

**April 16, 2013  
Medway Planning and Economic Development Board  
155 Village Street  
Medway, MA 02053**

**BOARD MEMBERS PRESENT:** Bob Tucker, Karyl Spiller-Walsh, Chan Rogers, Tom Gay and Associate Member Matthew Hayes

**ABSENT WITH NOTICE:** Andy Rodenhiser

**ALSO PRESENT:** Susy Affleck-Childs, Planning and Economic Town Coordinator  
Amy Sutherland, Meeting Recording Secretary  
Gino Carlucci, PGC Associates

The Vice Chairman opened the meeting at 7:09 pm.

The Board observed a moment of silence in honor of those who were hurt or injured in the Boston Marathon bombing.

**Planning Consultant Report – Gino Carlucci:**

- The monthly SWAP meeting was cancelled and there will be a meeting next month.
- There were some technical issues with the ANR Plan from Henry Wickett which need to be addressed so this will be held over to another meeting.

**Public Hearing Proposed Amendments to the Medway Zoning Bylaw:**

The Vice Chairman opened the public hearing for the proposed amendments to the Medway Zoning Bylaw. (See Attached public hearing notice).

**On a motion made by Karyl-Spiller-Walsh and seconded by Chan Rogers, the Board votes unanimously to waive the reading of the public hearing notice.**

The Vice Chairman provided an overview of the proposed Zoning Amendments. (See Attached packet.)

**Article #27:**

**To Amend the Medway Zoning Map to expand the Commercial V Zoning District. This involves rezoning 5 parcels on Summer St south of Milford Street from Agricultural II to Commercial V.**

Bob Parella, owner of Paramount Industries which is located in the communicated that light manufacturing is already located there but he didn't see it listed among the allowed uses.

Member Rogers responded that the two of the property owners asked for this to be changed.

Susy Affleck-Childs indicated that by adding light manufacturing this would be expanding the scope of the article and would risk being rejected by the Attorney General. It was suggested that this could be added and done at the spring 2014 town meeting.

Claire O'Neil, the Town of Medway Economic Development Coordinator, communicated that the members of the EDC had discussed this proposed expansion. The EDC voted to support this article which would increase the industrial tax base and would be in conformity with the Town of Medway's master plan. She noted that Paul Yorkis abstained from the EDC vote.

Abutter Beliverio wanted clarity on the easements and uses for the small property immediately south of Rustic Road.

Susy clarified that there is an easement and it is owned by another party. This was primarily for the sewer.

Abutter, Rob Condon, Rustic Rd.: His concern is the use. He wanted to know if there is enough space for a convenience store and gas station on the west side of Summer Street. He also wanted to know if there is a buffer zone. Another concern is the sewer system.

Gino Carlucci described the allowed uses as noted in the bylaw along with the buffer zone requirements. This would be 15ft.

**Article #28:**

**To amend the Medway Zoning Map to alter the boundaries between the Commercial IV and Agricultural II Zoning districts in the Village and High Street area so that Zoning district boundary lines are coterminous with parcel lines. This involves changing the zoning of portions of some parcels from ARII to Commercial IV and of other parcels from Commercial IV and AR II.**

Abutter, Paul Coffey 19 Guernsey Street: He wanted to know why the proposed change? If it is not broke why fix this? He wants to make sure that the changes do not affect his property.

Vice-Chairman Tucker explained that the purpose of the change is to clean up the lines so that the edges of zoning district match parcel boundaries.

Susy Affleck-Childs noted that this is good planning practice.

Vice Chairman Tucker explained that the Board is constantly looking at the regulations and zoning laws and making sure they are doing their intended function. We are a forward thinking board.

Bob Parrella applauds the Planning Board for cleaning up the mess.

Member Spiller-Walsh noted that this is a cleaner way of doing things.

**Article #29:**

**This is to delete the parking regulations presently included in each individual zoning district and delete the parking regulations in Sub-Section B. Paragraph 6 and add a new Sub-Section H. Parking Regulations.**

The changes in this bylaw would allow for the flexibility in relation to parking.

There is a team that worked on this which included Gino Carlucci, Susy Affleck-Childs, Paul Yorkis, and Claire O’Neil. There was also discussion which took place at the EDC meeting.

The Board is in receipt of a memo from the Economic Development Committee dated April 11, 2013. **(See Attached)**

Claire explained that under Subsection H paragraph #1, the EDC wants to see flexibility to reduce parking requirements.

Consultant Carlucci responds that the phrase is in the requirement and paragraph 11 would make it consistent with what the article does.

Susy clarified that the intent is to address the number of parking spaces.

Under Subsection H # 8, the EDC recommends that 5% of the required number of parking spaces/stalls may be designed for motorcycle use (instead of 3% as presently stated). The reasoning for this recommendation is due to the increasing popularity of motorcycles and other motorized scooters that may not require registration.

The EDC recommends striking the section regarding issuing Special Permit provisions.

Medway Business Counsel did send a letter acknowledging receipt of the draft amendments. **(See Attached)**

**Article #30:**

**To revise Table 2 regarding wall signs in multi-tenant buildings in located in Commercial I district.**

This would allow a business at the end unit, to have a second wall sign on the corner position.

The EDC did not take this up in their discussion, but Claire O’Neill concurred that this would be a positive article and would benefit businesses in this situation.

**Article #31:**

Add a new sub-section BB to establish a temporary moratorium on medical marijuana treatment centers.

The Towns cannot prohibit these facilities, but we can wait to develop zoning regulations until the State comes out its rules and regulations.

Susy and health agent Stephanie Bacon attended a workshop on this topic and the marijuana treatment facilities will be able to sell foods, creams, ointments and sprays.

The model moratorium provided was from Kopelman & Paige.

**On a motion made by Karyl Spiller-Walsh and seconded by Chan Rogers, the Board votes unanimously to close the public hearing on proposed zoning bylaw amendments.**

**Street Acceptance:**

The Board is in receipt of a memo dated April 11, 2013 from Susy regarding the street acceptance of Claybrook II Subdivision. (See Attached)

Susy indicated that on April 1, 2013, the Board of Selectmen considered the street acceptance information which was provided. Upon further review by Town Counsel, it was determined that the plan needed to show full extent of the drainage easements and needed to be revised. Tetra Tech has revised the plan to include the drainage easement and this is what is updated on April 8, 2013.

There will be another hearing on this with the Board of Selectmen to be held May 6, 2013.

Susy indicated that all easements are shown.

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

**Thayer Homestead Site Plan:**

**On a motion made by Karyl Spiller-Walsh, and seconded by Chan Rogers, the Board voted unanimously to endorse and sign the site plan for the Thayer Property Site Plan.**

**Upcoming:**

- Hill View Estates subdivision will be on the agenda for Tuesday April 23, 2013. The Board wants to make sure all information is in prior to next Tuesday.
- Cumberland Farms will be attending the Planning and Economic Development meeting on April 30, 2013 for an informal, pre-application discussion.

**49 Adler Street Bond Estimate:**

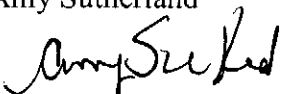
This will be tabled until further notice.

**Adjourn:**

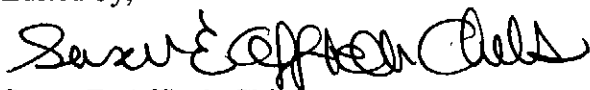
**On a motion made by Chan Rogers and seconded by Karyl Spiller-Walsh, the Board voted unanimously to adjourn the meeting at 8:30 pm.**

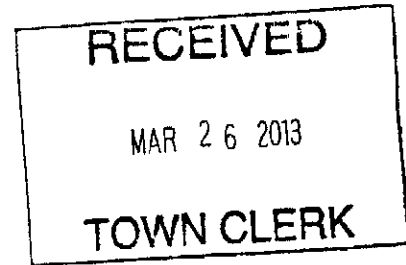
The meeting adjourned at 8:30 pm.

Respectfully Submitted,  
Amy Sutherland

  
Recording Secretary

Edited by,

  
Susan E. Affleck-Childs  
Planning and Economic Development Coordinator



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

*Andy Rodenhiser, Chairman*  
*Robert K. Tucker, Vice-Chairman*  
*Thomas A. Gay, Clerk*  
*Cranston (Chan) Rogers, P.E.*  
*Karyl Spiller Walsh*

Revised March 26, 2013

**NOTICE OF PUBLIC HEARING**  
**Town of Medway – Planning & Economic Development Board**  
**Proposed Amendments to Medway Zoning Bylaw & Map**

Pursuant to the Medway Zoning Bylaw and M.G.L. Ch. 40A, Section 5, **the Medway Planning and Economic Development Board will conduct a public hearing on Tuesday, April 16, 2013 at 7:15 p.m.** at Medway Town Hall, 155 Village Street, Medway, MA to receive comments on proposed amendments to the *Medway Zoning Bylaw* (last update published November 15, 2012) and the Medway Zoning Map (last published April 17, 2012). Proposed amendments have been submitted to the Board of Selectmen for inclusion on the warrant for the May 13, 2013 Annual Town Meeting. The subject matter of the proposed amendments is indicated below. The noted warrant article numbers may change as the warrant is finalized.

**MEDWAY ZONING BYLAW – Proposed Amendments**

ARTICLE 27: To amend the Medway Zoning Map to expand the Commercial V zoning district. This involves rezoning 5 parcels on Summer Street south of Milford Street from Agricultural II to Commercial V.

ARTICLE 28: To amend the Medway Zoning Map to alter the boundaries between the Commercial IV and Agricultural II Zoning districts in the Village and High Street area so that zoning district boundary lines are coterminous with parcel lines. This involves changing the zoning of portions of some parcels from ARII to Commercial IV and of other parcels from Commercial IV to ARII.

ARTICLE 29: In SECTION V. USE REGULATIONS, to delete the parking regulations presently included in each individual zoning district and delete the parking regulations in Sub-Section B. Paragraph 6 and add a new Sub-Section H. Parking Regulations.

ARTICLE 30: In SECTION V. USE REGULATIONS, Sub-Section R. Sign Regulations to revise Table 2 regarding wall signs in multi-tenant developments located in the Commercial I district.

ARTICLE 31: In SECTION V. USE REGULATIONS, to add a new Sub-Section BB. Temporary Moratorium on Medical Marijuana Treatment Centers.

Telephone: 508-533-3291 Fax: 508-533-3287  
planningboard@townofmedway.org

The complete text of the proposed amendments to the Zoning Bylaw and Map are on file with the Medway Town Clerk and the Planning and Economic Development office at Medway Town Hall, 155 Village Street, Medway, MA and may be inspected Monday through Thursday from 8:00 a.m. to 4:30 p.m. and Fridays from 8:00 a.m. to 1:00 p.m. The information may also be viewed online at the Planning and Economic Development Board web page <http://www.townofmedway.org>. For further information, please contact the Planning and Economic Development office at 508-533-3291.

Interested persons or parties are invited to review the proposed amendments, attend the public hearing, and express their views at the designated time and place. Written comments are encouraged and may be sent to the Medway Planning and Economic Development Board, 155 Village Street, Medway, MA 02053 or emailed to: [planningboard@townofmedway.org](mailto:planningboard@townofmedway.org).

*Andy Rodenhiser*

Planning & Economic Development Board Chairman

To be published in the *Milford Daily News*:

Monday, April 1, 2013

Tuesday, April 9, 2013

**ARTICLE 27:** (Zoning Map Revision: portions of ARII to Commercial V)

To see if the Town of Medway will vote to rezone the following parcels from Agricultural Residential II district zoning to Commercial V district zoning as shown on a map on file with the Town Clerk and to amend the Medway Zoning Map accordingly.

1.38 acre parcel at 32 Summer Street (Berry's Greenhouse) - Medway Assessor's parcel 56-041

.09 acre parcel at 37 Summer Street (Alexander) - Medway Assessor's parcel 56-017

.67 acre parcel at 35 Summer Street (Alexander) Medway Assessor's parcel 56-018

.42 acre parcel at 33 Summer Street (Notturmo) Medway Assessor's parcel 56-019

.34 acre parcel at 31 Summer Street (PMAM Group LLC) Medway Assessor's parcel 56-020

And to act in any manner relating thereto.

**PLANNING AND ECONOMIC DEVELOPMENT BOARD**



**ARTICLE 28:** (Zoning Map Revision: portions of ARII to Commercial IV and portions of Commercial IV to ARII)

To see if the Town of Medway will vote to revise the zoning district boundary lines for the Commercial IV zoning district by rezoning that portion of the following parcels which is presently zoned Agricultural/Residential II so that the entire parcel is zoned Commercial IV as shown on a map on file with the Town Clerk and to amend the Zoning Map accordingly,

Address	Medway Assessor's Parcel ID #	Parcel Size	Current Owner
315 Village	58-106	1.59 acres	Town of Medway (Police Station)
323 Village	58-119	.58 acres	Sosken Realty LLC
325 Village	58-118	.71 acres	Theresa and Timothy Kelley
329 Village	58-117	.54 acres	Catherine Rigney
330 Village	58-139	.35 acres	David and Jennifer Bennett
7 High	58-136	8276 sq. ft.	Frederick & Alice Tingley
10 High	58-156	.52 acres	Alison Bro

and by rezoning that portion of the following parcels which is presently zoned Commercial IV so that the entire parcel is zoned Agricultural/ Residential II as shown on a map on file with the Town Clerk and to amend the Zoning Map accordingly.

19 Guernsey	58-189	.53 acres	Paul & Charlene Coffey
17 Guernsey	58-190	1 acre	Kenneth & Barbara Sullivan
9 High	58-135	.52 acres	Joanne M. Cassidy Living Trust

And to act in any manner relating thereto.

### **PLANNING AND ECONOMIC DEVELOPMENT BOARD**

**ARTICLE 29:** (Amend Zoning Bylaw: Parking Regulations – SECTION V. Use Regulations, Sub-Section H)

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw by deleting the existing parking regulations presently included in each individual zoning district in SECTION V. USE REGULATIONS as follows:

- V. G. Commercial District I – Paragraph 2. g) Off-Street Parking
- V. I. Commercial District III – Paragraph 4. g) Off-Street Parking
- V. J. Commercial District IV – Paragraph 4. g) Off-Street Parking
- V. K. Commercial District V – Paragraph 2. h) Off-Street Parking
- V. M. Industrial District I – Paragraph 2. g) Off-Street Parking and re-labeling the remaining items h) and i) to g) and h)
- V. N. Industrial District II – Paragraph 2. g) Off-Street Parking and re-labeling the remaining item h) to g)
- V. O. Industrial District III – Paragraph 2. g) Off-Street Parking and re-labeling the remaining item h) to g).
- V. Y. Business Industrial District – Paragraph 2. g) Off-Street Parking

and by deleting Paragraph 6. Parking Requirements in Sub-Section B. AREA STANDARDS of SECTION V. USE REGULATIONS

and by adding a new Sub-Section H. PARKING REGULATIONS to SECTION V. USE REGULATIONS as follows:

**SUB-SECTION H – PARKING REGULATIONS**

1. **Purpose** - The purpose of this Sub-Section is to establish standards ensuring the availability of safe and convenient parking areas for a variety of motor vehicles. The goal is to provide sufficient parking to meet the needs of businesses and to encourage economic development while respecting the environment and community character. Any use of land involving the arrival, departure, long term or temporary parking of motor vehicles (not for vehicle sales), and all structures and uses requiring the vehicular delivery or shipment of goods as part of their function, shall be designed and operated to:
  - a) Promote traffic safety by assuring adequate places for parking of motor vehicles and for their orderly access and egress to and from the public way;
  - b) Reduce the amounts of impervious surfaces required for parking from being created;
  - c) Promote safety and reduce hazards for pedestrians, bicyclists, motor vehicle occupants, property and business owners.
  - d) Provide pedestrian access from the public way to the developed portion of the site and increase pedestrian connectivity within sites;
  - e) Promote access and convenience, in compliance with regulations of the Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (AAB), for people with disabilities;
  - f) Increase mobility and safety for bicyclists and encourage bicycle use by providing bicycle parking;
  - g) Protect adjoining lots and the general public from nuisances and hazards such as:

1. noise, glare of headlights, dust and fumes resulting from the operation of motor vehicles entering, exiting and idling in parking lots;
  2. glare and heat from parking lots; and,
  3. lack of visual relief from expanses of paving.
- h) Reduce other negative impacts which excessive parking areas can cause.
- i) Minimize impacts on scenic roads, historic districts, natural resources and community character.

Permitting boards are provided flexibility to adjust parking standards because of business mix, pedestrian accessibility, employment density, parking management programs and other factors particular to an individual site/business.

2. **Requirement** – No Building Permit or Certificate of Use and Occupancy shall be issued unless the application complies with the parking requirements specified herein. The Planning and Economic Development Board or Zoning Board of Appeals, in granting a special permit or site plan review, may determine that special circumstances render a lesser provision of parking to be adequate pursuant to Paragraph 11 herein. In such cases, the respective Board may impose such conditions and limitations as it deems necessary.
3. **Applicability** – These parking regulations shall apply to all uses except for single family and two family residences and exempt uses.
4. **Parking Requirements Schedule** – See Attached.
5. **General Parking Requirements** – Except as may be determined pursuant to Paragraphs 2 and 11 herein, the following parking requirements shall be met:
  - a) Off-street parking shall be provided to service all increases in parking demand that may result from new construction, additions or changes in use.
  - b) If a parcel includes two or more distinguishable uses/purposes, the minimum total number of required parking spaces shall be the sum of the number of parking spaces required for each individual use except as may be authorized pursuant to Paragraph 11 herein.
  - c) If a use change increases the parking requirements, such use shall not be permitted until the parking requirements set forth herein with respect to such proposed use are met.
  - d) Any existing parking spaces that are removed due to new construction or site alterations shall be replaced on the site unless they are either in excess of the number required or removed at the request of the Town.
  - e) Parking spaces which also serve as loading or unloading areas shall not be credited toward the minimum number of required parking spaces.
  - f) Calculations - For the purpose of computing the parking requirements of various uses, the number of spaces required shall be the largest whole number obtained after calculating the required parking. Any fractional parking space of .5 and above shall be rounded up to the next whole number.
  - g) Changes in use shall demonstrate the ability to meet parking standards.

h) Required handicapped parking spaces shall count toward the minimum required number of parking spaces.

6. **Location of Parking Areas** - All required off-street parking facilities for uses located on a lot shall be located on:

- a) the same premises or
- b) on a separate parcel which:
  - 1) adjoins the lot on which the activity or the uses it services is located or is located within practical and safe walking distance from the subject use as determined by the permitting Board (ZBA or PEDB) or the Zoning Enforcement Officer when no Board is involved; and
  - 2) is located in a zoning district allowing the use/activity served by the parking area; and
  - 3) said parcel is held in common ownership with the principal lot or the owner of the principal lot has a legally enforceable right to utilize the lot not owned by the applicant as off-street parking and that right is evidenced by an appropriate legal instrument acceptable to the permitting Board or the Zoning Enforcement Officer.

7. **Parking Space Dimensions** – Off-Street Parking facilities shall be laid out as a rectangle in compliance with the following minimum provisions:

- a) *Standard Parking Space/Stall* – Nine feet wide by eighteen feet long, exclusive of maneuvering and driving lanes.
- b) *Small Vehicle Parking Space/Stall* – Eight feet wide by fifteen feet long, exclusive of maneuvering and driving lanes.
- c) *Parallel/Curbside Parking Spaces/Stall* – Eight feet wide by twenty-two feet long
- d) *Motorcycle Parking Space/Stall* – Four feet wide by eight feet long.

8. **Allocation of Standard, Small and Motorcycle Spaces** - In order to reduce the amount of overall impervious surface of paved off-street parking areas containing more than forty parking spaces/stalls, up to a maximum of 40% of the required number of parking spaces/ stalls may be designated for small vehicles and an additional 3% of the required number of parking spaces/stalls may be designated for motorcycle use and still count toward the overall number of spaces required. Small vehicle and/or motorcycle parking spaces shall be grouped in one or more locations within a parking area and shall be designated by clearly visible signs.

9. **Parking Area Design**

- a) Surface - Parking areas shall have durable, all weather paved surfaces, and shall provide for the satisfactory management of surface water. Parking areas composed of pervious surfaces are encouraged in low traffic areas such as reserve parking, and may be used to meet all or any part of the required parking subject to environmental limitations. The *Site Plan Rules and Regulations* shall be referred to for specific standards for parking surfaces.

Motorcycle Signs

40%  
3%

Site Plan Rules and Regulations

- b) No parking spaces that comprise the minimum number required may also be used for the storage of materials or equipment, the display of merchandise, or serve as a loading or unloading area.
  - c) Parking shall be so designed that no vehicle will be required to back onto a public way in order to enter or exit from a parking space.
  - d) Adequate off-street loading and unloading facilities and space shall be provided and arranged such that no delivery vehicles need back onto or off of a public way, travel against one-way traffic, obstruct drive-thru traffic or parking spaces or park on a public way while loading, unloading or waiting to do so.
  - e) Parking facilities shall comply with the requirements of the Massachusetts Architectural Access Board and ADA where applicable.
  - f) Further requirements and standards for access/egress, sight distance lines, loading and unloading, driveway and maneuvering aisle dimensions, landscaping, screening, buffers, lighting, sidewalks and pedestrian access shall be as specified in the Planning and Economic Development Board's *Site Plan Rules and Regulations*.
  - g) Parking spaces shall be clearly delineated by white or yellow pavement markings at least four inches in width or the equivalent based on industry standards. Handicapped parking spaces shall be delineated per the standards of the Massachusetts Architectural Access Board.
  - h) Driveways/egresses serving ten or more parking spaces shall have stopping and intersection sight distances based on the AASHTO standards - Geometric Design of Highways and Streets.
  - i) Location of Parking – To the maximum extent feasible, parking for retail/ office/ commercial uses shall be located behind or beside buildings. Motor vehicle parking located between the building and street alignment is permitted only if no other reasonable alternative is available.
  - j) The design of parking areas shall not degrade safety for pedestrians, bicyclists, motor vehicle occupants, property and business owners, Impacts on scenic roads, historic districts, natural resources and community character shall be minimized.
10. **Bicycles** – Bicycle racks that facilitate locking shall be provided to accommodate one bicycle per twenty off-street parking spaces required or fraction thereof. This number may be reduced by the permitting Board or the Zoning Enforcement Officer based on individual site considerations. Bicycle racks shall be securely anchored and wherever possible, shall be located within view of building entrances or windows.
11. **Flexible Parking Options/Parking Reductions**
- a) A decrease in the number of off-street parking spaces to less than the amount required by these provisions may be granted by the permitting Board for any use as part of a special permit application or site plan review.
    - 1) The Planning and Economic Development Board is authorized to issue a special permit for reduced parking for uses that are allowed by right and which are subject to Site Plan Review or for uses authorized by special permit from the Planning and Economic Development Board.

- 2) The Zoning Board of Appeals is authorized to issue a special permit for reduced parking for uses that are allowed by special permit from the Board of Appeals.
  - 3) Such reduction in the number of parking spaces shall not exceed 30%.
- b) The permitting Board may determine that a lesser number of parking spaces would be adequate for all parking needs because of special circumstances such as:
- 1) Potential for Shared Parking – The uses have varying hours and days of operation whereby peak parking demands occur at different times of day, week or season and do not place coincident peak demands on the parking area. A reciprocal agreement acceptable to the applicable Board shall be executed by all parties in order to ensure the long-term joint use of shared parking.
  - 2) Demographic or other characteristics of site users.
  - 3) Existence of parking space demand reduction programs such as organized car/van pooling or mobility management programs such as but not limited to a shuttle bus from train stations.
  - 4) The extent to which the proponent's development proposal promotes and accommodates other means of transportation to access the site such as sidewalks or bicycle racks.
  - 5) High employment density such as locations where there are fifty or more employees/acre.
  - 6) Existence of safe and convenient pedestrian walkways and connections between buildings within in a multi-tenant development/shopping center so as to reduce the number of vehicle movements and re-parking to visit multiple businesses within the multi-tenant development on the same trip.
  - 7) Walkability
    - a. The existence of multiple residential uses/developments within one mile of the subject site; and
    - b. The existence of safe and convenient forms of pedestrian connectivity for 100% of the distance between nearby residential neighborhoods and the subject site.
  - 8) The existence of a municipal or private parking lot within 2 blocks/400 feet of the use.
  - 9) The availability of legal on-street parking.
- c) To reduce the parking requirements, the permitting Board shall determine that the following criteria are met:
- 1) The provision of parking spaces will be in harmony with the general purpose and intent of this section of the Zoning Bylaw.
  - 2) The amount of off-street parking to be provided will be sufficient to serve the use(s) for which it is intended.

3) The decrease in required off-street parking is based on a parking analysis/study prepared by a registered professional engineer. Such analysis shall include at a minimum, the following:

- a. size and type of existing uses or activities on site
- b. size and type of proposed uses or activities on site
- c. rate of parking turnover for various uses
- d. expected peak traffic and parking loads for various uses based on customary hours of operation
- e. availability of public transportation
- f. industry parking standards for various uses
- g. other factors such as those itemized above in 11. a).

d) In issuing a special permit for reduced parking, the permitting Board may impose appropriate conditions and limitations including but not limited to provisions requiring additional parking should uses change over time or requirements to designate green space to be used for future parking if needed.

12. **Definitions** - As used herein, the following terms shall have the following meanings:

*Net Floor Area (NFA)* – The total area of all floors of principal and accessory buildings or structures on a lot, excluding stairwells and elevator shafts, equipment and utility rooms, rooms used for the storage of merchandise not accessible to the public, interior vehicular storage and all floors below the first or ground floor, except when used or intended to be used for permitted uses.

*Shared Parking* – A parking area or facility that serves multiple destinations. Often, but not always, the destinations share patrons so that people park once and visit multiple destinations. May also include parking areas that have different time periods when parking demand is highest.

4. **Parking Requirements Schedule**

NOTE – The third column entitled **Medway’s Existing Parking Requirements** is provided for reference purposes only and will not be included in the final text of the bylaw.

USE	*Parking Requirements	Medway’s Existing Parking Requirements
<b>Business, Professional and Governmental Offices and Banks</b>	1 space per 300 sq. ft. of net floor area	Nothing specific for these uses in Commercial I, III and IV– it would default to 1 space per 300 sq. ft. of gross floor area; 1 space per 250 sq. ft. of gross retail floor space in Commercial V
<b>Medical Office or Clinic</b>	1 space per 300 sq. ft. of net floor area	Nothing specific for these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Animal Hospital/ Veterinary Clinic</b>	1 space per 300 sq. ft. of net floor area	Nothing specific for these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Retail Store</b>	1 space per 300 sq. ft. of net floor area	Nothing specific for these uses in Commercial I, III and IV – it would default to 1 space per 300 sq. ft. of gross floor area. 1 space per 200 sq. ft. of gross floor area in Commercial V
<b>Service Establishments</b>	1 space per 300 sq. ft. of net floor area	Nothing specific for these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Warehouse/Shipping Facility</b>	1 space per each 2 persons employed or anticipated to be employed on the largest shift and 1 additional space for each 1,000 sq. ft. of net floor area.	Not allowed in Commercial I, III, and IV. In Industrial I, II and III, 1 space per each 2 persons employed or anticipated to be employed on the largest shift and 1 additional space for each 1,000 sq. ft. of floor space.
<b>General Light Industrial and Manufacturing</b>	1 space per each 2 persons employed or anticipated to be employed on the largest shift and 1 additional space for each 1,000 sq. ft. of net floor area.	1 space per each 2 persons employed or anticipated to be employed on the largest shift and 1 additional space for each 1,000 sq. ft. of floor space in Industrial I, II & III.



USE	*Parking Requirements	Medway's Existing Parking Requirements
<b>Dining/Restaurants</b>	1 space for each employee and 1 space for every 3 seats.	1 space for each employee and 1 space for every 3 seats
<b>Vehicle Fuel Station</b>	1 space per fueling position plus 1 space per 300 sq. ft. of net floor area including service areas and retail/convenience store areas. The temporary parking areas at fueling positions shall not count toward the sq. ft. parking requirement.	Nothing specific to these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Vehicle Repair Shops</b>	1 space per 300 sq. ft. of net floor area plus 2 spaces per service bay	Nothing specific to these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Dance/Martial Arts/Other Exercise Studios</b>	1 space per 300 sq. ft. of net floor area	Nothing specific to these uses – it would default to 1 space per 300 sq. ft. of gross floor area
<b>Studios for Artists/Design Professionals</b>	1 space per 300 sq. ft. of net floor area	1 space per 300 sq. ft. of gross floor area (AUOD). Elsewhere there are no specific parking standards for this use. It would default to 1 space per 300 sq. ft. of gross floor area
<b>Uses Allowed by Special Permit</b>	Parking as required by the Special Permit Granting Authority based on industry standards.	We default to industry standards for special permits issued in Commercial I per the special permit granting authority.
<b>Other Uses Not Specified Herein</b>	Where a use is not specifically referenced in this table, the parking requirement for the most nearly comparable use or industry standards shall apply.	We have no language to address this.

\* When calculating parking requirements, please refer to the definition of *Net Floor Area (NFA)* included in Paragraph 12.

**ARTICLE 30:** (Amend Zoning Bylaw: SECTION V. Sub-Section R)

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, SECTION V. USE REGULATIONS, Sub-Section R. Sign Regulations by revising TABLE 2 regarding wall signs in multi-tenant developments located in Commercial District I, as follows:

NOTE – Proposed text to be DELETED is shown with a ~~striketrough~~. Proposed text to be ADDED is shown in ***bold italic.***

**TABLE 2 – Continued**

<b>Commercial District I - Route 109 Business Districts</b>					
<b>Multi-Tenant Development – 5 Acres or More</b> <i>(On a Lot or Lots Comprised of 5 or More Acres such as Medway Commons)</i>					
	<b>Total Maximum Sign Surface Area (square feet)</b>	<b>Maximum # of Signs</b>	<b>Maximum Sign Height (feet)</b>	<b>Minimum Setback from any Street Lot Line (feet)</b>	<b>Illumination</b>
<b>Development Sign</b>	<p><b>Primary</b> 100 not to exceed 75 per sign face</p> <hr/> <p><b>Secondary</b> 30 not to exceed 20 per sign face</p>	<p>1 per approved curb cut not to exceed 1 per street frontage.</p> <p>One sign shall be considered to be the primary sign and all others shall be considered to be secondary signs.</p>	<p><b>Primary</b> 12</p> <hr/> <p><b>Secondary</b> 6</p>	<p><b>Primary</b> 15</p> <hr/> <p><b>Secondary</b> 10</p>	External
<b>Individual Establishment Wall Sign</b>	<p>Building Sign frontage X 1.0 not to exceed 120 per establishment *</p>	<p>3 for a freestanding establishment not to exceed 1 per façade</p> <p>1 for an establishment located in a multi-tenant building</p> <p><b>2 for an establishment located in a multi-unit building not to exceed 1 per façade*</b></p> <p><b>1 for all others</b></p>	NA	NA	External Internal
<b>Individual Establishment Projecting Sign</b>	12	1 per establishment	See Paragraph 7 g)	NA	External
<b>Freestanding Directory Sign</b>	16	Per Master Signage Plan	6	See Paragraph 7 k)	External

**Multi-Tenant Development – Less Than 5 Acres**  
 (On a Lot or Lots Comprised of Less Than 5 Acres such as Gould's Plaza)

<b>Development Sign</b>	60 not to exceed 40 per sign face	1 per development	8	10	External Indirect
<b>Individual Establishment Wall Sign</b>	Building Sign Frontage X 1.0 not to exceed 80 per establishment *	1 per establishment  <b>2 for an establishment located in a multi-unit building not to exceed 1 per façade*</b>  <b>1 for all others</b>	NA	NA	External Internal
<b>Individual Establishment Projecting Sign</b>	12	1 per establishment	See Paragraph 7 g)	NA	External
<b>Freestanding Directory Sign</b>	16	Per Master Signage Plan	6	See Paragraph 7 k)	External

\* Unless an establishment has two or more building sign frontages. If so see Paragraph 7, l)

Or to act in any manner relating thereto.

**PLANNING AND ECONOMIC DEVELOPMENT BOARD**

**ARTICLE 31: (Amend Zoning Bylaw: Medical Marijuana Treatment Centers - Section V. Use Regulations, Add Sub-Section BB)**

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, SECTION V. USE REGULATIONS, by adding Sub-Section BB. TEMPORARY MORATORIUM ON MEDICAL MARIJUANA TREATMENT CENTERS

**BB. TEMPORARY MORATORIUM ON MEDICAL MARIJUANA TREATMENT CENTERS**

1. **Purpose** - By vote at the State election on November 6, 2012, the voters of the Commonwealth approved a law regulating the cultivation, distribution, possession and use of marijuana for medical purposes. The law provides that it is effective on January 1, 2013 and the State Department of Public Health is required to issue regulations regarding implementation within 120 days of the law's effective date.

Currently under the Medway Zoning Bylaw, a Medical Marijuana Treatment Center is not a permitted use in the Town of Medway and any regulations promulgated by the State Department of Public Health are expected to provide guidance to the Town in regulating medical marijuana, including Medical Marijuana Treatment Centers. The regulation of medical marijuana raises novel and complex legal, planning, and public safety issues. The Town needs time to study and consider the regulation of Medical Marijuana Treatment Centers and address such novel and complex issues, to address the potential impact of the State regulations on local zoning, and to undertake a planning process to consider amending the Zoning Bylaw regarding regulation of medical marijuana treatment centers and other uses related to the regulation of medical marijuana.

The Town intends to adopt a temporary moratorium on the use of land and structures in the Town for Medical Marijuana Treatment Centers so as to allow the Town sufficient time to engage in a planning process to address the effects of such structures and uses in the Town and to enact bylaws in a manner consistent with sound land use planning goals and objectives.

2. **Definitions**

*"Medical Marijuana Treatment Center"* shall mean a "not-for-profit entity, as defined by Massachusetts law only, registered by the Department of Public Health, that acquires, cultivates, possesses, processes (including development of related products such as food, tinctures, aerosols, oils or ointments), transfers, transports, sells, distributes, dispenses, or administers marijuana, products containing marijuana, related supplies, or educational materials to qualifying patients or their personal caregivers."

3. **Temporary Moratorium**

For the reasons set forth above and notwithstanding any other provision of the Medway Zoning Bylaw to the contrary, the Town hereby adopts a temporary moratorium on the use of land or structures for a Medical Marijuana Treatment Center. The moratorium shall be in effect through June 30, 2014. During the moratorium period, the Town shall undertake a planning process to address the potential impacts of medical marijuana in the Town, consider the Department of Public Health regulations Regarding Medical

Marijuana Treatment Facilities and related uses, and shall consider possible amendments to the Medway Zoning Bylaw to address the impact and operation of Medical Marijuana Treatment Centers and related uses in the community.

Or to act in any manner relating thereto.

**PLANNING AND ECONOMIC DEVELOPMENT BOARD**

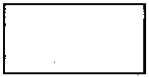
# Proposed Expansion of Commercial V Zoning District

Draft Proposal - February 20, 2013

Data from MassGIS and the Town of Medway

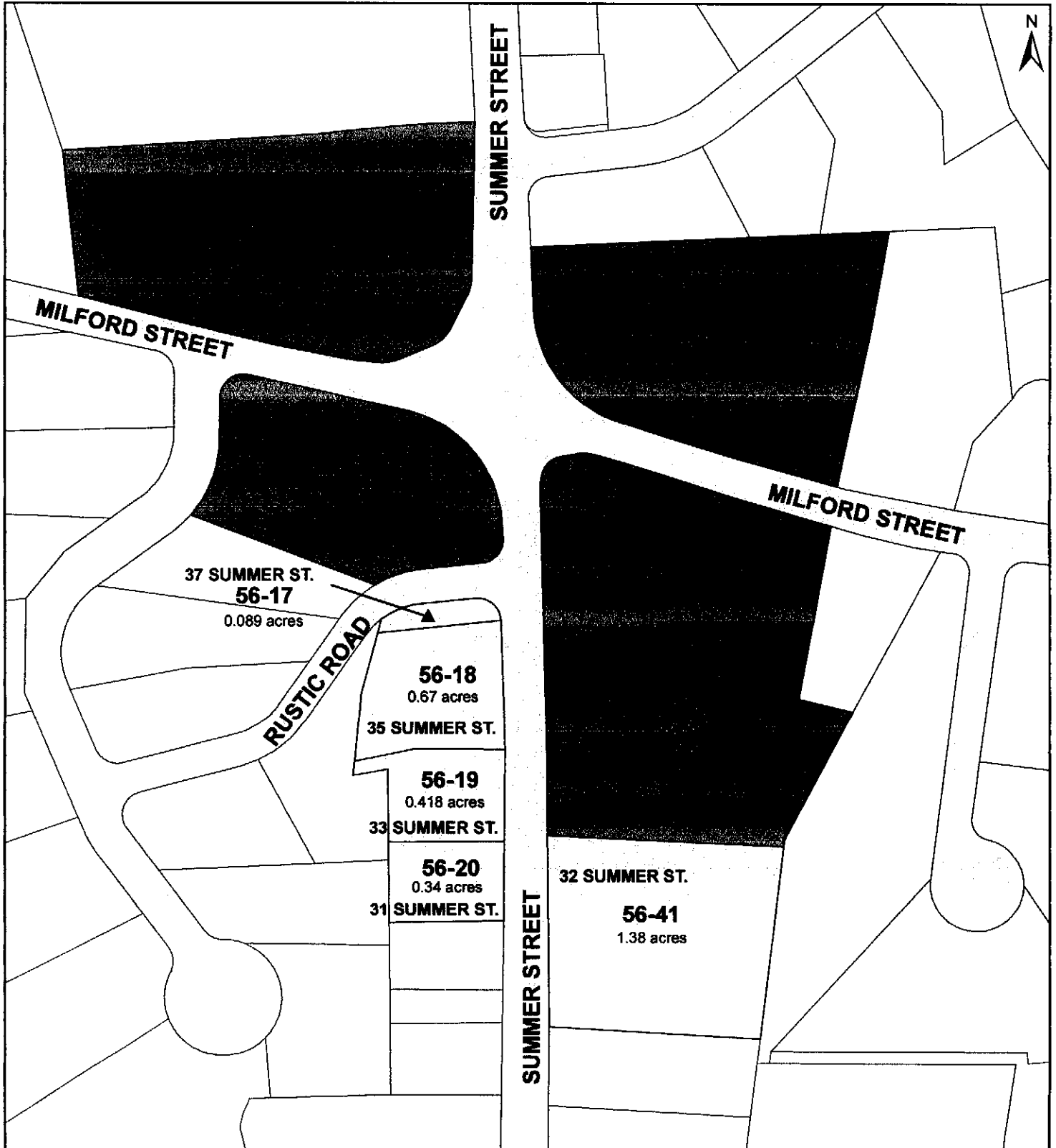


Existing C-V District



Proposed Parcels to be Rezoned from AR-II to C-V

The information on this map is believed to be correct but errors in data entry or transmission may occur. The map is not to be used for legal purposes. The information on this map is subject to change or revision at any time.






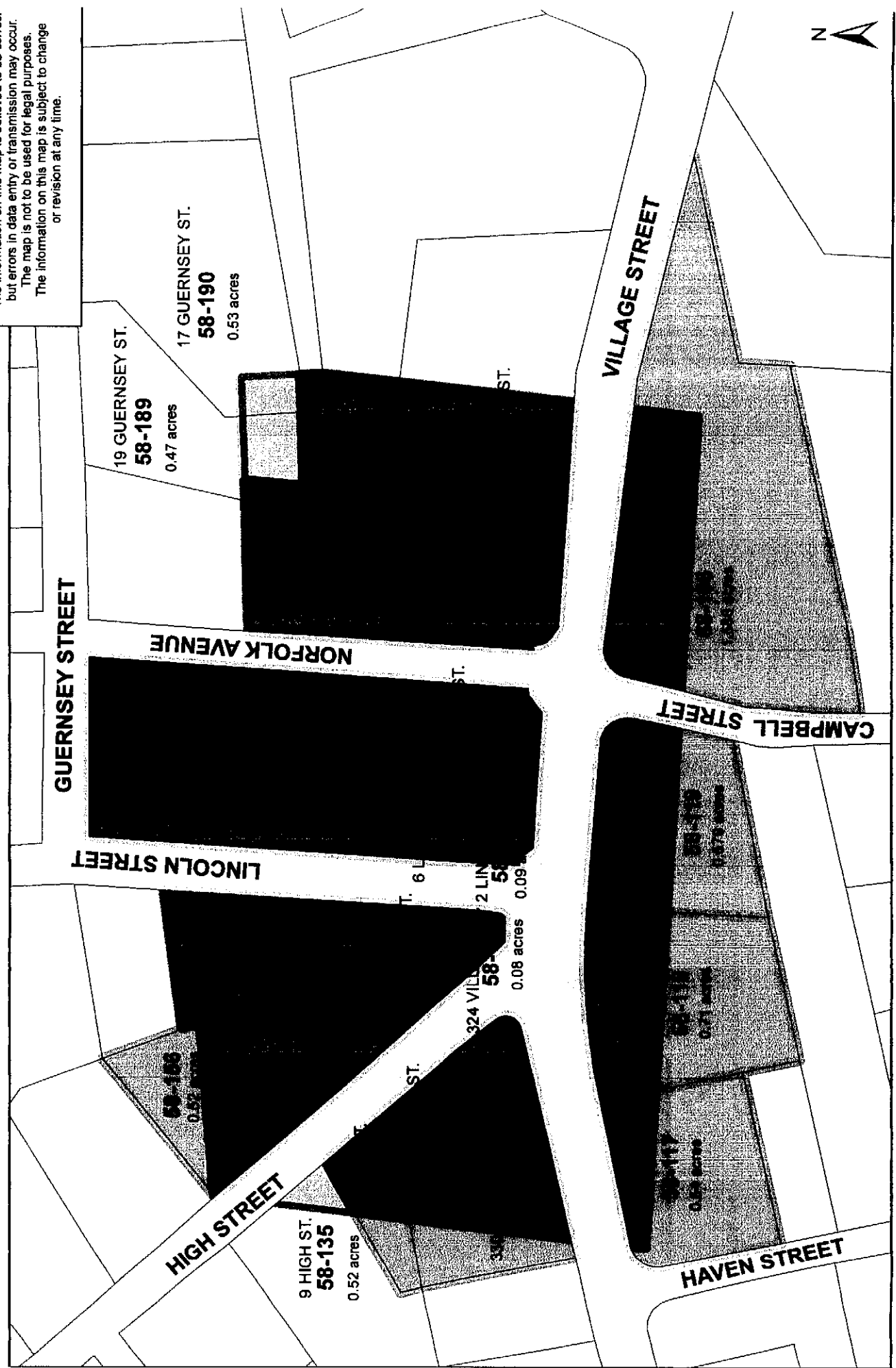
# Proposed Changes to Commercial IV Zoning District

## Draft Proposal - February 25, 2020

Data from MassGIS and the Town of Medwa

The information on this map is believed to be correct but errors in data entry or transmission may occur. The map is not to be used for legal purposes. The information on this map is subject to change or revision at any time.

-  Existing C-IV Zoning District
-  Proposed Removal from C-IV Zoning District
-  Proposed Expansion of C-IV Zoning District







RECEIVED  
APR 11 2013

TOWN OF MEDWAY  
PLANNING BOARD

April 11, 2013

Dear Mr. Rodenhiser;

Please accept this letter as part of the record for the Planning and Economic Development Board's Public Hearing on proposed zoning bylaw changes that is due to take place on April 16, 2013.

The Medway Business Council Executive Board was pleased to receive a presentation by Susy Affleck Childs, Claire O'Neill and Paul Yorkis, in his capacity with the Medway Economic Development Committee, concerning the proposed parking regulation changes.

Not only were we encouraged that the Town of Medway is engaged with this important review but we were also pleased with the outreach to our business community.

Over the next several weeks prior to Town Meeting, the Board intends to solicit input from the Medway Business Council membership on the proposed changes.

Thank you for the opportunity to comment and help Medway's economic development efforts.

Sincerely,

Carolyn Chodat  
President, Medway Business Council



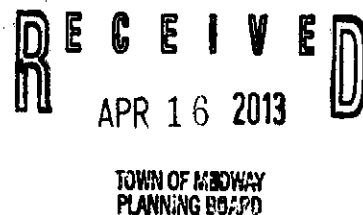
## Medway Economic Development Committee

155 Village Street  
Medway, MA 02053

Rec'd  
in  
March  
MTA

April 11, 2013

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



Dear Mr. Rodenhiser;

I am pleased to provide this letter of support for the proposed parking regulation changes and proposed amendments to the Commercial V and Commercial IV zoning districts.

### **Proposed Parking Regulation Changes:**

The Economic Development Committee (EDC), working through its Sub Committee on Zoning, developed the proposed changes together with Susy Affleck Childs and Claire O'Neill. The EDC was dedicated to developing recommendations that may provide convenient, safe and adequate parking to support the success of businesses with the flexibility for the permitting Boards to consider what a business recognizes as its needs instead of relying solely on formula regulations.

At our meeting on April 10, 2013, the Economic Development Committee voted unanimously to endorse the proposed bylaw with some changes, as reflected below:

- Sub-section H, Paragraph 1 (last sentence)  
Existing: "Permitting boards are provided flexibility to adjust parking standards because of business mix, pedestrian accessibility, employment density, parking management programs and other factors particular to an individual site/business."

The EDC seeks to replace "flexibility to adjust parking standards" with "flexibility to reduce parking requirements."

- Sub-section H, Paragraph 8  
Existing: "...an additional 3% of the required number of parking spaces / stalls may be designed for motorcycle use..."

The EDC seeks to replace the existing "3%" with "5%" due to the increasing popularity of motorcycles and other motorized scooters that may not require registration.

- Sub-section H, Paragraph 11, Section d)

Existing: "In issuing a special permit for reduced parking, the permitting Board may impose appropriate conditions and limitations including but not limited to provisions requiring additional parking should uses change over time or requirements to designate green space to be used for future parking if needed."

The EDC seeks to strike this Section.

#### **Commercial V District Expansion**

At the March 13, 2013 EDC meeting, members discussed the proposed expansion of the Commercial V zoning district to encompass additional parcels with frontage on South Street and contiguous to the existing district. Recognizing the town's interest in expanding the commercial and industrial tax base and that the proposed changes are in conformity with Medway's master plan, the EDC voted to support the proposed district expansion. Member Yorkis abstained from the vote.

#### **Commercial IV District Changes**

At the March 13, 2013 EDC meeting, members discussed the proposed changes to the Commercial IV zoning district that will align the district boundary with property lot lines. At present, the district boundary bisects several properties. Recognizing that the change will be helpful to property owners and to the Assessor's Office, the EDC unanimously voted in support of the proposed district changes.

Thank you for the opportunity to work with the Planning and Economic Development Board and staff to recommend zoning bylaw changes that will contribute to economic development activities in our community.

Sincerely,



Ray Himmel  
Chairman

*The Medway Economic Development Committee will work proactively to promote, encourage, and facilitate the development of responsible and properly planned business and industrial growth within the community in order to expand and strengthen the local economy and diversify the community's tax base.*