

**March 12, 2013
Medway Planning and Economic Development Board
155 Village Street
Medway, MA 02053**

BOARD MEMBERS PRESENT: Andy Rodenhiser, Karyl Spiller-Walsh, and Chan Rogers, and Associate Member Matthew Hayes

ABSENT WITH NOTICE: Tom Gay and Bob Tucker

ALSO PRESENT: Susy Affleck-Childs, Planning and Economic Development Coordinator
Amy Sutherland, Meeting Recording Secretary
Dave Pellegrini, Tetra Tech Engineering
Gino Carlucci, PGC Associates

The Chairman opened the meeting at 7:00 pm.

There were no Citizen Comments.

Street Acceptance Recommendation:

The Board has a document dated March 6, 2013 prepared by Susy Affleck-Childs explaining the steps for street acceptance. **(See Attached).**

The Meadows:

The Board is in receipt of a memo dated March 7, 2013 from Susy Affleck-Childs relative to street acceptance for The Meadows Subdivision. **(See Attached).**

On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board voted unanimously to certify that the Meadows subdivision has been built in accordance with the Planning Board's *Subdivision Rules and Regulations* in effect at the time the plan was approved.

Claybrook II:

The Board is also in receipt of a memo dated March 6, 2013 from Susy Affleck-Childs regarding the Claybrook II Subdivision. **(See Attached).**

On a motion made by Chan Rogers and seconded by Karyl Spiller-Walsh, the Board voted unanimously to certify that the Claybrook II subdivision has been built in accordance with the Planning Board's *Subdivision Rules and Regulations* in effect at the time the plan was approved.

Susy will prepare the notice for the BOS public hearing and to compile an abutters list. The BOS public hearing is planned for April 1, 2013.

PUBLIC HEARING CONTINUATION - Thayer Homestead Site Plan:

The Development team and Dan Hooper were present for discussion relative to the site plan for the Thayer Homestead. There was an overview presentation which indicated the changes which were made based on the consultants' previous review comments.

The Board is also in receipt of a memo dated February 28, 2013 from DeVellis Zrein Inc. The letter references responses to the memo sent from Tetra Tech. (**See Attached**)

The revised plans dated February 28, 2013 have been reviewed by the consultants and were enclosed in the board packet.

There are additional items which need to be looked at. One of these is the parking. This road is currently 18 and 22 ft. There was a suggestion to have this be 24 ft.

The Board is in receipt of an email from Dave Pellegrini dated March 7, 2013 about the parking and concern that there is a large amount of pavement for a small amount of parking stalls. (**See Attached**). There is also a concern about how emergency vehicles will get in and out of site.

Board members are comfortable with 22 ft for the width of the parking lane.

The Fire Department was informed of the site plan and requested to provide comments, but has not yet provided comments to date.

The dumpster loading was next discussed. Trash vehicles will have to back down the driveway. Consultant Pellegrini communicated that there is a risk with backing up vehicles and traffic. There could be a condition about a time with deliveries.

An abutter at 2 Oak Street would appreciate if deliveries did not occur until after 8:00 am. He also wanted to know if the dumpster was going to be enclosed.

It was communicated that the dumpster is fully enclosed.

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

It was announced that members Bob Tucker and Tom Gay who were not present for tonight's public hearing will listen to the audio recording of the meeting and apply the Mullen's Rule certification. This will enable them to vote on the Thayer decision.

Susy will try to draft the decision for review and vote at the next PEDB meeting on Tuesday March 19, 2013.

Susy asked who will be providing oversight of the construction and in particular the drainage work.

Engineer Jim DeVillis communicated that he has signed the plans and intends to provide oversight on the construction. He is the Clerk of the Works and will sign off on the as-built plan indicating that the project has been built as noted on the plans.

OTHER BUSINESS

Legion Place Apartments - 6 Cutler Street

Susy informed the Board relative to a prospective applicant who might be interested in doing a friendly 40 B project in Medway on the site of the American Legion Building. The concept is for 16 one-bedroom apartments in two buildings.

She had recommended that the applicant speak with the Affordable Housing Trust, which they did and it was indicated that the Affordable Housing Trust and Committee are in support. The next step will be to have the potential applicant speak with the Board of Selectmen.

It was noted that this application will need to go to the Zoning Board of Appeals for a comprehensive permit.

REPORTS

Planning Consultant Gino Carlucci:

There will be a SWAP meeting on March 14, 2013 from 10:00 am to 12:00 pm. This will take place in Medway at Sanford Hall. This meeting involves discussion among various parties and GATRA, MWRTA and MAPC about public transit coordination in the region.

Planning and Economic Development Coordinator's Report:

- Susy was approached by a developer looking at the Medway Gardens site for a possible gas station and convenience store. There will be a meeting next Monday at 1:30 with the Town's internal development review team. This will be informal.
- The Annual Report needs to be completed.
- There is a meeting with the Board of Selectmen on Monday March 18, 2013 to discuss the Board's zoning amendment articles.
- The Board will discuss street acceptance priorities for FY 14 with the Board of Selectmen on April 1, 2013.
- The Board's public hearing on zoning bylaw amendments will be held on April 16, 2013. The Board would like to do some public outreach and education about this.

MEETING MINUTES

January 15, 2013:

The minutes from January 15, 2013 will be tabled until the next meeting.

February 12, 2013:

On a motion made by Chan Rogers and seconded by Karyl Spiller-Walsh, the Board voted to approve the minutes from February 12, 2013.

February 5, 2013:

On a motion made by Chan Rogers and seconded by Karyl Spiller-Walsh, the Board voted to approve the minutes from February 5, 2013.

February 19, 2013:

The minutes from February 19, 2013 will be tabled until the next meeting.

February 26, 2013:

On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board voted to approve the minutes from February 26, 2013.

PUBLIC HEARING CONTINUATION - Tri Valley Commons Site Plan:

The public hearing for Tri-Valley Commons site plan was reopened.

Present representing the applicant were:

Attorney Joseph Antonellis

Bill Scully, Traffic Engineer

NOTE – The applicant, Roger Calarese, was not present.

Others present included:

Tom Holder and Dave D’Amico, Medway Department of Public Services
Engineers Geoff Howie and John Diaz, GPI
Engineer Mike Hall, Tetra Tech

The Board has within their packets the following documentation:

- Tetra Tech letter dated March 7, 2013 from traffic engineer Michael Hall. **(See Attached)**
- Email from Route 109 Committee dated March 6, 2013. **(See Attached)**

Member Rogers communicated that the Town received a letter in regards to the proposed traffic signal on Route 109. He further explained that there are five traffic engineers involved with this project. We have a traffic engineer who represents the Board (Tetra Tech). The applicant has a traffic engineer who represents them (Bill Scully). The state has a traffic engineer who represents the Town and the Route 109 Committee (GPI). Medway Commons has a traffic engineer who represents them (Tighe and Bond). And Dunkin Donuts has had an engineer review the plans for them. Chan communicated that there are too many traffic engineers involved. The representatives of the Medway Department of Public Works have the overview in regards to the traffic and not the Planning Board. We can make recommendations but we are complicating the issue. The 109 Committee will take precedence.

It was communicated that Tetra Tech is under contract to the Board to review the development information on behalf of the Town. They will meet with GPI and DPS and Tri Valley Commons to review the conditions as they are now and then they will coordinate with the three engineers. GPI is to make sure that whatever comes out of the process works with the Route 109 Project. Another aspect of this is making sure that the traffic study provided by the applicant is valid with the trip generation and volume data. It is going to be the applicant's traffic engineer who will need to juggle both interests.

Attorney Antonellis communicated that his client has received copies of correspondence from outside parties to the Board and will not comment at this point. His team will look at the comments and will provide responses. He further explained that the original premise is that the access into the site would be regulated by a traffic signal. The proposal will work within the Rt.109 plan.

Bill Scully, the traffic engineer for Tri-Valley Commons, indicated that he has been working on this since early 2012. The applicant was cautious with this design due to the Route 109 issues. The proposed access driveway was shifted from its original location to coordinate with Gould's Plaza. The team has spoken to abutting property owners including Dunkin Donuts and we are trying to accommodate all so that this is viable. Bill has not seen the 25% plans for the Route 109 project or comments from Mass Highway. He does not want to speak for the State but he is comfortable with the fact that the Tri Valley Commons project is two years ahead of the Route 109 project. We want to build and pay for the signal and define the elements within the 109 project. The signal will follow the specification. The information about the alternative location for the traffic signal could be brought up at the 25% public hearing for the Route 109 meeting as supplemental information. This is the same basic concept. There will be left hand turn and through right. There will be a right turn only. The connection is to Gould's. Traffic will have pedestrian control, crosswalk locations, and new sidewalks will be built. There is a physical connection and pedestrian path to the east side with cuts which will be ADA compliance. The section is meeting the DOT plan and is at grade of road.

Mike Hall from Tetra Tech raised a concern about looking at traffic impacts of this light signal on the flow and movements to the west. He recommended that the applicant's traffic engineer do a Saturday traffic study since this is a busy retail corridor. There was no information provided on this. This data collection should include the volumes and trip analysis.

Member Roger communicates that he does not think there needs to be analysis of west side. He feels GPI would need to do this.

The GPI representative, Geoff Howie indicated that with the 109 project they looked at and analyzed existing conditions as well as looking at conditions for normal growth for future. It is their opinion that the applicant needs to do this research and to convince us that it will work.

Member Rogers responds that the town has choices. We want the development but the developer should not have to do all the work. This is not fair to the applicant.

GPI did include some substantial growth numbers which came from expectations of growth in Bellingham at the route 126 interchange at 495.

Mr. Scully responded that the Board could put in a condition about the signaling of the light.

Chairman Rodenhiser responds that the impacts of this project effects a lot of the businesses and he wants to do it right.

DPS Director, Tom Holder communicated that comments from the Route 109 Committee about moving the traffic light to Tri Valley Commons are forthcoming. The impact of the west with proposed signal and the intervals needs to be reviewed carefully.

It was communicated that the Goulds signed the site plan application and are supportive. It is expected that future site plan modifications will be needed for Goulds and Dunkin Donuts.

Bob Parella, Chairman of Charles River Bank (the present owner of the Tri Valley Commons land) communicated that the tenants at Gould's Plaza are happy to have a better and improved situation.

Mr. Scully informed the Board that he will put together a formal response. He will need 4 weeks to do the analysis and report.

Abutter, Mr. David Cassidy was present and he submitted a letter dated March 6, 2013. **(See Attached)**

Mr. Cassidy explained that his property borders Holliston Street on the north side of the Tri Valley Commons parcel. He owns Friel Realty II LLC. Mr. Cassidy questions the onsite drainage and capacity. This is only for a 50-100 year design for detention and recharging the ground. Another concern is the erosion which will take place during construction. He would also like to see the utilities running down to the pavement. The water hydrant will need to be put on plans. He indicated that it did look as if the water from Gould's was noted. He is concerned about the water which will go onto his property.

Consultant Pellegrini indicated that he will look at this. He explained that this is a separate system.

Attorney Antonellis communicated that the utilities will be stubbed to the property line at the northern edge. The intent is to bring all utilities to the end to accommodate future connections. He further offered that Mr. Cassidy is welcome to speak with their Engineer Bob Poxon. He further noted that the purpose of tonight's public hearing was traffic. The engineer who can discuss the stormwater is not present. He also noted that the plan for the retaining wall has been revised.

Mr. Scully explained that the signal was placed where it meets the most volume. The left turn lane on west bound will be extended.

Mike Hall stated again that the traffic study should be revised to include an evaluation of the Saturday midday peak hours in addition to the weekday AM and PM peaks. There should also be information provided about trip generation estimates and analysis for the Saturday peak hours.

Louise Placido, operator of the Dunkin Donuts, indicated she is comfortable with what is being proposed. The proposed plan would allow the traffic at her location to flow better. Her only concern is that the reconfirmation of the signage due to setbacks.

The Board is in receipt of a letter from Bethany Bartlett of Sherin Lodgen, attorney for Diversified Property (the owner of Medway Shopping Center) dated March 12, 2013. **(See Attached)**

Paul LaPerriere, Medway Shopping Center property manager, explained that he is very concerned about how this project will affect his tenants. Mr. LaPerriere explained that he has met with Dave D'Amico to review the 25% design plan for

the 109 project. It was communicated that there was a need to have two traffic lights on Route 109. He would like the traffic study to include an analysis of the traffic to and from the shopping plaza to the proposed new area. The current shopping plaza is at least twice the size of the proposed project both in acreage and number of businesses and traffic. He concluded by stating that he wishes to continue working with all parties to create a better and safer shopping center.

Tom Holder responded that the traffic configuration will work based on what you see. He noted that some concerns had been expressed by Dr. Cooper whose property is east of Dunkin Donuts.

Karen Johnson from Charter Realty & Development was present at the meeting. The Board was in receipt of a memo dated March 12, 2013 from Charter Realty & Development which explains that Tighe & Bond has reviewed the Traffic Impact and Access Study prepared by Mr. Scully for Tri Valley Commons. (**See Attached**).

Ms. Johnson explained that when Medway Commons was being completed, there was great thought about the traffic flow. They installed and paid for the signaling light on Route 109 in front of Medway Commons. Roadway improvements were also made. Their traffic engineer from Tighe and Bond looked and reviewed the Tri valley Commons traffic study and there were a handful of red flags. Their concern is the operation of the intersection of Route 109 and Holliston Street and the level of service changes for her customers due to the expected queuing on Holliston Street. She wants to make sure that when a decision is rendered, the teams of professionals have properly evaluated the impacts and mitigation is determined. She hopes all will look at the issues and make sure that their interests are properly respected. She is more than willing to meet with the consultants if need be.

Karen indicated that they are here to provide an independent voice to the Board. They want to make sure their interests are protected and do not want this to be unsafe for their clients.

Mr. Scully responded that he can provide whoever wants to look at it a full copy of the traffic report.

Dave Pellegrini noted that there is nothing on the plan about the sidewalks. The Board typically wants to see this.

Mr. Scully indicated that on the access plan there is a proposed sidewalk. This could be an anticipated condition of approval in regards to the detail and road design. The design process could continue after design plan moves forward.

The Board wants to work together and get information to the public.

The decision could be written with conditions that would lay out the process. The decision points could also reference phase two.

Susy responded that the Board generally does not do this, but if they choose to with this application, language would need to be written to make sure it is crystal clear.

Discussion Schedule:

- March 26, 2013: Discussion on buildings, site design and retaining wall.
- April 9, 2013: Discussion on Traffic

Continuation:

On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board voted unanimously to continue the hearing to March 26, 2013 at 8:00 pm.

Consultants' Contracting Services:

Susy noted that the engineering and planning consultants' contracts expire at the end of June. Town Counsel has advised that the state purchasing requirements are such that we have to go through an RFP process for the planning consultant. That is not the case for engineering services.

The Board will discuss consulting services at their March 19, 2013 meeting.

Adjourn:

On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board voted unanimously to adjourn the meeting at 10:30 pm.

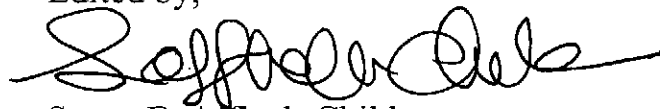
The meeting adjourned at 10:30 pm.

Respectfully Submitted,

Minutes of March 12, 2013 Meeting
Medway Planning & Economic Development Board
APPROVED – March 26, 2013


Amy Sutherland
Recording Secretary

Edited by,



Susan E. Affleck-Childs
Planning and Economic Development Coordinator

Steps for Street Acceptance under SB2348

sac draft – March 6, 2013

1. PEDB prepares a written Certification that the subdivision road has been constructed in accordance with the Board's *Subdivision Rules and Regulations* and the approved definitive subdivision plan. PEDB must vote to approve the Certification.
2. PEDB submits a series of documents to the BOS
 - a. PEDB Certification
 - b. mylar of a street acceptance plan
 - c. mylar of an as-built plan
3. BOS holds a public hearing to determine if it is in the public interest to accept the road as a public way.
 - a. BOS must provide first class mail notice to the owners of all properties abutting the roadway of the date, time and location of the public hearing
 - b. BOS must provide notice in a newspaper of local circulation at least 7 days prior to the hearing to announce date, time and location of the public hearing
 - c. BOS votes acceptance
4. Town Meeting Action
 - a. If the BOS votes acceptance, a street acceptance article is placed on the warrant for the next annual or special town meeting
 - b. Town meeting approval requires a 2/3 vote
5. Order of Acceptance
 - a. If Town Meeting approves the street acceptance, the BOS has Town Counsel prepare an "Order of Acceptance". **I believe the BOS has to vote to approve the Order of Acceptance.**
 - b. Town records the Order of Acceptance and the Street Acceptance Plan at the Registry of Deeds within 30 days of the Town meeting's street acceptance vote.
6. **Is any other follow-up needed? Should we notify the abutting owners after the Order of Acceptance is recorded?**



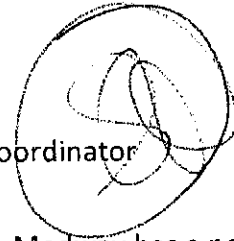
Certified
3-12-13

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

MEMORANDUM

March 7, 2013

TO: Planning and Economic Development Board members
FROM: Susy Affleck-Childs, Planning and Economic Development Coordinator
RE: ~~Street Acceptance - The Meadows Subdivision~~



With the approval of SB 2348 by the legislature and Governor in late 2012, Medway has a new and highly streamlined street acceptance process we can use. See attached list of steps.

I recommend that the PEDB vote to certify that The Meadows subdivision has been built in accordance with the Definitive Subdivision Plan and the Planning Board's *Subdivision Rules and Regulations* in effect at the time the plan was approved. Such a vote will move this to the next step of having the BOS hold a public hearing. That is tentatively scheduled for April 1, 2013. This matter has been submitted for inclusion on the warrant for the 5/13/13 annual town meeting.

The Meadows includes the following streets:

- Cardinal Circle
- Goldenrod Drive

Attached are several documents for your reference.

1. Punch list status from Tetra Tech (December 19, 2012)
2. Bond memo to Town Treasurer reporting on the bond reduction approved by the PEDB (January 15, 2013)
3. As-built and street acceptance plans prepared by GLM Engineering (August 2009)

ROAD LAYOUT ACCEPTANCE APPROVED
MEDWAY PLANNING BOARD

APPROVED: _____
ENGINEER: _____

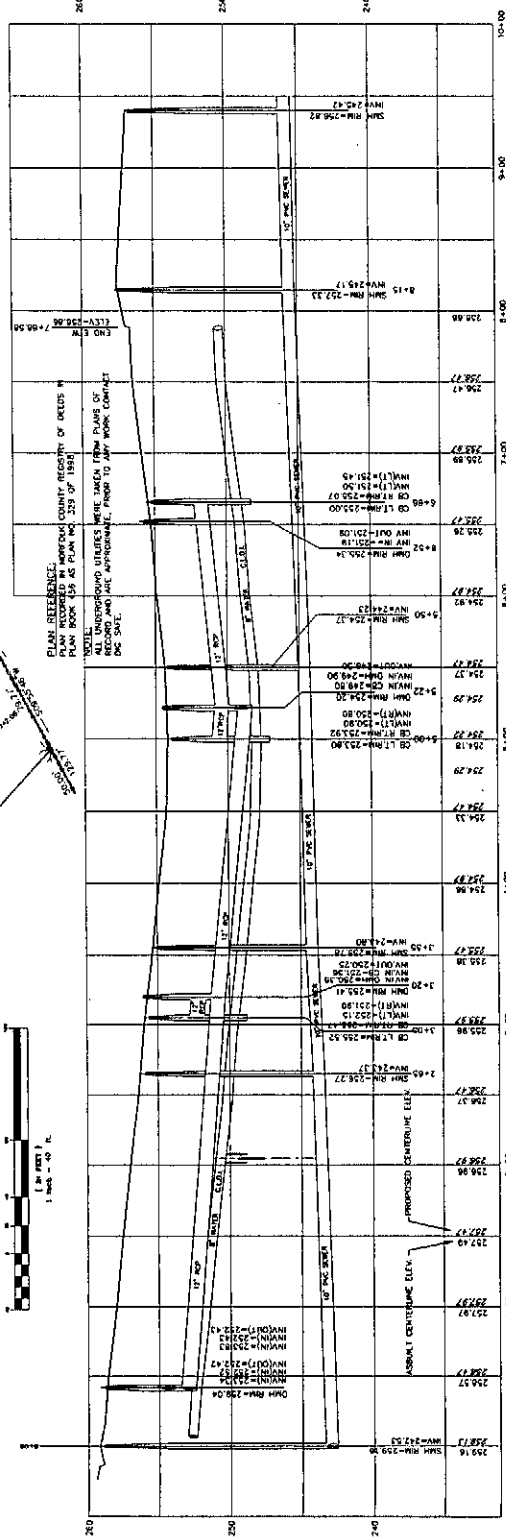
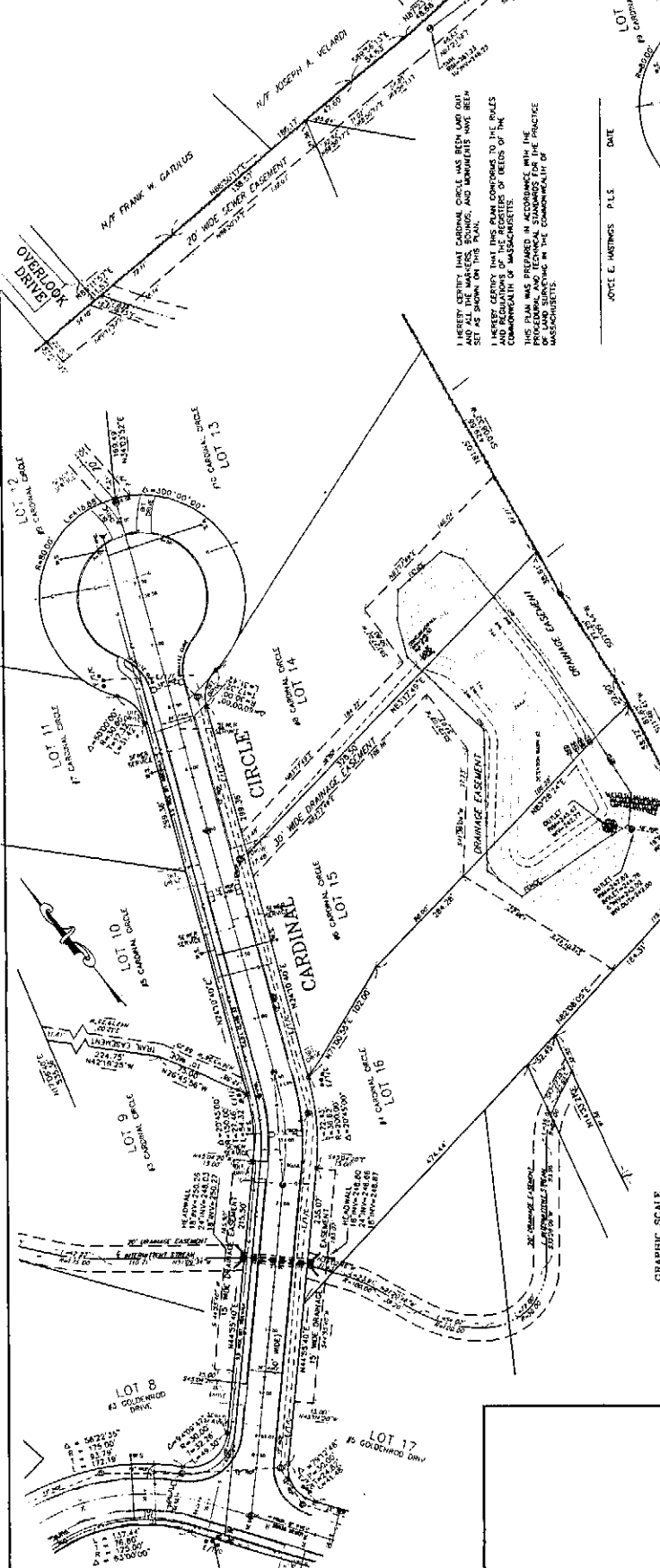
ROAD LAYOUT ACCEPTANCE APPROVED
MEDWAY BOARD OF SELECTMEN

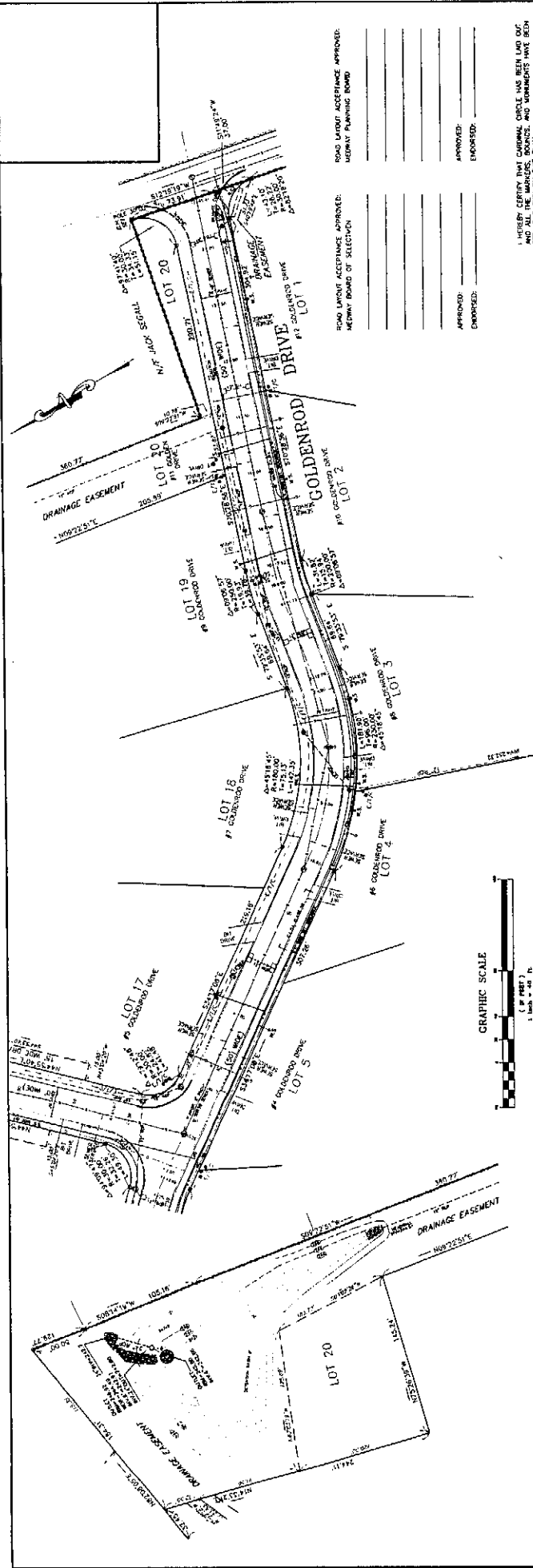
APPROVED: _____
ENGINEER: _____

**ASBULT STREET / STREET
ACCEPTANCE PLAN
"CARDINAL CIRCLE"
MEDWAY, MASS.**

DATED: SEPT. 5, 2007
REVISED: AUGUST 18, 2009
SCALE: UNRESAILED PLAN - 1"=4'
UNRESAILED PLAN
503 MAIN STREET
MEDFIELD, MA 02052

GLM ENGINEERING, INC.
88 HOLLISTON STREET
HOLLISTON, MASSACHUSETTS 01746
(508) 429-1100 FAX: (508) 429-7180





ROAD LAYOUT ACCEPTANCE APPROVED:
MEMBER BOARD OF SELECTMEN

ROAD LAYOUT ACCEPTANCE APPROVED:
MEMBER PLANNING BOARD

APPROVED: _____
ENGINEER:

APPROVED: _____
ENGINEER:

I HEREBY CERTIFY THAT CARNAL ORCLE HAS BEEN Laid OUT AND ALL THE MARKERS, BOUNDS, AND MONUMENTS HAVE BEEN SET AS SHOWN ON THIS PLAN.

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE RULES AND REGULATIONS OF THE BOARD OF SELECTMEN OF THE COMMONWEALTH OF MASSACHUSETTS.

THIS PLAN WAS PREPARED IN ACCORDANCE WITH THE PROCEDURAL AND TECHNICAL STANDARDS FOR PROFESSIONAL ENGINEERING PRACTICE IN THE COMMONWEALTH OF MASSACHUSETTS.

JOYCE E. HASTINGS P.L.S. DATE _____

PLAN REFERENCE:
PLAN RECORDED IN WORCESTER COUNTY REGISTRY OF DEEDS IN PLAN BOOK 433 AS PLAN NO. 339 OF 1998.

NOTE:
ALL UNDERGROUND UTILITIES WERE TAKEN FROM PLANS OF RECORD AND ARE APPROXIMATE. PRIOR TO ANY WORK CONTACT THE UTILITIES.

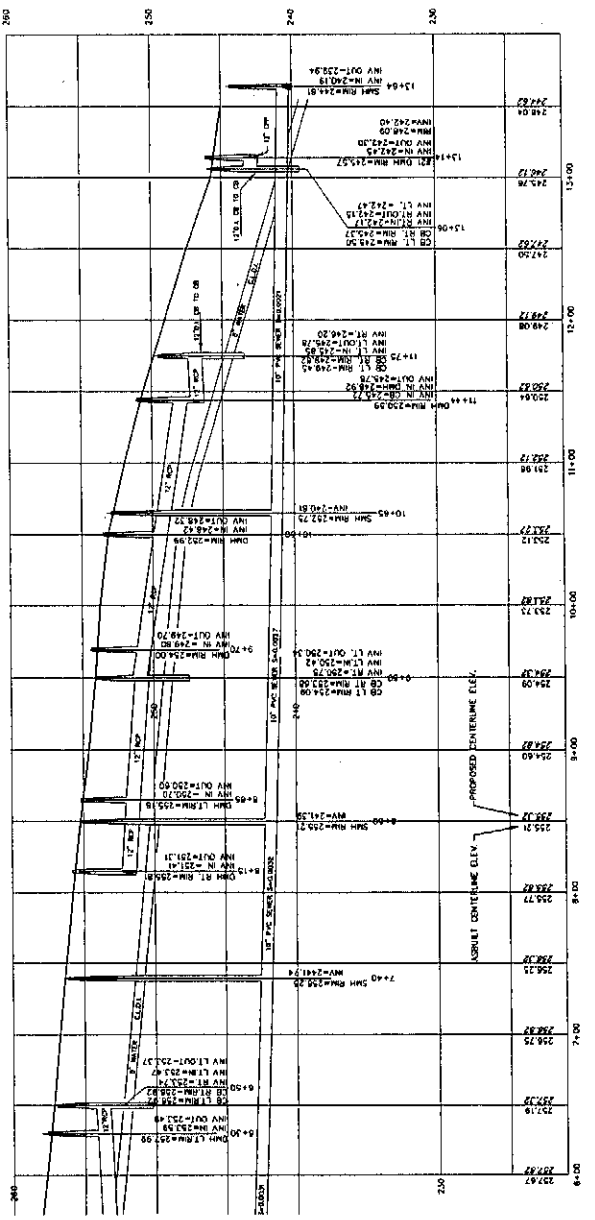
**ASBULT/STREET
ACCEPTANCE PLAN
"GOLDENROD DRIVE"
MEDWAY, MASS.**

DATE: SEPT. 5, 2007
REVISED: AUGUST 23, 2009
SCALE: HORIZ. 1"=40' VERT. 1"=4'

PREPARED BY:
UNIQUE PROJECTS, INC.
MEDFORD, MA 02155

GJM ENGINEERING
100 WASHINGTON ST.
HOLLISTON, MASSACHUSETTS 01746
(508)432-1100 FAX:(508)432-7150

DATE: _____
SCALE: _____





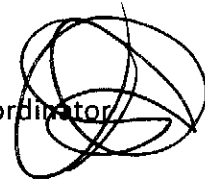
3-12-13

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

MEMORANDUM

March 6, 2013

TO: Planning and Economic Development Board members
FROM: Susy Affleck-Childs, Planning and Economic Development Coordinator
RE: Street Acceptance – Claybrook II subdivision



With the approval of SB 2348 by the legislature and Governor in late 2012, Medway has a new and highly streamlined street acceptance process we can use. See attached list of steps.

I recommend that the PEDB vote to certify that the Claybrook II subdivision has been built in accordance with the Definitive Subdivision Plan and the Planning Board's *Subdivision Rules and Regulations* in effect at the time the plan was approved. Such a vote will move this to the next step having the BOS hold a public hearing. That is tentatively scheduled for April 1, 2013. This matter has been submitted for inclusion on the warrant for the 5/13/13 annual town meeting.

Claybrook II includes the following streets:

- Wildebrook Road
- First Colony Drive
- Portion of Summit Road
- Portion of Olde Surrey Lane

The Town will be asked to accept only the roads and drainage system. The homes have private wells and the subdivision as its own private sewer system.

Attached are several documents for your reference.

1. Punch list from Tetra Tech (May 2010)
2. Bond estimate from Tetra Tech (May 2010). NOTE – I have asked Tetra Tech to update the bond estimate based on current Mass Highway pricing.
3. As-built and street acceptance plans prepared by Tetra Tech for the Town (June 2012)

You may recollect that the Board seized 100% of the remaining bond funds from Middlesex Savings Bank in 2011. Those funds reside in our Subdivision Bond Default Account. That amount is \$42,190.

Once the streets are "owned" by the Town, the DPS will be able to address the above noted punch list items.

Claybrook II Bond Estimate

ITEM NO.	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL
BITUMINOUS CONCRETE					
482.01	Demo and Disposal of Existing Berm and Pavement Preparation for New Berm	1,000	FT	3.00 \$/FT	\$ 3,000.00
470.2	Hot Mix Asphalt Berm - Modified	1,000	FT	5.00 \$/FT	\$ 5,000.00
460	Hot Mix Asphalt (Sidewalk/Road Repair)	14	TON	85.00 \$/TON	\$ 1,190.00
	Crack Sealing	7,500	SY	2.00 \$/SY	\$ 15,000.00
	Subtotal				\$ 24,190
BITUMINOUS CONCRETE					
561	Curb Inlet Removed and Reset	4	EA	125.00 \$/EA	\$ 500.00
	Subtotal				\$ 500
AGGREGATE					
151	Gravel Borrow (Sidewalk Sub-Grade Repair)	2	CY	29.00 \$/CY	\$ 58.00
983.2	Rip-Rap	4	CY	81.00 \$/CY	\$ 324.00
	Subtotal				\$ 382
DRAINAGE					
222	Frame and Grate (Double Catch Basin)	6	EA	620.00 \$/EA	\$ 3,720.00
223.2	Frame and Grate (Removed and Discarded)	6	EA	55.00 \$/EA	\$ 330.00
187.31	Removal and Disposal of Drain Pipe Sediment	100	FT	5.00 \$/FT	\$ 500.00
127.3	Removal and Disposal of Drain Structure Sediment	55	CF	125.00 \$/CF	\$ 6,875.00
	Detention Basin Maintenance	1	LS	10,000.00 \$/LS	\$ 10,000.00
	Subtotal				\$ 21,425
LANDSCAPING					
765	Seeding (Slope Repair)	12	SY	1.50 \$/SY	\$ 18.00
	Subtotal				\$ 18
SIGNAGE					
751	Street Name Sign	4	EA	70.00 \$/EA	\$ 280.00
	Subtotal				\$ 280
Project Summation					
	Contingency			25%	\$ 46,295.00
	Site Total				\$ 11,573.75
	Project Total				\$ 57,868.75

Notes:

- Unit prices are taken from the latest information provided on the Massachusetts Highway Department website. They utilize the Mass Highway weighted bid prices (Combined - All Districts) for the time period 5/2009 - 5/2010.
- Refer to Subdivision Review Letter Dated 5/7/10 prepared by Tetra Tech Rizzo for additional issues which do not have dollar values assigned above.
- Mass Highway pricing for crack sealing was not available, therefore prices were taken from 2008 construction bid results from another Massachusetts municipality.
- Exact quantities for the amount of material were not measured and are approximate values.

DeVellis Zrein Inc.

PO Box 307
Foxboro, MA 02035
Tel. 508.393.8583 Fax. 774-215-0631
www.develliszrein.com

RECEIVED
MAR 01 2013

February 28, 2013

Town of Medway Planning and Economic Development Board Review Agents
David R. Pellegrini, PE : Tetra Tech
Gino Carlucci Jr : PGC Associates

**TOWN OF MEDWAY
PLANNING BOARD**

copy to Susan E. Affleck-Childs- Medway Planning and Economic Development Coordinator

Re: **Thayer Homestead Site Plan
Response to Review Comments**

Dear David and Gino:

This letter is in response to your February 7th review letters received from Tetra Tech and PGC regarding the Thayer Homestead Site Plan submission.

Following our initial Planning Board meeting, a public hearing was held by the Conservation Commission and all of their Notice of Intent comments are also contained within this revised set of plan.

This letter responds to each of your numbered comments (paraphrased below) and our responses are provided in CAPS.

In addition, supplementary information is attached as backup to the responses and requests.

TETRA TECH FEBRUARY 7TH REVIEW COMMENTS AND RESPONSES

1. The Site Plan shall be stamped
FINAL CIVIL PLANS TO THE BOARDS WILL BE STAMPED BY A REGISTERED
PROFESSIONAL ENGINEER AND REGISTERED LANDSCAPE ARCHITECT
FOLLOWING THIS REVIEW PROCESS AND PRIOR TO THE MARCH 12TH SECOND
PLANNING MEETING
2. Verify if plan scale is acceptable
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
3. Verify of sheet size is acceptable
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
4. Provide north arrow
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
5. Provide 2000 foot locus plan at 1000 scale
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
6. Provide abutters names
TOWN IS IN RECEIPT OF ABUTTERS NAMES

7. Provide existing landscape inventory
LANDSCAPE PLAN AGREED BY BOARD TO INDICATES SUFFICIENT INFORMATION
8. Provide building setbacks to property lines
SHOWN ON REVISED C-1
9. Provide location and dimension of proposed curb radii
SHOWN ON REVISED C-1
10. Provide architectural plan
SUBMITTED TO TOWN PRIOR TO INITIAL HEARING
11. Provide colored rendering
SUBMITTED TO TOWN PRIOR TO INITIAL HEARING
12. Provide Floor Plan
SUBMITTED TO TOWN PRIOR TO INITIAL HEARING
13. Provide Lighting Plan
PRESENTED AT INITIAL HEARING. INCLUDED IN REVISED SET
14. Provide horizontal sight distance
PROVIDED ON REVISED C-1. ENGINEER PERFORMED A SITE VISIT ON FEB 27TH AND ATTESTS THAT THERE IS OVER 100 FEET OF CLEAR SIGHT LINES UP AND DOWN OAK STREET
15. Drives exceed 2% slope
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
16. Parking shall be 10x20 feet
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
17. Travel lane shall be 24 feet
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
18. Provide snow storage
PROVIDED ON REVISED C-1. SNOW AREAS AND SIGNAGE DISCUSSED WITH CONSERVATION COMMISSION AND AGREED
19. Trees over 10-inch diameter to be replaced in diameter
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
20. Provide soil types and time of concentration
SOIL TYPE AND TIME OF CONCENTRATION GRAPHIC ATTACHED
21. Request for clarification of Tc of 5 minutes verse 6 minutes
RE-EVALUATED WITH LONGER Tc
22. Verify 6 minute Tc
RE-EVALUATED WITH LONGER Tc
23. Street drainage to remain on site
ADDRESSED ON REVISED C-2 : CROSS SECTION PITCHED TO CAPTURE DRAINAGE. CATCH BASIN MOVED TO OPPOSITE SIDE OF ENTRANCE
24. Verify 2 and 8.16 minutes per inch infiltration rates
INFILTRATION RATES WERE MODIFIED BASED ON CLASSIFIED BASED USDA SOIL CLASSIFICTION DETERMINED DURING SOIL TESTING

25. Route basins using Dynamic Storage Indication method
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
26. Provide additional volume to model outlet conditions
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
27. Eliminate overflow regarding model and divert excess runoff
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
28. Address Pond 2 overflow for 100 year model
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
29. Do not take credit for parking lot sweeping unless intensive plan is implemented
REVISED TSS CALCULATIONS TO ELIMINATE SWEEPING CREDIT
30. Provide sediment forebays for TSS removal
ADDRESSED ON REVISED C-2. TWO FOREBAYS ADDED
31. Provide sediment forebay for infiltration modeling
ADDRESSED ON REVISED C-2. FOREBAYS ADDED TO SUBSTANTIATE INFILTRATION IN BASINS
32. Provide water quality calculation to verify infiltration basin is adequately sized
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
33. Provide recharge calculations
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
34. Provide runoff volume mitigation if project is treated as subdivision
PROJECT NOT A SUBDIVISION. DISCUSSED AT HEARING
35. Provide MADEP stamped checklists
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
36. Provide 72 hour drawdown calculations
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
37. Provide sediment forebay sizing
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
38. Provide drain and culvert sizing
ADDRESSED ON ATTACHED DRAINAGE SUBMISSION MATERIALS
39. Provide Stormwater management mitigation on plan
ENTIRE STORMWATER OPERATION AND MITIGATION PLAN INCLUDED ON C-2
40. Long term O&M to be provided
ENTIRE STORMWATER OPERATION AND MITIGATION PLAN FROM REPORT NOW INCLUDED ON C-2 PLAN
41. Provide pipe calculations verifying 25 year storm with 2-12 fps velocity
ADDRESSED ON ATTACHED PIPE CALCULATIONS
42. Subdivision regulations prohibit basins closer than 30 feet from property line
PROJECT NOT A SUBDIVISION. DISCUSSED AT HEARING
43. Subdivision regulations require substantial regulations around basins
PROJECT NOT A SUBDIVISION. DISCUSSED AT HEARING

44. Verify existing water pressures
NOTE: REFER TO LETTER DATED 14 SEPT. 2012 FROM BER (PROJECT MEP/FP ENGINEER) REGARDING FLOW TEST USED AS BASIS OF DESIGN FOR BUILDING PLUMBING AND FIRE PROTECTION SYSTEMS.
45. Provide note indicating water work shall be directed by DPS
ADDRESSED ON REVISED C-2 IN NOTE AT CONNECTION POINT
46. Identify water line materials
ADDRESSED ON REVISED C-2 IN NOTE AT BUILDING CONNECTION
47. Provide note about reconstructing existing SMH invert
ADDRESSED ON REVISED C-2 IN NOTE AT MANHOLE
48. Identify what is happening with existing stones in wall when removed
ADDRESSED ON C-1 WITH NOTE TO STOCKPILE AND REUSE
49. Clarify what happens to existing wheel stops.
ADDRESSED ON REVISED C-1 WITH NOTE TO BE RETURNED TO TOWN
50. Clarify note indicating pavement edge to be matched
ADDRESSED ON REVISED C-1
51. Add additional DO NOT ENTER sign
ONE WAY CIRCULATION ELIMINATED NEED FOR SIGN
52. Discuss at hearing the anticipation of Rt 109 traffic flow
DISCUSSED AT HEARING
53. Recommend curb between walkway and drive
ADDRESSED ON REVISED C-1 AND ADDED
54. Move tree from sidewalk
ADDRESSED ON REVISED C-3 AND REMOVED
55. Verify HC space slope conforms
CONFIRMED. SPACES CHANGED TO SOUTH SIDE OF DRIVE AND SLOPE CONFORMS
56. Address 193 contour missing
ADDRESSED ON REVISED C-2
57. Address 202 contour east of building
ADDRESSED ON REVISED C-2
58. Cape Cod Berm to match Town of Medfield
ADDRESSED ON REVISED C-4
59. Sloped Granite Curb to match Town of Medfield
ADDRESSED ON REVISED C-4
60. Flared End Section to match Town of Medfield
ADDRESSED ON REVISED C-4
61. Recommend 4-inch dense graded crushed stone below pavement resulting in 4 inches dense graded crushed stone and 8-inch gravel to equal 12-inches
ADDRESSED ON REVISED C-4

62. Provide sewer trench detail
ADDRESSED ON REVISED C-4
63. Provide bituminous concrete sidewalk detail
ADDRESSED IN BITUMINOUS CONCRETE PAVEMENT DETAIL
64. Provide HC ramp detail on the bit concrete sidewalk at parking stall entrance
ADDRESSED ON REVISED C-1

PGC ASSOCIATES REVIEW COMMENTS AND RESPONSES

1. Zoning and Use is appropriate
IN AGREEMENT
2. Parking spaces per zoning is calculated to be 16 spaces. Project exceeds requirement.
IN AGREEMENT
3. Provide photometric plan
PRESENTED AT INITIAL HEARING. INCLUDED IN REVISED SET
4. No signage is proposed other than traffic related signs
SIGN LOCATION SHOWN
3. Provide site context sheet or waiver
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
4. Existing Conditions Plan does not include landscape inventory.
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
5. Provide ID sign package
ENTRANCE SIGN LOCATION SHOWN ON C-1. DETAILS TO BE DEVELOPED AT A LATER TIME
6. Provide lighting plan
PROVIDED IN REVISED SET
7. Show horizontal sight distance
PROVIDED ON REVISED C-1. ENGINEER PERFORMED A SITE VISIT ON FEB 27TH AND ATTESTS THAT THERE IS OVER 100 FEET OF CLEAR SIGHT LINES UP AND DOWN OAK STREET
8. Driveway closer than 15 feet from property line
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
9. Perimeter of driveway to be bound with vertical granite curb or similar
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
10. Parking should be located at side or rear and provide landscaping if in front
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
11. Provide substantial landscape islands ...
WAIVER DISCUSSED AND ACCEPTED BY BOARD. INCLUDED ON COVER
12. Plan appears to generally meet specific criteria with exception of needing more screening and lighting detail
IN AGREEMENT

OVERVIEW OF THAYER HOMESTEAD MODIFICATIONS

GENERAL REQUESTS AND IMPROVEMENTS

- DOCUMENTED ALL ACCEPTED WAIVERS ON PLAN
- INCLUDED ALL BUILDING SETBACKS ON PLAN
- MOVED HC SPACES AWAY FROM BUILDING. REDUCED PAVEMENT
- ADDED ADDITIONAL FRONT TREE FOR VISUAL BUFFER TO LIGHT
- MOVED DUMPSTER TO ALLOW REAR ACCESS AND PROVIDED LIP
- DIMENSIONED ALL CURB RADIUS
- INCLUDED LIGHTING PLAN IN SET PRESENTED AT FIRST MEETING
- MEASURED SIGHT DISTANCES AND INCLUDED ON PLAN
- PROVIDED SNOW STORAGE AREAS AND IN OPERATION REPORT
- NOTED THAT WHEEL STOPS TO BE RETAINED BY TOWN
- NOTED STONEWALLS TO BE STOCKPILED IF DISTURBED
- REMOVED ONE-WAY WITHIN PARKING LOT
- ADDED CURB PROTECTION FOR SIDEWALK
- PROVIDED MEDWAY DETAILS RATHER THAN STANDARD DETAILS
- ADDED THAYER HOMESTEAD SIGN LOCATION
- NOTED THAT WATER WORK TO BE DIRECTED BY TOWN

DRAINAGE REQUESTS AND IMPROVEMENTS

- QUALIFIED AND QUANTIFIED OUTSTANDING QUESTIONS
- ELIMINATED STREET DRAINAGE
- ADDED SEDIMENT FOREBAYS
- REMOVED DRYWELL AND FOCUSED ON BASINS
- ADDEED STORMWATER MITIGATION REPORT ON PLAN
- UTILITY REQUESTS AND IMPROVEMENTS
- SPECIFIED WATER LINES

RECEIVED GENERAL APPROVAL FROM CONSERVATION COMMISSION
PENDING SNOW STORAGE CLARIFICATION. EXPECT FULL APPROVAL ON
MARCH 21ST

Susan Affleck-Childs

From: Pellegrini, David [david.pellegrini@tetrattech.com]
Sent: Thursday, March 07, 2013 9:53 AM
To: Susan Affleck-Childs
Subject: Thayer House
Attachments: 20130307095856.pdf

Susy,

Attached is our revised review letter for the Thayer House Project. They did a good job addressing the majority of our comments. There is still one thing that concerns me however. They have modified the parking areas for 2-way traffic now but kept the 22' drive aisles. I think this is pretty tight for someone to pull out of a parking stall. Also, I just feel in general the circulation is poor. In general there is a very large amount of pavement for a small amount of parking stalls. Also, I'm not sure how the emergency vehicles get in and out of the site but the radii look tight to me. I've put this in the letter but since it could represent a large change I'll reach out to Jim Devellis tomorrow and discuss with him directly.

Dave

David R. Pellegrini, P.E. | Senior Project Manager
Direct: 508.903.2403 | Main: 508.903.2000 | Fax: 508.903.2001
david.pellegrini@tetrattech.com

Tetra Tech | Engineering and Architecture Services
1 Grant Street | Framingham, MA 01701 | www.tetrattech.com

PLEASE NOTE: This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this information by anyone other than the intended recipient is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system.



March 6, 2013

Mr. Andy Rodenhiser
Chairman, Planning and Economic Development Board
Medway Town Hall
155 Village Street
Medway, MA 02053



**Re: Tri Valley Commons
72 Main Street
Medway, Massachusetts
Traffic Impact and Access Study Review**

Dear Mr. Rodenhiser:

Tetra Tech (TT) has performed a review of the December 2012 Traffic Impact and Access Study prepared by Green International Affiliates, Inc. for the Tri Valley Commons project located at 72 Main Street (Route 109) in Medway, Massachusetts. As we understand it, the proposed project includes the construction of five new buildings of an area of approximately 34,790 square feet (sf) on an approximate 4.6 acre site. The project also proposes to construct 157 parking spaces, a joint driveway entrance/exit (adjoining side property line) and a new curb cut on Main Street

The Traffic Impact and Access Study was reviewed for conformance with standard professional practices in the state of Massachusetts for the preparation of traffic studies for projects of the size and nature proposed at Tri Valley Commons. Following is a summary of our review.

Study Area

- The traffic study should be revised to include the intersection of Main Street with the Shopping Plaza West Drive/U.S. Post Office Driveway. This intersection is unsignalized today, however, it is proposed to be signalized as part of the Route 109 Improvements Project and will be the first signal to the west of the proposed site. The study estimates that over 30 percent of the site traffic will travel to/from the west so it is important to confirm that the proposed signal will be able to accommodate the additional traffic demands.

Engineering and Architecture Services
One Grant Street
Frammingham, MA 01701
Tel 508.903.2000 Fax 508.903.2001

Study Hours

- The traffic study should be revised to include an evaluation of the Saturday midday peak hour in addition to the weekday AM and PM peaks. The proposed project is commercial/retail project and trip generation for this type of land use is highest on a Saturday and the standard practice is to include the Saturday peak hour in the impact analysis. In fact, trip generation estimates contain within the study's appendix indicates that the Saturday peak hour trip generation will be 37 percent higher than during the weekday PM hour. Therefore, as Main Street is a commercial/retail corridor and the combination of existing Saturday volumes on Main Street and the higher Saturday trip generation characteristics may likely result in the Saturday peak hour being the critical time period in determining the functionality of the proposed site driveway signal and impacts along the Main Street corridor.

Traffic Volumes

- The traffic volumes used in the study were collected April 2011. As the data is less than three years old use of this data is appropriate for the study.
- The study adjusted (increased) the April volumes by two percent to account for seasonal fluctuations in traffic flows on Main Street. The adjustment used in the study was appropriate.

Safety Analysis

- The safety analysis presented in the study references the safety analysis results from the Functional Design Report (FDR) prepared for the Route 109 Improvements project. The applicant should provide the following information from the Route 109 FDR as an appendix to the revised traffic study for each of the study intersections:
 - MassDOT crash data
 - Crash Rate calculations

Future Traffic Projections (non-project)

- Future traffic volumes were projected for a six year time horizon (2018) and existing volumes were increased by approximately 4.5 percent. The growth rate and time horizon used in the study are appropriate.

Project Trip Generation

- The study used Institute of Transportation Engineers (ITE) Land Use Code (LUC) 810 – Shopping Center. This is an appropriate LUC to estimate trip generation for this project.
- The study assumed a Pass-By rate of 25 percent. This is an appropriate assumption for the type of project proposed.

- The revised study should include trip generation estimates and analysis for the Saturday peak hour.

Project Trip Distribution

- The study assumed an approximate distribution to/from the site of 32 to 35 percent to the west and 68 to 65 percent to the east. The applicant should provide back-up data to support the distribution pattern assumed in the study.

Intersection Operational Analysis

Existing Conditions

- The signalized analysis of the intersections of Main Street with Holliston Street and Medway Commons (Walgreens) is consistent with the Route 109 FDR in terms of cycle length and signal phasing.

Future No-Build Conditions

- The signalized analysis of the intersections of Main Street with Holliston Street and Medway Commons (Walgreens) assumes changes in the signal phasing that are proposed for the Route 109 project, however, the current phasing sequence is assumed for the Existing and Build conditions analyses. For consistency and comparative purposes, the No-Build analysis should be performed using the same phasing sequence for all three analysis cases.

Future Build Conditions

- The study should be revised to also present an analysis of the proposed site driveway without signalization.
- The proposed signal at the site driveway/Dunkin Donuts Drive is assumed to operate with 130 or 140 second cycle length, which appears to be unnecessarily long. The Route 109 project is being design with cycle lengths that range between 90 and 120 seconds, which are more appropriate for the corridor. The study should be revised or supplemented to show traffic operations assuming a maximum cycle length of 120 seconds.
- Analysis of the site driveway should be revised to account for pedestrian activity/actuation as the proposed signal.
- The signal phasing proposed site driveway includes protected left-turn lead/lag phasing. This phasing is known as a “yellow trap” and there are safety concerns related to this type of phasing. The analysis should be revised to eliminate this type of phasing.

- The signalized analysis of the intersections of Main Street with Holliston Street and Medway Commons (Walgreens) is not consistent with the Route 109 FDR in terms of the cycle length assumed for the analysis. The applicant's study has assumed that the intersections will operate with 130 or 140 second cycle lengths. The study should be revised or supplemented to show traffic operations assuming a maximum cycle length of 120 seconds with the existing phasing sequence at these intersections. This analysis will represent the "interim condition" (i.e., pre-Route 109 Improvements) at these intersections.
- The study should be revised to include results for the intersections of Main Street with Holliston Street and Medway Commons using the proposed cycle lengths and phasing sequence from the Route 109 FDR to ensure that the intersections will function adequately in the "long-term" as well as in the interim condition.
- The Build analysis for the intersection of Main Street/Shopping Plaza West/U.S. Post Office Drive should be performed assuming the proposed improvements associated with the Route 109 project. It is not necessary to analyze it in an unsignalized condition with the site traffic.
- The applicant should provide Sim Traffic queuing data and results for the intersection of Main Street and Holliston Street.
- As part of the revised traffic study submission to the Town, the applicant should provide electronic copies Synchro traffic model files for the Build conditions.
- On page 22 of the study, the applicant states that "motorists are expected to enter the site efficiently with short vehicle delays (LOS 'B' for both AM and PM Peak) and minimal impact to Main Street traffic flow". This is true for the PM peak hour, however, based on the data presented in Table 8 traffic operations in the AM peak hour at the proposed site drive are predicted to be LOS C or LOS D. The applicant should explain the discrepancy between Table 8 and the statement on page 22.

Sight Distance Analysis

- The sight distance analysis performed for the study indicates that there will be adequate sight distance at the proposed site drive. The analysis methodology and results are appropriate.

Signal Warrant Analysis

- The signal warrant analysis performed for the study indicates that a signal is warranted at the proposed site drive. The analysis methodology and results are appropriate.

Driveway/Signal Concept Plan

- Traffic movements into the Dunkin Donuts site at the entry/exit driveway appear likely to be difficult for larger vehicles. The applicant should provide analysis and or plans (e.g., AutoTurns analysis) that demonstrate how vehicles will be able to maneuver into the site via the shared entry/exit driveway.
- The applicant should explain how access from Main Street westbound into the Medway Savings Bank site will likely function (site is west of and adjacent to the Dunkin Donuts site).
- The applicant should explore with the property owners of the Dunkin Donuts property and the property to the east (medical offices) the possibility of providing a cross-connection between those parcels so drivers exiting that site will be able to do so via the proposed traffic signal.
- The applicant should provide more details in the concept plan related to the sidewalk in front of the site, such as limits of work, ADA accessibility and consistency with the Route 109 design plans.
- The applicant should provide confirmation that agreements have been made with the owners of the Gould's Colonial Plaza and the Dunkin Donuts properties for the proposed physical changes and cross connections.
- The concept plan should be updated to show the proposed pavement markings on Main Street within the limits of work for the proposed signal, and how the pavement markings will transition to the existing conditions east and west of the limits of work. A separate concept plan should be prepared that shows how the pavement markings will match into the proposed Route 109 improvements being design (minus the signal at Direct Tire west of the proposed project site).

Proposed Site Plan

- The site plan does not provide a sidewalk or pedestrian connection(s) from the site to the sidewalk along the north side of Main Street.
- The site plan lacks internal pedestrian facilities, particularly a safe and designated facility that will connect Buildings B/C/D to the front of the site and ultimately to the sidewalk along Route 109.
- According to Table 10, the average queue during the weekday PM peak hour for the thru/right turn lane exiting the site is approximately 165 feet, and the 95th percentile queue will be approximately 350 feet. The proposed cross-connection driveway between the site and Gould's Colonial Plaza is located approximately 120 north of Main Street. Therefore, traffic entering the site that desires to turn left into the cross-connection will be block approximately 50 percent of the time. This could cause

problems on the entry drive, with traffic potentially backing up to Main Street during busy retail periods.

The applicant should consider moving the cross-connection to the north so that it lines up opposite the proposed internal driveway thereby creating a four-way intersection within the site. This relocation will place the cross-connection north of where the average queue is expected to be, thereby reducing the amount of time access to the cross connection may be block by vehicles waiting to exit the site. Please note that this recommendation is made pending the results of the Saturday queuing analysis in the revised study.

Thank for the opportunity to provide the Town of Medway with these peer review services. We trust that you will find the above comments helpful in your review of the proposed application. If you have any questions or comments regarding the above information, please feel free to contact me at (508) 903-2038.

Very truly yours,



Michael J. Hall
Senior Project Manager

Cc: Dave Pellegrini, Tetra Tech
John Diaz, GPI

Susan Affleck-Childs

From: PGYORKIS@aol.com
Sent: Wednesday, March 06, 2013 9:32 PM
To: Susan Affleck-Childs
Cc: andy@andyformedway.com; asherry@charlesriverbank.com; benmedway@comcast.net; Master Plan. Committee; matt@matthewbuckley.com; plcooper@plant.mit.edu; Susan Affleck-Childs; Suzanne Kennedy; Thomas Holder; David Damico; ghowie@gpinet.com; jgalli2006@aol.com; lisa.nelson@mail.house.gov; Robert.Kimungu@state.ma.us
Subject: Comments Regarding the Tri Valley Commons Proposal

As you know the Route 109 Committee held a meeting this evening which was attended by representatives of Tri Valley Commons, two members of the Board of Selectmen, Thomas Holder and David D'Amico.

The information you provided for the meeting was helpful as was the information presented by the applicant.

GPI, the project engineers for the Route 109 Project were not able to attend.

We were informed that GPI has reviewed the applicant's proposal and has forwarded comments to the Planning and Economic Development Board's consulting engineers.

The Route 109 Committee is meeting on March 20 and during that meeting will consider the proposal from the applicant, the comments from GPI, and the proposed street light designs and the proposed traffic signal structures for the entire project area.

Following the meeting on March 20, I will be forwarding, to the PEDB, comments on behalf of the committee for the PEDB consideration relating to the location of the traffic signal, design of the proposed entrance, changes to other entrances, proposed street light designs and proposed traffic signal structures and other features identified by members of the Route 109 Design Committee.

Please feel free to contact me should you or members of the PEDB have any questions.

Paul G. Yorkis
Chair
Route 109 Design Committee

RECEIVED
MAR 06 2013

TOWN OF MEDWAY
PLANNING BOARD

David Cassidy
42 Ellis Street
Medway, Ma 02053
508-533-5242 home
508-493-8939 cell

March 6, 2013

Medway Planning Board

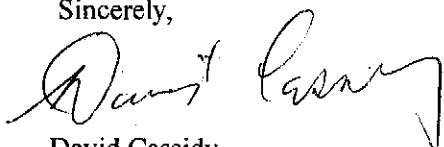
I would like to request a meeting with the town's engineer to discuss the site plan for the Tri Valley Commons.

Topics:

- * setbacks for building and site improvements
- * onsite drainage/capacity/50-100 year design for detention and recharging the ground
- * green buffer around property
- * erosion control during and after construction

This property borders 89 Holliston Street on the north side, land own by Freil Realty II LLC.
I can be reached on my cell phone during business hours or my home phone after 6pm.

Sincerely,



David Cassidy
Owner/Manager
Freil Realty II LLC

cc Tom Daniells Esg

SHERIN
LODGEN

Bethany A. Bartlett
617.646.2038
babartlett@sherin.com
26476.0

March 12, 2013

RECEIVED
MAR 12 2013

VIA E-MAIL AND FACSIMILE (508) 321-4987

TOWN OF MEDWAY
PLANNING BOARD

Mr. Andy Rodenhiser, Chairman
Planning and Economic Development Board
Town of Medway
155 Village Street
Medway, Massachusetts 02053

Re: Site Plan Review of Proposed Project Tri Valley Commons (the "Proposed Project")

Dear Mr. Chairman:

As you may know, we represent the owners of the Medway Shopping Center (the "Center"). The Director of Property Management for the Center, Mr. Paul LaPerriere attended the public hearing held on February 26, 2013 with respect to Site Plan review of the Proposed Project. This letter is in response to the presentation at that meeting and the Traffic Impact & Access Study for the Proposed Project dated December 2012 prepared by Green International Affiliates, Inc. of Westford, MA (the "Traffic Study").

The owners of the Center have held title to this property for at least thirty (30) years, making it a long standing member and commercial taxpayer in the Medway community. Over the last several years we have attended various meetings with respect to the Route 109 Redevelopment Project (the "109 Project") and economic development. Since our initial meeting with the Route 109 Design Committee in May of 2011, we were promised the installation of two (2) traffic signals to the Center: one being placed at the existing access area to the Center nearest Coffee Sensations; and, the other being placed on the opposite end of the Center near the gas station, though we have stated our preference to have this signal moved closer to the existing access point located in the middle of the Center's parking area.

At the beginning of the year, Paul and I met with Mr. David D'Amico to review the proposed 25% Design Plan for the 109 Project. At this meeting we were shown the current 109

Project design plans and we reiterated the need to have two traffic lights servicing the Center, in the areas described above. The Proposed Project was discussed at this meeting as the developer had requested a signalized intersection with a common entrance for the Proposed Project and Gould's Colonial Plaza as shown on the Site Plan dated January 11, 2013 and prepared by Guerriere & Halmon, Inc. The signalized intersection for the Proposed Project is of great concern to the Center, if it jeopardizes any of the proposed signals for the Center and/or causes any negative traffic impacts.

The Traffic Study states it "should be compatible with the Town's Route 109 project," and specifically incorporates by reference the two anticipated signalized intersections to the east of the Proposed Project located at Main Street/Holliston Street and Main Street/Medway Commons/Walgreens Drive; without concern as to the effect on traffic to the west of the Proposed Project, meaning the Center. The Traffic Study does mention the Center under Section C, Crash Experience, stating "the intersection of Main Street at the West Entrance of Medway Shopping Center experienced nine (9) reported crashes" from 2006 to 2008. That section of the Traffic Study notes a "traffic signal installed at the site drive would also create additional gaps in traffic to the west that *could* [*emphasis added*] benefit traffic movements entering and exiting the Medway Shopping Center." The Traffic Study should be modified to specifically analyze and incorporate the effects on traffic to and from the Center related to the Proposed Project and any exacerbation of existing traffic issues.

Section D, Analysis, 1. Traffic Volume Increases of the Traffic Study concludes, "[t]he largest estimated increases due to the project will occur on Main Street *west* of the Site Drive during the PM peak hour with volume increases of 92 vehicles or less than two vehicle trips per minute." If the Proposed Project is expected to increase the volume of traffic at the Center, especially with an available drive-thru as the developer has advertised, this provides a strong case for both the review of traffic impacts to the Center as a result of the Proposed Project and to preserve two (2) signalized intersections to service the Center as discussed during the 109 Project meetings. If necessary, the owners of the Center will undertake their own traffic study to preserve their rights for signalization at the Center as part of the 109 Project and to maintain safe access and egress for its customers; however, the developer is required to address all traffic impacts in its Traffic Study and not only those associated with the east side of the Proposed Project.

In the recent past, we have also strongly expressed concern for the need of improved signage at the Center and commercial districts generally, and recently discussed our proposals with Ms. Susan Affleck-Childs and as a result have agreed to undertake a time consuming and expensive process to provide research and data relating to signage to the Town to assist in improving the existing signage bylaw for local merchants, while maintaining the goals and focus of the Town Master Plan and the 109 Project. We are also undertaking a landscaping design

Planning and Economic Development Board
March 12, 2013
Page - 3 -

project this spring to improve the aesthetics of the Center's parking lot and to work with our small business owners in improving the Center. We will continue to make such time and financial investments, as we intend to continue our long term ownership of the Center. We, of course, encourage commercial development in Medway and on many matters our interests will be aligned with the developer of the Proposed Project, however, the Proposed Project cannot be developed in a manner that creates a detrimental traffic impact to the Center. The long standing Center is at least twice the size of the Proposed Project, in acreage, number of businesses and traffic, which may be worse with the development of the Proposed Project and disastrous should the Center lose any of the proposed signals as part of the 109 Project.

We wish to work in conjunction with the Planning Board and the developers of the Proposed Project to discuss a mutually agreeable approach to traffic along Route 109 which will benefit all parties, be consistent with the Town Master Plan and 109 Project and provide better and safer vehicular and pedestrian access for the customers of the local merchants, who are crucial in keeping the commercial business in Medway alive and vibrant.

Respectfully submitted,



Bethany A. Bartlett

BAB:sjm

cc: Mr. Richard K. Bendetson
Mr. Paul R. LaPerriere
Ms. Susan Affleck-Childs
Mr. David D'Amico, Deputy Director, DPW

Medway Tri Valley Commons Development

TO: Karen Johnson, AICP, Charter Realty & Development
FROM: Paul M. Furgal, P.E., PTOE
COPY: Town of Medway Planning and Economic Board
DATE: March 12, 2013

R E C E I V E D
MAR 12 2013

TOWN OF MEDWAY
PLANNING BOARD

Tighe & Bond has reviewed the Traffic Impact and Access Study (TIAS) titled "Proposed 72 Main Street, Tri Valley Commons Development, Medway, Massachusetts", prepared by Green International Affiliates, Inc. We offer the following traffic related comments:

1. The TIAS references the intersection of Main Street (Route 109) and Medway Commons/Walgreens as part of the analysis. The Level of Service (LOS) and the corresponding vehicle delays are summarized, however no Synchro analysis worksheets are provided to review.
2. Please provide a summary and discussion of the "No Build" and "Build" queuing at the intersection of Main Street and Walgreens/Medway Commons. The TIAS provides no mention or impact of future queue lengths.
3. The TIAS states that the intersection operations at Walgreens/Medway Commons and Route 109 will improve LOS and vehicle delay from the "No Build" to "Build" periods. A discussion should be provided to understand what modifications, if any, to the coordinated traffic signal operations are proposed to improve intersection operations as a result of added site generated traffic.
4. The future "Build" traffic queues at the intersection of Holliston Street and Route 109 have the potential to extend in the westbound and northbound directions. This has the potential to impact the Walgreens/Medway Commons driveway to the east and the Medway Commons driveway on Holliston Street to the south. Please provide a discussion on the potential queue spillover impacts to both of the referenced intersections.
5. The basis of the TIAS future conditions (No Build and Build) are dependent on the MassDOT Main Street (Route 109) Improvement Project that is slated to be funded by the 2016 Transportation Improvement Program (TIP). Please provide a discussion of the proposed Tri Valley Commons Development schedule and impacts with respect to the proposed 2016 MassDOT TIP funded Route 109 project being delayed beyond the anticipated schedule or cancelled. What mitigation measure will the project provide if the Route 109 project is delayed?
6. The 95th percentile queue as calculated within the Synchro summary sheet, attached in the appendix, identifies the proposed traffic signal, at the intersection of Tri Valley Commons Development driveway and Route 109, to have the potential to generate a westbound queue length of 825 feet or longer. The distance between this intersection and the intersection of Holliston Street and Route 109, to the east is approximately 860 feet. Page 22 of the TIAS states the 95th percentile queue length is estimated, using SimTraffic, to be 165 feet during the afternoon peak hour. Please discuss the discrepancy.

We welcome the opportunity to meet with the project's traffic engineer and the Town to discuss our comments.