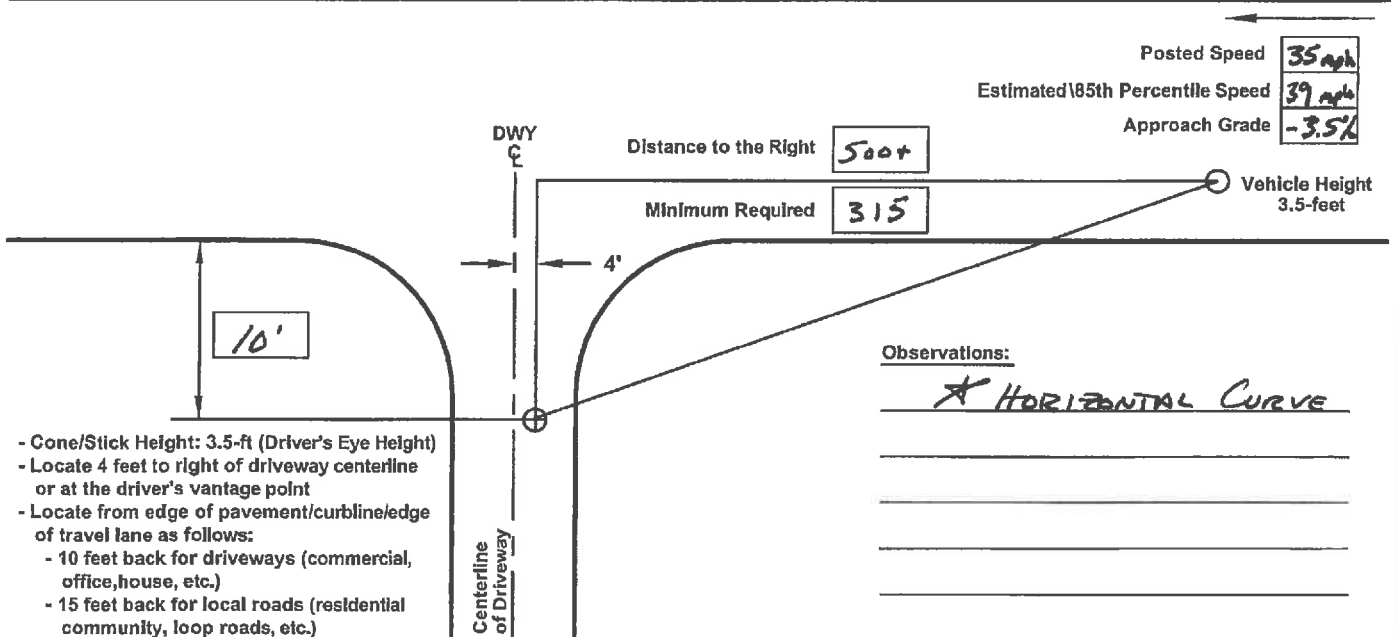
⊕ Driver/Vehicle Position



Observations:

Sight Distance to the Right

⊕ Driver/Vehicle Position



Observations:

* HORIZONTAL CURVE

Attachment I

Site Layout – Driveway Locations



James J. DiStasio
Professional Engineer
License No. 10000
State of Virginia

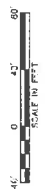
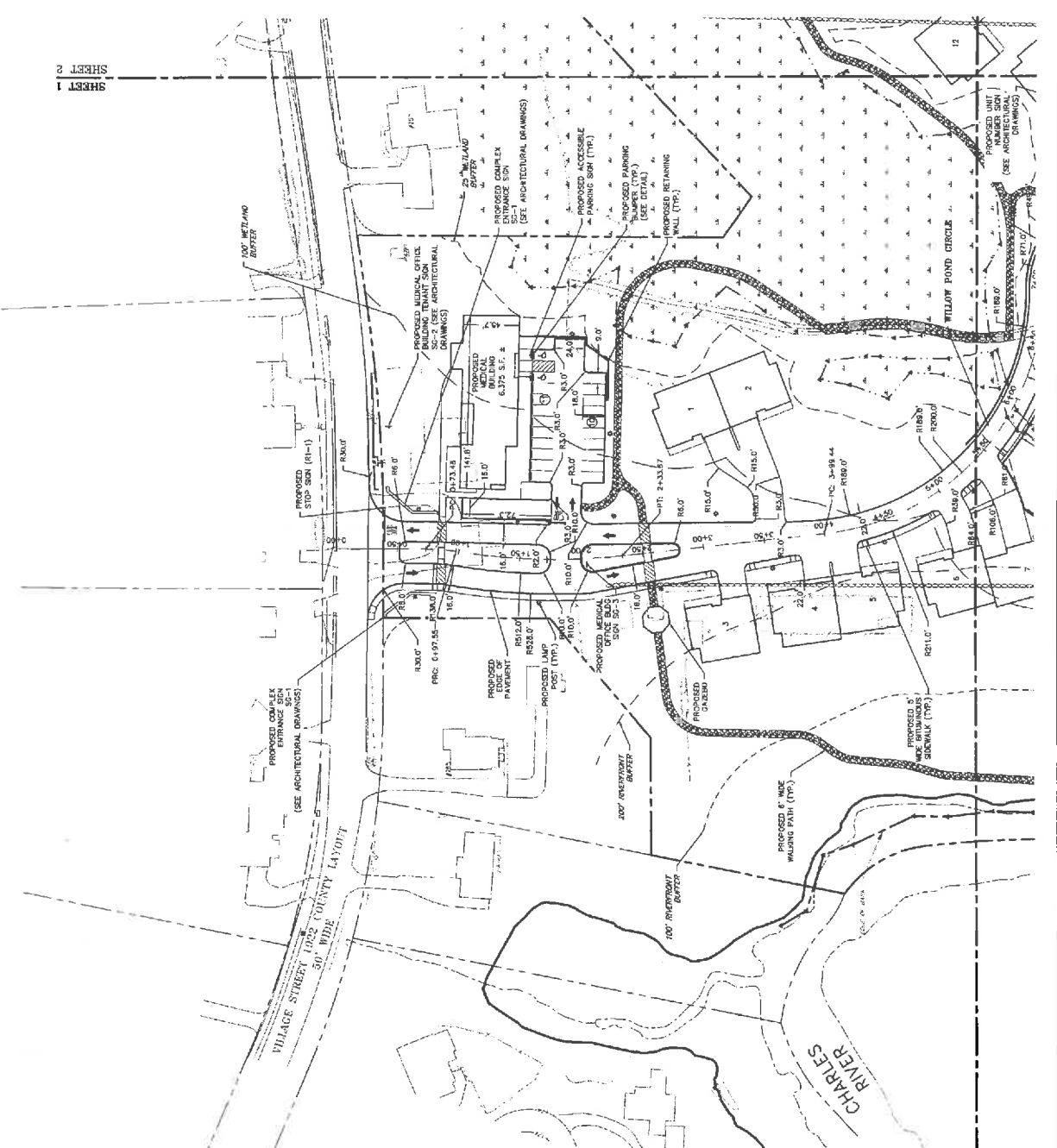
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|-----|------|-------------|--------|
| | | | |
| | | | |
| | | | |

CONTINUING CARE MANAGEMENT, LLC
LAKESHORE VILLAGE STRAITS WESTBOROUGH, MASSACHUSETTS 01581

SALMON HEALTH AND RETIREMENT COMMUNITY
259, MEDWAY, MASSACHUSETTS 02033
ARCHD/SPECIAL PERMIT SITE PLANS


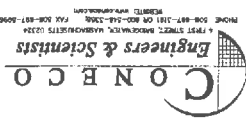
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Engineers & Scientists
1000 WASHINGTON STREET, SUITE 200, WASHINGTON, MASSACHUSETTS 01890
PHONE: 508-647-3114 OR 508-746-3333 FAX: 508-647-3988
WEBSITE: WWW.CONSCO.COM

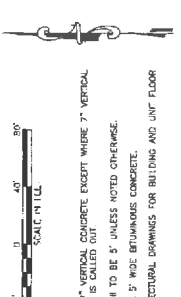
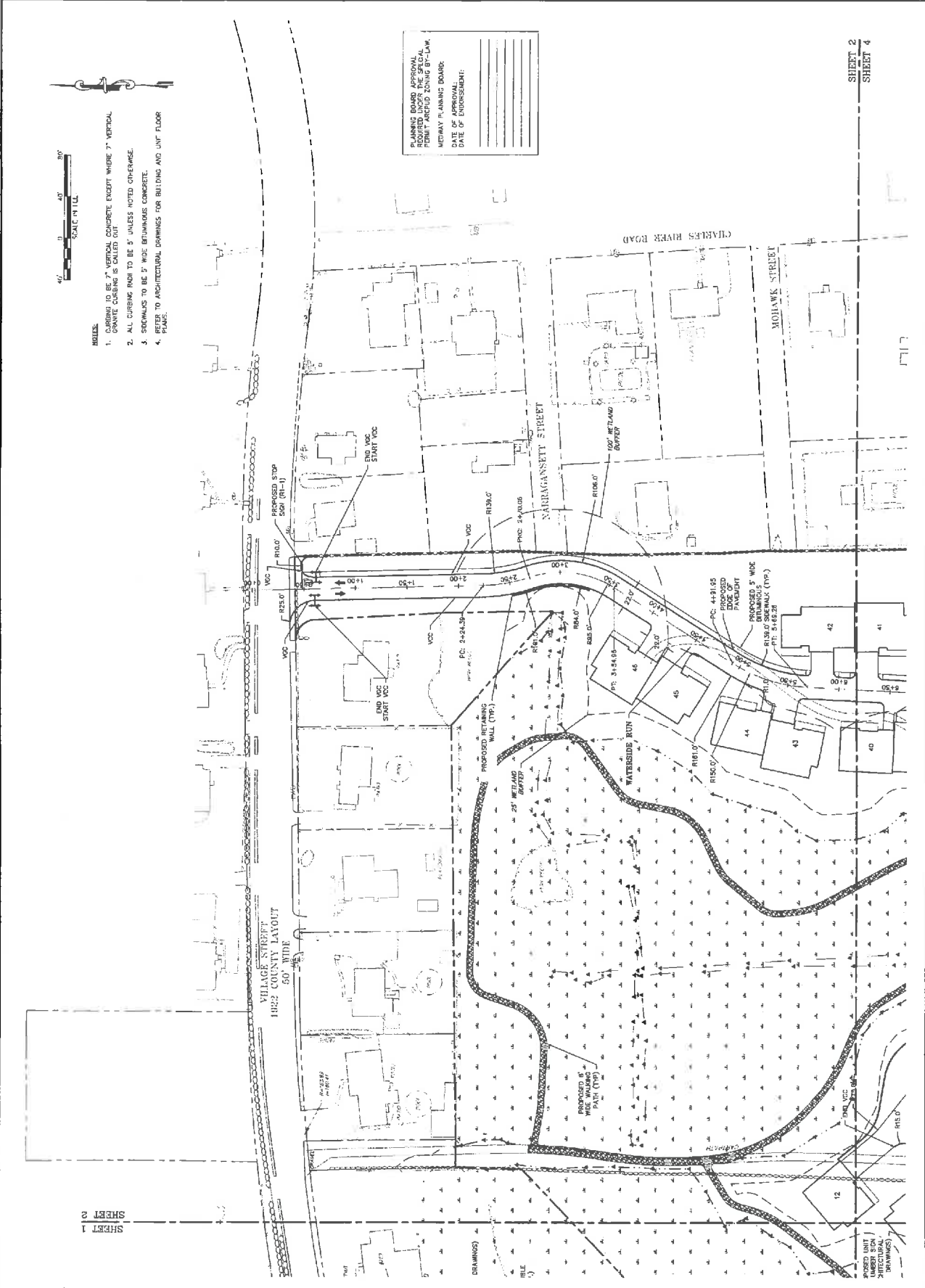
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DRAWN BY: JSH
CHECKED BY: TLD
DESIGNED BY: JSH
SCALE: 1"=40'
PROJECT NO.: 0648.0
SHEET NO.: 0648.0
C9



- NOTES:
1. CURBING TO BE 3" VERTICAL, CONCRETE EXCEPT WHERE 7" CENTRAL GRANITE CURBING IS CALLED OUT.
 2. ALL CURBING RADIUS TO BE 4' UNLESS NOTED OTHERWISE.
 3. SIDEWALKS TO BE 5" W/C BITUMINOUS CONCRETE.
 4. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING AND UNIT FLOOR PLANS.

| BUILDING | FLOOR TYPE | NO. OF UNITS | TYPE | AREA (SQ. FT.) | AREA (SQ. FT.) | TOTAL |
|---------------|-------------|--------------|-------|----------------|----------------|--------|
| MAIN BUILDING | 1ST FLOOR | 70 | APART | 71,200 | 71,200 | 71,200 |
| | 2ND FLOOR | 41 | APART | 46,800 | 46,800 | 46,800 |
| | 3RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 4TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 5TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 6TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 7TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 8TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 9TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 10TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 11TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 12TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 13TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 14TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 15TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 16TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 17TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 18TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 19TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 20TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 21ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 22ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 23RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 24TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 25TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 26TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 27TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 28TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 29TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 30TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 31ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 32ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 33RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 34TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 35TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 36TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 37TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 38TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 39TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 40TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 41ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 42ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 43RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 44TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 45TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 46TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 47TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 48TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 49TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 50TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 51ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 52ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 53RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 54TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 55TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 56TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 57TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 58TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 59TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 60TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 61ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 62ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 63RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 64TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 65TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 66TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 67TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 68TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 69TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 70TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 71ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 72ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 73RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 74TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 75TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 76TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 77TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 78TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 79TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 80TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 81ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 82ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 83RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 84TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 85TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 86TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 87TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 88TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 89TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 90TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 91ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 92ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 93RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 94TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 95TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 96TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 97TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 98TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 99TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 100TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 101ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 102ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 103RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 104TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 105TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 106TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 107TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 108TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 109TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 110TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 111TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 112TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 113TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 114TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 115TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 116TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 117TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 118TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 119TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 120TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 121ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 122ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 123RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 124TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 125TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 126TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 127TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 128TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 129TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 130TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 131ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 132ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 133RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 134TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 135TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 136TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 137TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 138TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 139TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 140TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 141ST FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 142ND FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 143RD FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 144TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 145TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 146TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 147TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | 148TH FLOOR | 11 | APART | 12,400 | 12,400 | 12,400 |
| | | | | | | |

| | | |
|--|--|---|
|  | DATE: 06/27/2016 | REVISIONS |
| | CHECKED: J.D. DRAWN: D.M. SCALE: 1"=40' PROJECT NO.: 150410 SHEET NO.: C10 | CONTINUING CARE MANAGEMENT, LLC 1 LYMAN STREET WESTBOROUGH, MASSACHUSETTS 01581 |
| SALMON HEALTH AND RETIREMENT COMMUNITY 269, 281, 281B AND 285 HILLOE STREET MEDWAY, MASSACHUSETTS 02053 | | SHEET 2 OF 6 SITE LAYOUT |
|  | | ARCPUD SPECIAL PERMIT SITE PLANS |



- NOTES:**
1. CURBING TO BE 7" VERTICAL CONCRETE EXCEPT WHERE 7" VERTICAL SPURTE CURBING IS CALLED OUT.
 2. ALL CURBING IN TO BE 5" UNLESS NOTED OTHERWISE.
 3. SIDEWALKS TO BE 5" WIDE BITUMINOUS CONCRETE.
 4. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING AND UNIT FLOOR PLANS.

PLANNING BOARD APPROVAL
 REQUIRED UNDER THE SPECIAL
 PERMIT REGULATIONS 87C-1.04.
 METWAY PLANNING BOARD:
 DATE OF APPROVAL: _____
 DATE OF SUBMITTAL: _____

SHEET 2
 SHEET 4

SHEET 1
 SHEET 2

POSTED UNIT
 UNDER SIGN
 DRAWINGS

EXHIBIT F

**Cover Sheet / Drawing List for “Salmon Health and Retirement
Community ARCPUD Special Permit Site Plans,”**

June 12, 2015, Revised October 13, 2015

SALMON HEALTH AND RETIREMENT COMMUNITY ARCPUD SPECIAL PERMIT SITE PLANS VILLAGE STREET, MEDWAY, MASSACHUSETTS 02053

| DESCRIPTION | SHEET |
|--------------------------------|-------------|
| COVER SHEET | COVER |
| CIVIL | |
| NOTES & LEGEND | C1 |
| OPEN SPACE | C2 |
| KEY SHEET | C3 |
| EXISTING CONDITIONS | C4-C9 |
| EROSION CONTROL PLAN | C10-C15 |
| SITE LAYOUT | C16-C21 |
| GRADING & DRAINAGE PLAN | C22-C27 |
| DRAINAGE & FOUNDATION SCHEDULE | C28 |
| UTILITY LAYOUT | C29-C34 |
| PROFILE KEY SHEET | C35 |
| PLAN AND PROFILES | C36-C41 |
| CROSSING ELEVATION | C42-C43 |
| WETLAND REPLICATION PLAN | C44 |
| PHOTOMETRIC PLAN | C45-C50 |
| DETAIL SHEETS | C51-C60 |
| LANDSCAPE | |
| KEY SHEET | L1.00 |
| PLAN SHEETS | L1.01-L1.06 |
| COURTYARD SCHEMATIC | L2.01 |
| DETACHED COTTAGE LANDSCAPE | L2.02 |
| ATTACHED COTTAGE LANDSCAPE | L2.03 |
| CONSTRUCTION DETAILS & NOTES | L2.04 |



SCALE: 1" = 300'



2008 AERIAL PHOTO
SCALE: 1" = 500'

| DESCRIPTION | SHEET |
|--|----------|
| ARCHITECTURAL | |
| DRAWING LIST | GO.00 |
| TYPICAL SIGNS ELEVATION | GO.01 |
| COLOR PALETTE | GO.02 |
| SITE | |
| RENDERED SITE PLAN WITH ZONING INFORMATION | G1.01 |
| EXTERIOR PERSPECTIVES SITE MAIN ENTRY | G1.02 |
| MAIN RESIDENCE | |
| FLOOR PLAN - LEVEL 1 | A1.01MR |
| FLOOR PLAN - LEVEL 2 | A1.02MR |
| FLOOR PLAN - LEVEL 3 | A1.03MR |
| FLOOR PLAN - LEVEL 4 | A1.04MR |
| FLOOR PLAN - LEVEL 1 - ATTACHED COTTAGES | A1.05MR |
| EXTERIOR ELEVATION 1 | A2.01MR |
| EXTERIOR ELEVATION 2 | A2.02MR |
| EXTERIOR ELEVATION 3 | A2.03MR |
| EXTERIOR PERSPECTIVES 1 | A2.04MR |
| EXTERIOR PERSPECTIVES 2 | A2.05MR |
| EXTERIOR PERSPECTIVES 3 | A2.06MR |
| EXTERIOR PERSPECTIVES 4 | A2.07MR |
| EXTERIOR PERSPECTIVES 5 | A2.08MR |
| MEDICAL OFFICE BUILDING | |
| FLOOR PLAN | A1.01MOB |
| EXTERIOR ELEVATIONS | A2.01MOB |
| EXTERIOR PERSPECTIVE | A2.02MOB |
| PAVILION | |
| FLOOR PLAN - PAVILION | A1.01P |
| EXTERIOR ELEVATIONS | A2.01P |
| EXTERIOR PERSPECTIVE | A2.02P |
| DETACHED COTTAGES | |
| FLOOR PLAN | A1.01DC |
| EXTERIOR ELEVATIONS 1 | A2.01DC |
| EXTERIOR ELEVATIONS 2 | A2.02DC |
| EXTERIOR PERSPECTIVE | A2.03DC |

PLANNING BOARD APPROVAL
REQUIRED UNDER THE SPECIAL
PERMIT ARCPUD ZONING BY-LAW.

MEDWAY PLANNING BOARD:

DATE OF APPROVAL: _____

DATE OF ENDORSEMENT: _____

PREPARED FOR:

CONTINUING CARE MANAGEMENT, LLC
1 LYMAN STREET
WESTBOROUGH, MASSACHUSETTS 01581

ENGINEER: TRACY L. DUARTE, P.E. (MA#48660)
SURVEYOR: TIMOTHY S. BODAH, P.L.S. (MA#46110)



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WEBSITE: www.coneco.com

LANDSCAPE DESIGNER:
DAVID M. THOMPSON, JR. RLA (MA#905)



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Main: (603) 357-2445 • www.chacompanies.com

PREPARED ON:
June 12, 2015
Revised October 13, 2015

ARCHITECT:
DARIO D. DIMARE, AIA, LEED AP (MA#8144)



318 MAIN ST. - 210 SUITE, NORTHBOROUGH, MA 01532
MAIN: (508) 877-4444 WWW.DARIODESIGNS.COM

WAIVERS

205-9-LANDSCAPE BUFFERS - INCLUDE ADDITIONAL TREE SPECIES OUTSIDE OF TOWN LIST.
204-5 D.7-PROPOSED SITE PLAN INFORMATION SHEETS - SHOW CANOPIES OF PROPOSED TREES AT 10 YEARS MATURITY.
205-9 F-TREE REPLACEMENT - PLANT SET NUMBER OF ADDITIONAL TREES INSTEAD OF IN DIA. BASIS.
204-5.C.3-EXISTING CONDITIONS SHEET - DISREGARD SPECIFIC IDENTIFICATION OF TREES WITH A DBH GREATER THAN 1 FOOT.
CH. 100 SEC 7.7.4.B-CONSTRUCTION - ALL UTILITY PIPES SHALL BE DOUBLE WALL SMOOTH INTERIOR HDPE UNLESS OTHERWISE NOTED INSTEAD OF CLASS IV REINFORCED CONCRETE PIPE.
CH. 100 SEC 7.7.4.D-CONSTRUCTION - REMOVAL OF FOUNDATION PERIMETER DRAINS.