

**May 24, 2011
Medway Planning and Economic Development Board
155 Village Street
Medway, MA 02053**

BOARD MEMBERS PRESENT: Bob Tucker, Chan Rogers, and Karyl Spiller-Walsh

ABSENT WITH NOTICE: Andy Rodenhiser, and Tom Gay

ABSENT WITHOUT NOTICE:

ALSO PRESENT: Stacey Wetstein, Bellingham Town Planner (temporarily filling in for Susy Affleck-Childs)
Amy Sutherland, Meeting Recording Secretary

The Vice Chairman opened the meeting at 7:00 pm.

The Chairman asked for any citizen comments.

There were no citizen comments.

495/MetroWest Development compact Regional Study:

Cynthia Wall from Metropolitan Area Planning Council provided a presentation to the Board. She explained that the executive office of housing and economic development is partnering with the Metropolitan Area Planning Council, the Central Massachusetts Regional Planning Commission, the Metrowest Regional Collaborative, the 495/MetroWest Partnership, and Mass Audubon to engage the region in the preparation of a comprehensive land use and development plan for the 495/MetroWest Region.

The plan will identify priority development and preservation areas and significant transportation and infrastructure investments in the Medway community and for the region.

This presentation provided a draft map of priority preservation areas and also priority areas for development. The areas which were identified included:

- Chicken Brook, Open Space Corridor, preservation priority area
- Marian Community, preservation priority area
- Oak Grove/Bottle Cap Lots, development priority area
- Main Street Redevelopment, development priority area
- East Side 43 D Site, development priority area
- Medway Mill, development priority area
- Route 109 Reconstruction, significant transportation investment corridor

Consultant Carlucci will send electronically to Ms. Wall a copy of the bottlecap lots.

The Board was presented with a Map Legend of the Town of Medway which was color coded indicating the priority areas, water features, significant transportation, open space, roads, commuter rails, and land use.

It was suggested that the Medway Business Park be labeled. Consultant Carlucci also suggested that the railroad lines be highlighted including also the abandoned tracks which show connections.

Ann Sherry, member of the Economic Development Committee wanted to know how do we promote and support these sites within our community. She indicated that we need to work together to look at where the connections may be.

There will be a series of public forums:

- Wednesday, June 15, 2011 – Westborough High School (7:00 pm)
- Tuesday, June 21, 2011 – Boxborough Holiday Inn (7:00 pm)

Franklin Creek Deadline Extension Request:

The applicant, Marko Vajentic from Woodstructure Construction, Inc. is requesting an extension of six months for the Franklin Creek project. The project has a deadline of June 30, 2011 to complete the infrastructure.

It was communicated by Consultant Carlucci that the applicant qualifies for the automatic two year extension which has been granted by the state.

The new expiration date will be June 30, 2013.

Tetra Tech Consultant Dave Pellegri will re-do the estimate and will provide it to the Board at the next meeting.

The Steinhoff Building:

The Board is in receipt of a packet entitled Minor Revision Request Application for 146 Main Street for the Steinhoff Building. This was dated May 18, 2011. The Board will not be discussing this until their next meeting.

25 Summer Street Definitive Subdivision:

The Board reopened the continuation hearing for 25 Summer Street for the Definitive Subdivision.

The issues noted the May 10, 2011 included street trees and landscaping. The engineer informed the Board that a landscape plan has been completed. Plum and pear trees have been provided.

The next item discussed was the requirement for sidewalks. The Board would like to check with other projects to make sure they are consistent with the recommendations made on previous private ways relative to sidewalks. This will be looked into further. Consultant

Carlucci did note that there is a distinction relative to the sidewalks requirements for private ways and public way. Other applicants have made contributions to the sidewalk fund.

DPW Director Tom Holder has communicated to the Board that the town would prefer if the applicant closed the opening and put back the granite curbing. The applicant would need a street opening permit to do this. It was also noted in an email dated May 18, 2011 that it is suggested to sawcut the gutter even with the curb and sawcut the section of sidewalk along with repaving the sidewalk section. All seams need to be sealed.

Member Rogers recommends that a meeting take place with the Speroni Acres land owners.

The Board noted that there needs to be language in the decision relative to the shared driveway agreement and the stormwater management maintenance construction agreements so that the edge of the street is not disturbed. The applicant must use MassHighway standards for gravel borrow.

The items which need to be discussed further are the force main tie in and the street acceptance.

On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board voted unanimously to close the public hearing for 25 Summer Street.

Design Review Committee:

The Design Review Committee is working on the new logo for the 300th year. There will be a visual ready within the next few months.

Minutes:

May 10, 2011:

On a motion made by Chan Rogers, and seconded by Karyl Spiller-Walsh, the Board voted unanimously to accept the minutes from May 10, 2011 with the noted revisions.

Adjourn:

On a motion made by Karyl Spiller-Walsh, and seconded by Chan Rogers, the Board voted unanimously to adjourn the meeting at 8:30 pm.

Future Meetings:

The next meetings scheduled are:

- Tuesday, June 14, 2011
- 2011 Annual Town Meeting – Monday, June 13, 2011

The meeting was adjourned at 8:30 PM.

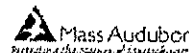
Respectfully Submitted,


Amy Sutherland
Meeting Recording Secretary

495/MetroWest Development Compact



Executive Office
of Housing and
Economic Development



For the last twenty years, the communities in the 495/MetroWest region of Massachusetts have undergone significant growth in employment and population. Looking forward, the region's public and private sector leaders recognize the need for collaborative approaches to infrastructure and land use to ensure the vitality of the region's economy and quality of life.

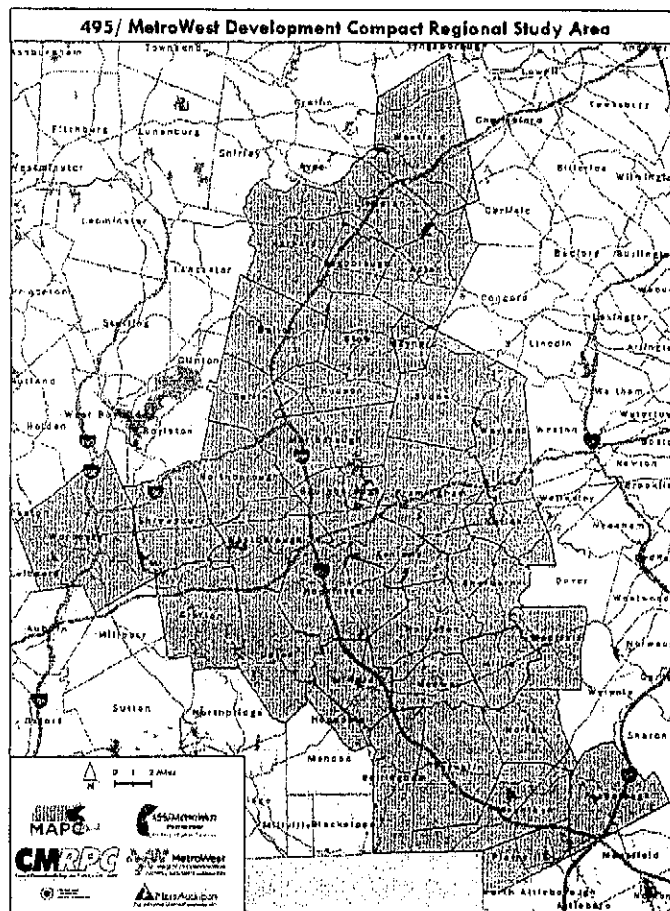
The 495/MetroWest Development Compact is creating a shared framework for state, regional, and local strategies for priority development and land preservation as well as transportation and other infrastructure investments in the 37 municipalities within the study area.

The Patrick-Murray Administration through Executive Office of Economic Development is partnering with Central Massachusetts Regional Planning Commission, the Metropolitan Area Planning Council, the MetroWest Regional Collaborative, the 495/MetroWest Partnership, and Mass Audubon to engage the region in the preparation of a comprehensive land use and development plan for the 495/MetroWest region, modeled on the award-winning South Coast Rail Corridor Plan. A key component of this plan will be identifying priority development and preservation areas and significant transportation and infrastructure investments for the region (see next page for more information). Like the South Coast Plan, the 495/MetroWest plan will be prepared in collaboration with regional and local participants and engage both public and private sectors to form the framework for public decision-making in land use regulation and infrastructure investment within the region over the next twenty years.

The Compact is guided by six fundamental principles:

- Continued new growth will likely require major transportation and other infrastructure upgrades, beyond what is needed to keep existing systems in good repair;
- New commercial and residential growth must occur in a manner that is respectful of open space resources, transportation networks, and water resources in the region;
- Land use and transportation decisions must take into account the principles established by the Global Warming Solutions Act and the transportation re-organization statute;
- Workforce housing must continue to be produced and preserved within the region;
- Sustainable new growth will involve the creation and maintenance of an effective public transit system; and
- Coordinated planning and implementation efforts between jurisdictions are necessary.

The project is slated to be completed by December 31, 2011.



Visit the project website at:
www.495partnership.org/compact

Priority Development Areas (PDA)

Locations potentially capable of supporting additional development or redevelopment, but that may first require additional investments in infrastructure.

May be a single use or mixed-use: a combination of retail, commercial, office, or housing.

Can range in size from a single lot to many acres.

May include adaptive reuse of existing buildings to preserve sense of place.

Generally characterized by good access, available infrastructure (primarily water and sewer), and an absence of environmental constraints.

Areas have undergone extensive area-wide or neighborhood planning processes and may have detailed recommendations for future actions.

Areas designated under state programs such as Chapter 43D (expedited permitting), Chapter 40R (smart growth zones) or Economic Opportunity Areas can be examples of PDAs.

Priority Preservation Areas (PPA)

Deserve special protection due to significant environmental factors and/or natural features, such as endangered species habitats, large blocks of high quality intact habitat (BioMap2), areas critical to water supply, scenic vistas, areas important to a cultural landscape, or areas of historical significance.

Are not currently permanently protected (e.g., via conservation restriction, municipal or state conservation land, land trust ownership, etc.).

In general, existing parks or new park facilities would not fall within this category.

May be critical to linking open space and also trails within a community across municipal boundaries that are part of a larger, regional network.

Significant Transportation Investments (STIs)

Transportation projects that have the potential to increase efficiency and enhance interconnectivity for facilities which serve regional transportation needs.

May be a project in a town or within a town's subregion.

In most cases, these potential projects address major roadways as well as transit, bicycle, and pedestrian facilities that either individually or collectively serves regional travel needs.

May include improvements for commercial airports and intermodal freight facilities that are key to the regional economy.

Locally identified projects, along with projects from other statewide and regional planning documents, will be evaluated to develop an initial set of Regionally Significant Transportation Investments (RSTIs).

Significant Infrastructure Investments (SIIs)

Are infrastructure projects that have the potential to increase efficiency and capacity and enhance development potential for facilities/sites which serve regional needs.

May be a project in a town or within a town's subregion.

In most cases, these potential projects address water, sewer/wastewater, stormwater, and may include new infrastructure upgrades/increase in capacity to existing infrastructure that either individually or collectively serve regional needs.

Locally identified projects, along with projects from other statewide and regional planning documents, will be evaluated to develop an initial set of Regionally Significant Infrastructure Investments (RSIIs).

495/MetroWest Development Compact Regional Study

Review of Priority Development Areas, Priority Preservation Areas and Regionally Significant Transportation and Infrastructure Investments

Presentation to the Medway Planning Board
Facilitated by the Metropolitan Area Planning Council

Tuesday, May 24, 2011

1. Introduction to the project and review of work to date
2. Presentation of the draft map of Priority Preservation Areas and Priority Areas for Development
3. Open discussion and prioritization of the areas identified for preservation or development and discussion of regionally significant transportation investments
4. Next steps



Executive Office
of Housing and
Economic Development



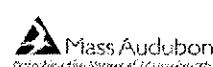
CMRPG
Central Massachusetts Regional Planning Council



MetroWest
Regional Collaboration
Partnering Sustainable Communities

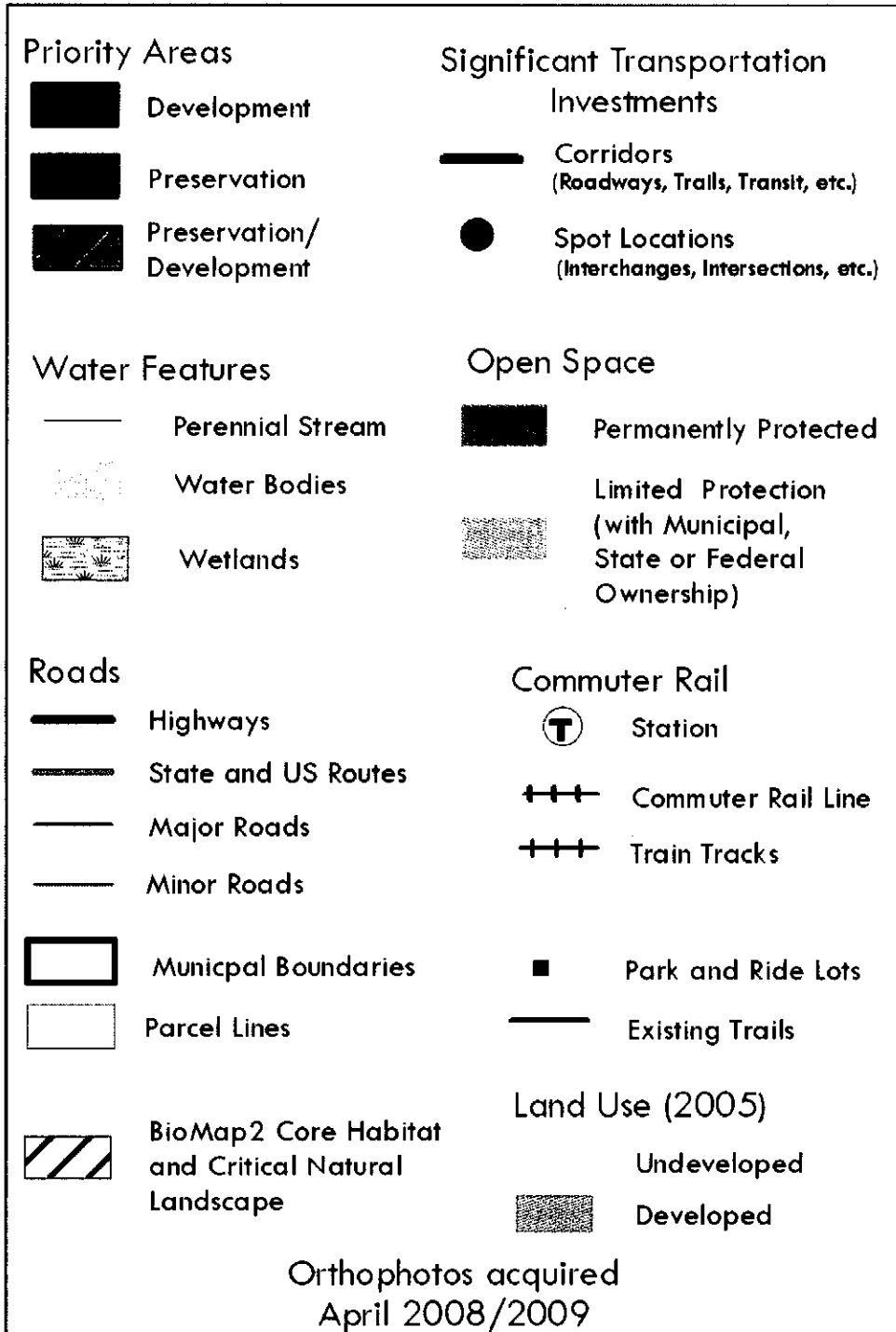


495/MetroWest
PARTNERSHIP
Working for Regional Prosperity



Mass Audubon
Protecting the Natural World of Massachusetts

MAP LEGEND



Executive Office
of Housing and
Economic Development



Central Massachusetts Regional Planning Commission



MetroWest
Regional Collaborative
Fostering Sustainable Communities



495/METROWEST
PARTNERSHIP
Leaders for Regional Progress



Mass Audubon
Protecting the Nature of Massachusetts

495/MetroWest Development Compact Regional Study Public Planning Meeting

May 24, 2011 7 PM

Medway Town Hall
155 Village Street
Medway, MA 02053

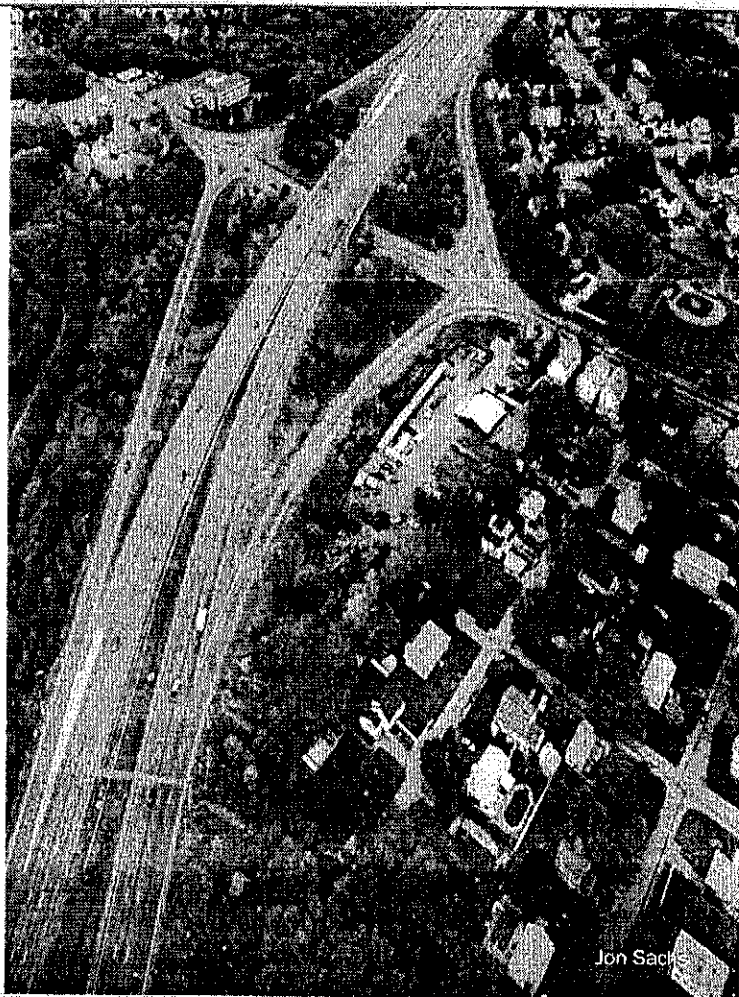
Share your comments

What are the impacts of growth and preservation in the I-495 region?

Where should development be directed in your community?

What land is a priority for protection?

Where is there a need for transportation and other infrastructure improvements?



Jon Sachs

Executive Office of Housing and Economic Development (EOHED), is partnering with the Metropolitan Area Planning Council (MAPC), the Central Massachusetts Regional Planning Commission (CMRPC), the MetroWest Regional Collaborative (MWRC), the 495/MetroWest Partnership (the Partnership), and Mass Audubon to engage the region in the preparation of a comprehensive land use and development plan for the 495/MetroWest region.

A key component of this plan will be identifying priority development and preservation areas and significant transportation and infrastructure investments in your community and for the region. The plan will be prepared in collaboration with regional and local participants and engage to form the framework for public decision-making in land use regulation and infrastructure investment within the region over the next twenty years.



Executive Office of
Housing and Economic
Development



Steinhoff Realty Trust

Attachment

RECEIVED
MAY 18 2011

TOWN OF MEDWAY
PLANNING BOARD

Minor Revision Request Application

To

Approved AUOD/Special Permit

For

The Steinhoff Building

Located At

146 Main Street, Medway 02053

18 May 2011

Prepared By:
Steinhoff Realty Trust

Overview:

The Medway PEDB approved The Steinhoff Building AUOD/Special Permit located at 146 Main Street earlier in March 2011. Steinhoff Realty Trust then proceeded to successfully obtain quotes from several construction firms to build the approved project. Unfortunately, we have not been able to obtain the required financing for the total project.

We then met with the Medway PEDB on 12 May 2011 on an informal basis to address reducing the initial scope of the project to renovating the existing building plus adding approximately 246 SF in back for lavatories and computer space on the first floor only. The second floor would remain unfinished and be used for storage. The building exterior would be totally refurbished. The first floor office area will be occupied by ValuTrack Corporation. The scope and drawings were revised by The H. L. Turner Group (TTG) who also supported the existing approved plan.

Based on a review of the AUOD By-Laws, Section 505-7, it appears a reduction in scope without changing the basic approved plan falls into Section A: Minor Revisions. Note that Steinhoff Realty Trust is not changing the previously approved Type, Location, Access and Exit Curb Cut, Layout, or Overall Appearance of the building. We are only proposing to reduce the previously approved Complex Size, Overall Parking, and associated Parking Lot Screening, see below description. All other aspects of the PEDB previously approved AUOD Plan/Special Permit remain in effect.

Reduced Scope Description:

The following describes the proposed reduced scope:

- a. Figure 1 & 1-A, (TTG Drawing C2.2 w/expanded view) indicates construction NOT part of the initial construction effort.
- b. Figure 2, (TTG Drawing C2.4) shows the revised lighting plan.

- c. Figures 3, 4, 5 and 6 show the TTG drawing for the south, east, west and north elevations. Note that the existing west addition is now being used but the two entrances are removed. Note also that the approximate 246 SF addition is on the North side as is the Handicap Access.
- d. Figure 7 shows the TTG proposed first floor layout. The second floor is only used for storage. The approximate 246 SF addition on the north side details the 2 restrooms, a mop room and a computer server room.
- e. Figure 8 (TTG Drawing C2.3) details the proposed revised Site Plan.

Recommendation:

Steinhoff Realty Trust recommends the Medway PEDB approve this Minor Revision request to the approved Steinhoff Building project at 145 Main Street, Medway that:

1. Reduces from a 29 car to an 8 car parking lot with appropriate reduction in lot perimeter landscaping.
2. Only renovates the existing 1840s house and does not include the additional 7,100 +/- SF of new office construction.
3. Adds approximately 246 SF on backside of building for needed facilities and handicapped access.
4. Adheres to all other previously approved AUOD/Special Permit approved conditions

TURNER GROUP

THE HILL TURNER GROUP, INC.
 1400 N. W. 10th Street, Suite 100
 Fort Lauderdale, FL 33311
 Telephone: (305) 463-1000
 Telex: 520000

ISSUED FOR PERMITTING

NOT FOR CONSTRUCTION

STEINHOFF REALTY TRUST
OFFICE BUILDING
 140 N. MAIN STREET
 MIAMI, FL 33132

STEINHOFF REALTY TRUST
OFFICE BUILDING
 140 N. MAIN STREET
 MIAMI, FL 33132

DATE: 11/15/88
SCALE: 1/8" = 1'-0"
PROJECT NO. 88-100
DATE RELEASED: 11/15/88

SITE, GRADING & UTILITY PLAN
PHASE I CONSTRUCTION

C22

- INSTALLATION NOTES:**
1. REMOVE EXISTING CURB, SIDEWALK, DRIVEWAY, ASPHALT DRIVEWAY, & EXISTING DRIVEWAY.
 2. THE EXISTING DRIVEWAY SHALL BE REPAIRED WITH 2" MIN. 50% ASPHALT AND 80% GRAVEL.
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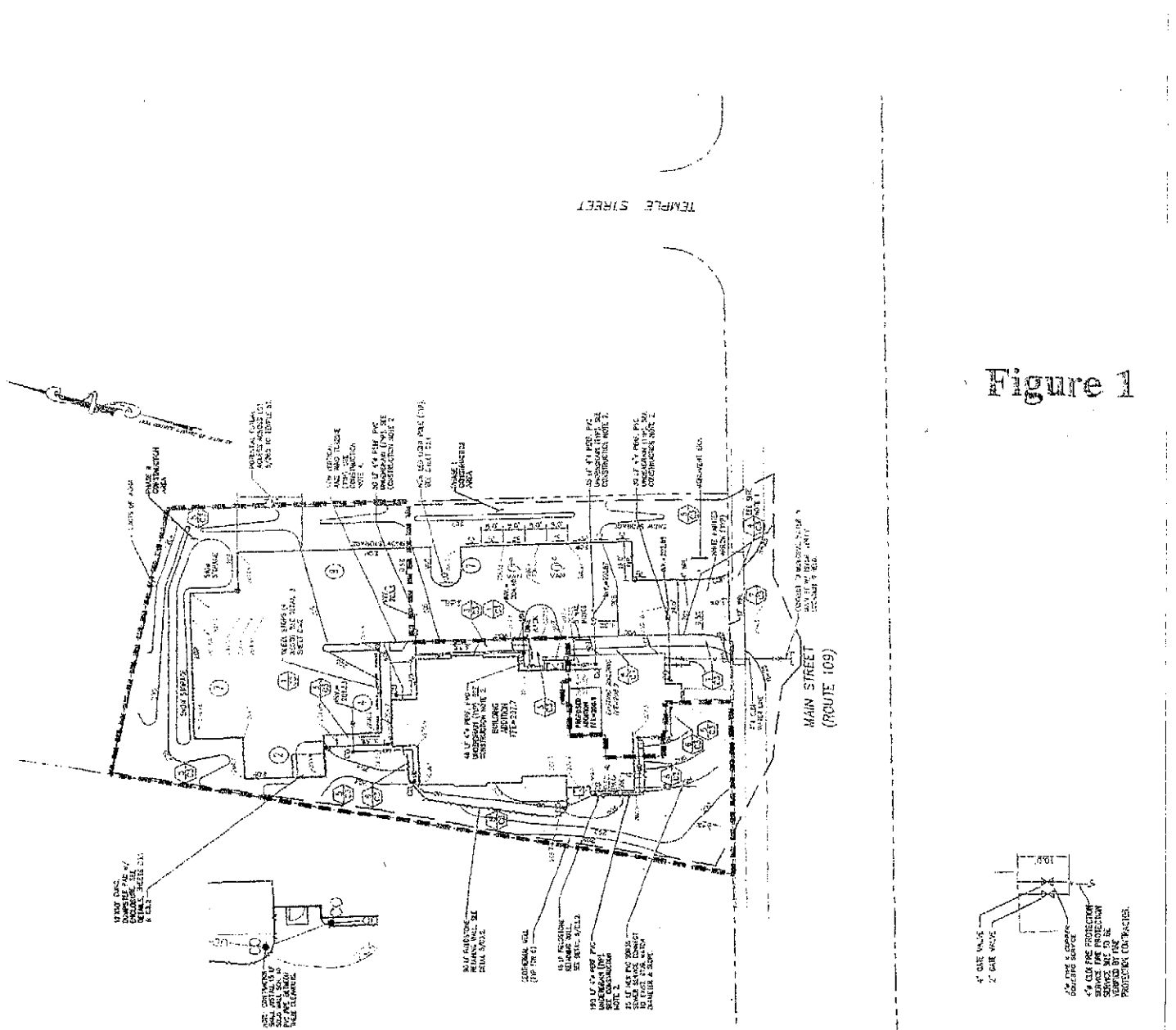
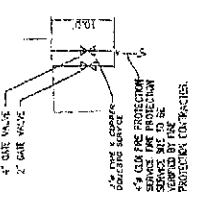
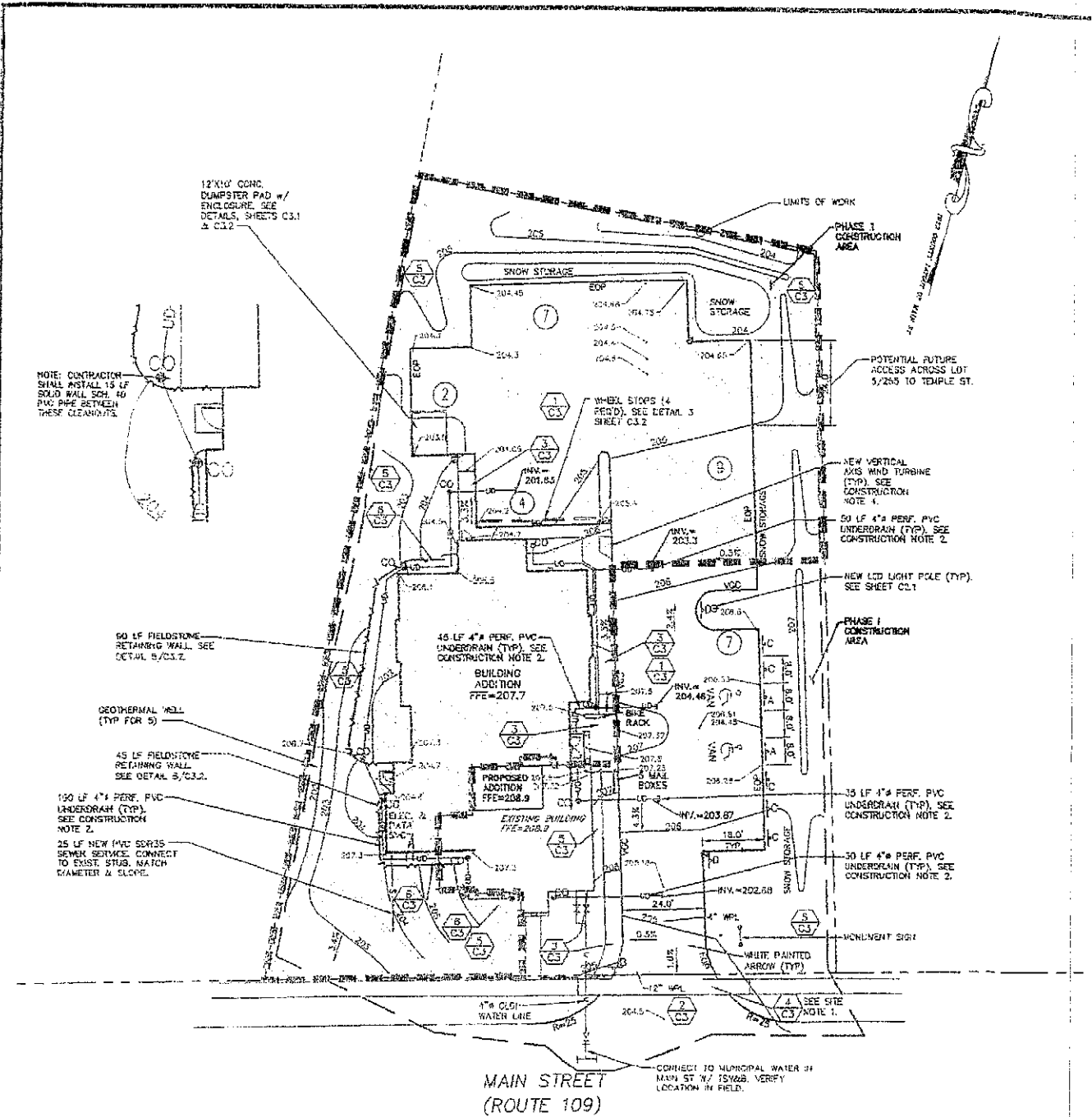


Figure 1



SCALE: 1/8" = 1'-0"



12'x14' CONC. DUMPSTER PAD w/ ENCLOSURE. SEE DETAILS, SHEETS C3.1 & C3.2

NOTE: CONTRACTOR SHALL INSTALL 18 LF SOLID WALL SCH. 40 PVC PIPE BETWEEN THESE CLEARWAYS.

60 LF FIELDSTONE RETAINING WALL. SEE DETAIL S/C3.2.

GEOTHERMAL WELL (TYP FOR 5)

45 LF FIELDSTONE RETAINING WALL. SEE DETAIL S/C3.2.

150 LF 4\"/>

25 LF NEW PVC SERVIC SEWER SERVICE. CONNECT TO EXIST. STUB. MATCH DIAMETER & SLOPE.

45 LF 4\"/>

BUILDING ADDITION FFE=207.7

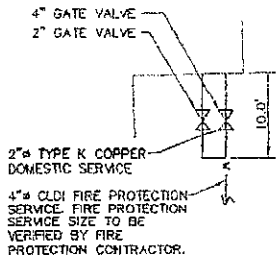
PROPOSED 10\"/>

EXISTING BUILDING FFE=208.9

MAIN STREET (ROUTE 109)

CONNECT TO MUNICIPAL WATER @ MAIN ST. N. 1/2\"/>

Figure 1-A



(p/o TTG Drawing C2.2)

TURNER GROUP

THE ILLI TURNER GROUP, INC.
1000 N. LAKE DRIVE
CHICAGO, ILL. 60611
TEL: 312/353-1000
FAX: 312/353-1001

ISSUED FOR PERMITTING

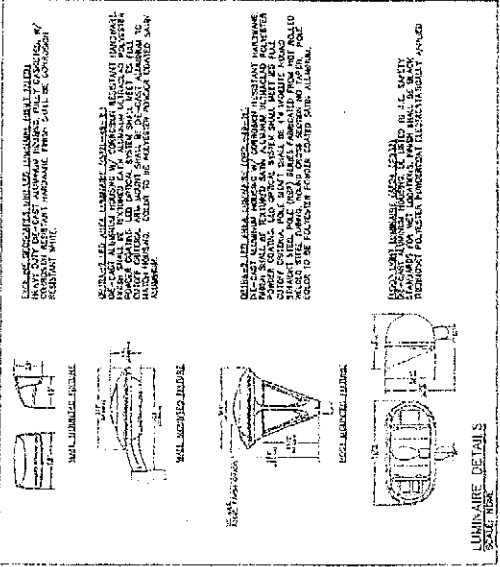
NOT FOR CONSTRUCTION

**STERNHOFF REALTY TRUST
STEINHOFF
OFFICE BUILDING**
145 MAIN STREET
HEBRON, MA 02255

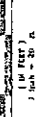
**SITE LIGHTING PLAN
PHASE I CONSTRUCTION**

C2.4

- LEGEND:**
- 1. ALL LIGHTING SHALL BE BY FLOOD LIGHTS, AS INDICATED, 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE, 15000 FT. CANDLE, 15000 FT. CANDLE.
 - 2. ALL LIGHTING SHALL BE BY FLOOD LIGHTS, AS INDICATED, 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE, 15000 FT. CANDLE.
 - 3. ALL LIGHTING SHALL BE BY FLOOD LIGHTS, AS INDICATED, 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE, 15000 FT. CANDLE.
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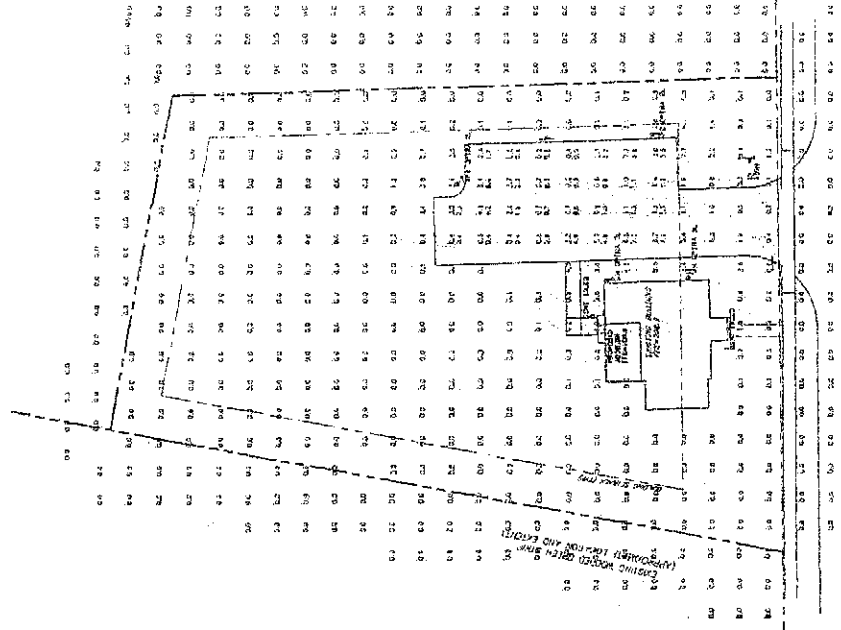
GRAPHIC SCALE



- LEGEND**
- 1. 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE.
 - 2. 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE.
 - 3. 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE.
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- LEGEND**
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 - 3. 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE.
 - 4. 48" DIAMETER, 150 WATT, 120V AC, 60 HZ, 1500 LUMENS, 15000 FT. CANDLE.

Figure 2



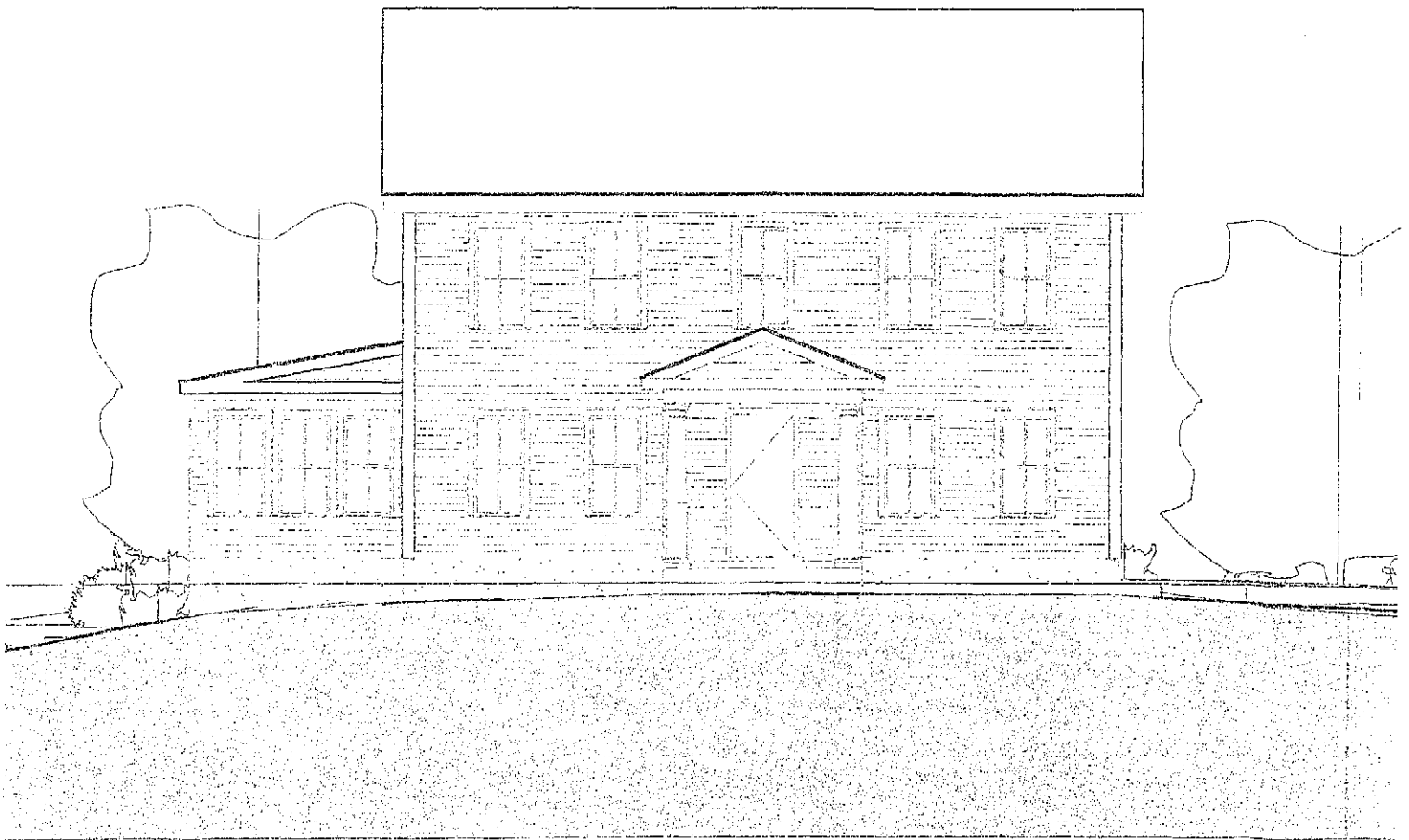
NO.	TYPE	SIZE	WATTAGE	VOLTS	HZ	LUMENS	FOOT CANDLE
1	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000
2	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000
3	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000
4	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000

NO.	TYPE	SIZE	WATTAGE	VOLTS	HZ	LUMENS	FOOT CANDLE
1	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000
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4	FLOOD LIGHT	48" DIA.	150	120	60	1500	15000

THE VALUTRACK HEADQUARTERS

ELEVATION - SOUTH

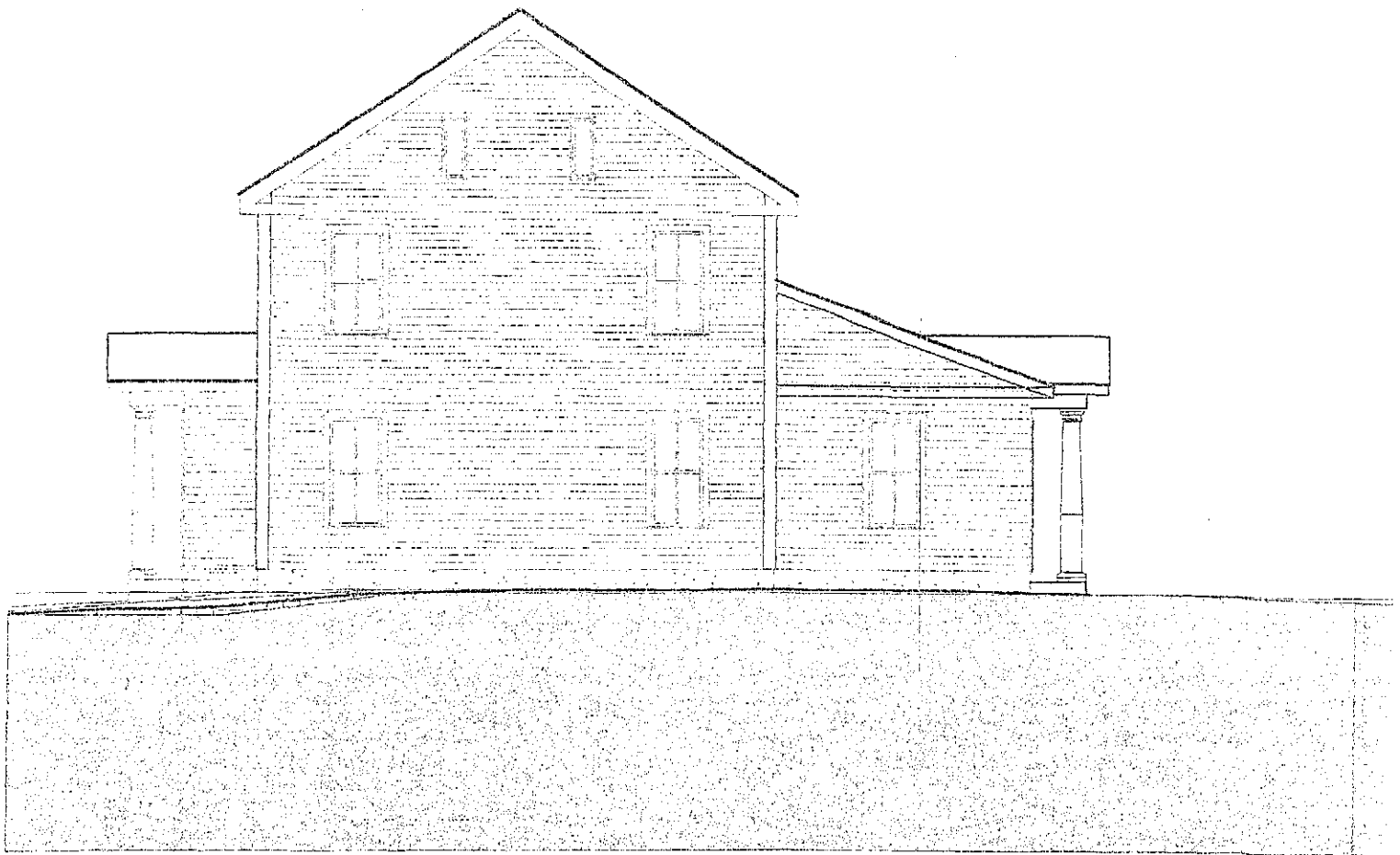
Figure 3



THE VALUTRACK HEADQUARTERS

ELEVATION - EAST

Figure 4



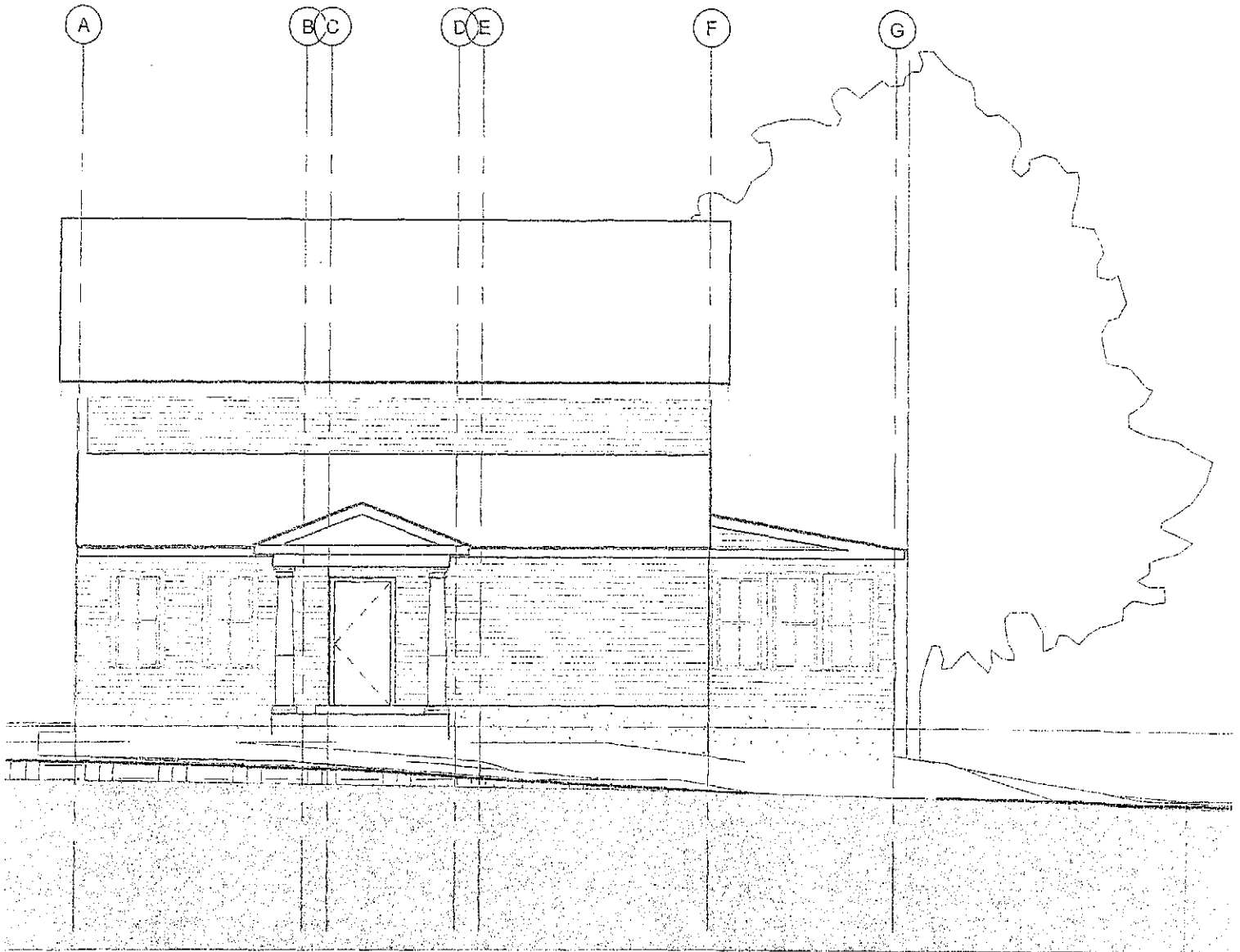
THE VALUTRACK HEADQUARTERS ELEVATION - WEST

Figure 5



THE VALUTRACK HEADQUARTERS ELEVATION - NORTH

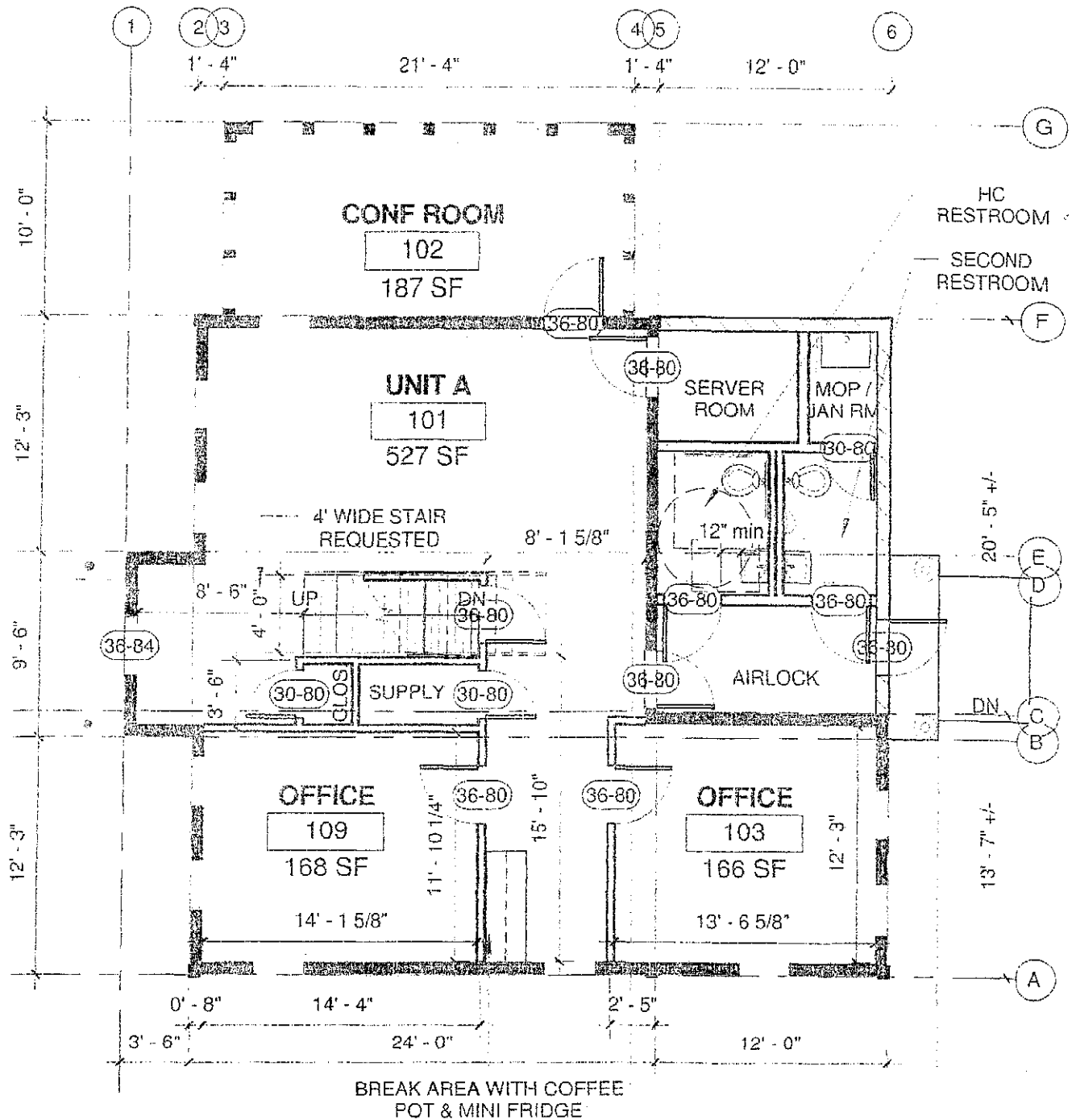
Figure 6



THE VALUTRACK HEADQUARTERS

FIRST FLOOR PLAN

Figure 7



Susan Affleck-Childs

From: David Damico
Sent: Wednesday, May 18, 2011 4:07 PM
To: Susan Affleck-Childs
Cc: Jim Smith; Thomas Holder
Subject: 25 Summer St Driveway

Stacey,

Per our discussion, 25 Summer St. driveway can be abandoned, but needs the following work done. Sawcut the gutter even with the curb and sawcut the section of sidewalk. Raise the granite curbing on either side of the opening. Install new curbing at the opening. Repave the sidewalk section. Seal all seams after the work is complete. All of this needs to be done under a Street Opening Permit with appropriate fees and deposits. The applicant can review this with the Highway Superintendent if needed.

Thanks,

Dave
DPS Deputy Director
Check us out on-line at www.townofmedway.org

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