

**April 9, 2013  
Medway Planning and Economic Development Board  
155 Village Street  
Medway, MA 02053**

**BOARD MEMBERS PRESENT:** Andy Rodenhiser, Karyl Spiller-Walsh, Bob Tucker, Chan Rogers, and Tom Gay

**ABSENT WITH NOTICE:** Associate Member Matthew Hayes

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

Chairman Rodenhiser opened the meeting at 7:00 pm and asked for any Citizen Comments.

There were no Citizen Comments.

The Chairman indicated he wanted to have a brief discussion among the board. He noted that there were some brief emails which went out last week. They were not very substantive or fully deliberative but they did express an opinion. He sent an email when it happened to Board members to stop the debate.

Member Rogers indicated there was no debate. It was a question about what was a balloon test.

Chairman Rodenhiser called members' attention to the Open Meeting Law. If the members have any questions, they need to be addressed through or to Susy Affleck-Childs. When a question is broadcast to a wide group, it is considered under state law to be a deliberation because there is a sharing of perspectives. The email will be entered into the record (**See Attached**) and we will provide a copy to the applicant make it available to anybody else who wants to see it. He noted opinions should be shared in public in an open meeting.

Member Rogers responded it went out because the Design Review Committee put an omnibus document on the internet that once you responded to it, it went out to everybody. He indicated he had nothing to do with that.

Member Rogers stated that in his email, it just asked for a definition of a balloon test. He wanted to know what a balloon test was.

Chairman Rodenhiser noted the problem was in the follow-up email in which you started to extol an opinion.

Member Rogers indicated that was because the Design Review Committee put an email on that he was not aware of. He noted that he not that astute in running the internet system. He now understands his comment went out as a broad statement. He further stated he was not responding to anybody at that point. He indicated it was an error on his part not knowing that the omnibus email was already sitting there. He apologized to the other members. He indicated he has never called another member to discuss any issue before this board.

**257-265 Village Street ANR Plan:**

David Einis, the applicant and property owner was present.

The Board is in receipt of an ANR plan submitted by David Einis. The plan was prepared by Coneco Engineers of Bridgewater, MA and is dated March 14, 2013. He proposes to create two building lots of 33,350 and 51,437 square feet from a total land area of 58.8 acres. Mr. Einis noted that the purpose of the ANR plan was to be able to sell 265 Village Street.

Member Tucker asked who owned 257 Village and if it was his intent to also sell 257 Village Street.

Mr. Einis responded YES.

Susy Affleck-Childs noted that PGC Associates had provided a review letter dated April 2, 2013 which had also been forwarded to the applicant. **(See Attached)**

Consultant Carlucci then indicated that the revisions specified in his review letter have been addressed through the submittal of a revised plan which he checked this evening and has found this to be complete.

The Board reviewed the documents provided.

**On a motion made by Bob Tucker and seconded by Chan Rogers, the Board voted unanimously to endorse the ANR plan for David Einis for property located at 257 & 265 Village St.**

The members will endorse the subject ANR plan at the conclusion of the meeting. Mr. Einis can stop by to pick up the plan at the office.

**PEDB Meeting Minutes:**

**March 19, 2013:**

**On a motion made by Bob Tucker, and seconded by Karyl Spiller-Walsh, the Board voted to approve the minutes from March 19, 2013 as presented.**

**March 26, 2013:**

**On a motion made by Bob Tucker, and seconded by Karyl Spiller-Walsh, the Board voted to approve the minutes from March 26, 2013 as presented.**

**PUBLIC HEARING CONTINUATION - Tri Valley Commons Site Plan – 72 Main St – Calarese Development:**

It was noted the Board was in receipt of computer generated color images of the proposed retaining wall and fence with landscaping that were submitted this afternoon by resident Dan Hooper. (See Attached).

Chairman Rodenhiser asked if the applicant had received the images. Susy Affleck-Childs responded that the images had been emailed to them late this afternoon.

Chairman Rodenhiser indicated he would like to hold off discussing the images tonight as the applicant had not had a chance to review them. He noted that he had had a conversation with Susy Affleck-Childs because he wanted to make sure we are fair in how information is shared with the applicant.

Various other documents were distributed that had been received during the day regarding Tri Valley Commons. Member Tucker asked if the information had been provided to the applicant before the Board started any discussions or deliberations.

Susy Affleck-Childs noted that items were forwarded to the applicant and the Board throughout the day as various items came in.

Member Rogers asked if that included the Design Review Committee's response memo regarding what had happened at the previous meeting (3/26/13).

The public hearing on the Tri Valley Commons site plan was re-opened at 7:15 pm.

Engineer Bob Poxon and Attorney Joe Antonellis for the applicant, Calarese Development, were present. Also present was Roger Calarese, the applicant.

The following documents included in the Board packet and/or into the record.

- A letter from PGC Associates dated April 4, 2013 in reference to the memo from Attorney Joe Antonellis. **(See Attached)**
- A letter from April 5, 2013 from PGC Associates noting comments from the March 26, 2013 review letter re: #2, #4, and #19. **(See Attached)**
- A memo from Tetra Tech dated March 29, 2013 regarding the clerks of the works. **(See Attached)**
- A memo from Attorney Joe Antonellis of Mayer, Antonellis, Jachowicz, & Haranas regarding mitigation measures dated April 4, 2013. **(See Attached)**
- A letter from Bob Poxon of Guerriere and Halnon, Inc. dated April 5, 2013. **(See Attached)**
- Memo from Jeff Watson of the Medway Police Department dated April 7, 2013 **(See Attached)**
- A memo from Bob Poxon of Guerriere and Halnon, Inc. dated April 4, 2013 regarding the review comments from the March 26, 2013 meeting. **(See Attached)**
- Tetra Tech memo from Dave Pellegri dated April 8, 2013 re: the 4/3/13 site visit balloon test. **(See Attached)**
- Tetra Tech memo from Dave Pellegri dated April 9, 2013 relative to comments from revised memo from March 26, 2013 comments. **(See Attached)**
- Memorandum from Design Review Committee dated April 8, 2013. **(See Attached)**

Member Tucker asked what is our topic tonight?

Chairman Rodenhiser responded that traffic had been the topic, but the information requested has not yet been produced in a timely fashion. It is still being compiled and will be submitted so we are going to have to move on to discuss site issues and drainage.

The Chairman asked the applicant if they had received the computer generated images which the board had received this afternoon. He noted that the images did not come in through a town committee but from a resident.

Mr. Calarese responded that yes, they had been received.

Chairman Rodenhiser indicated that he felt the applicant should have an opportunity to review the images and be prepared to talk about this (at a future date) rather than us using them as a discussion point tonight. He asked if the applicant is OK with using the images as a fair representation of things or do you want to have an opportunity to review.

Mr. Calarese stated that when we get to that point, we can talk about anything. Member Rogers communicated that they (*the images*) are not appropriate or applicable. The Board should only consider what the developer had proposed and view that as acceptable or give suggestions to make it acceptable.

Member Rogers feels that the Design Review Committee has misled the Board. He stated that is a personal opinion and he is not accusing them of anything.

Chairman Rodenhiser noted that in a public hearing process, anyone can produce information and it is up to the Board to consider everything.

Member Rogers stated he has been involved on numerous planning boards. Most boards when they are provided with something that is suitable, they move ahead with approval. We are sitting here; this process has gone on for 5 weeks and we haven't gotten to the core of it yet. He stated he feels we are doing the Town a disservice by not moving faster. He indicated this is a fantastic project. This is a site that has gone vacant for 60 years. The developer is spending 6 million dollars and providing amenities that will be good for adjacent properties. He believes this project will be the beginning of a renaissance for the whole commercial area and the town will be proud of it. He stated we should give the developer a little more favor because of all he is doing to develop this property.

Member Rogers asked if Chairman Rodenhiser had read the memo from the DRC?

Member Gay wanted it noted in the record that the (*electronic*) delivery of the pictures was accompanied by a text which should also be provided. That text described how the images were derived and what they do not include. He noted the Board has to be careful about handling this type of information.

NOTE – Susy Affleck-Childs excused herself from the meeting to make copies of the above noted email communication dated 4/9/2013 from Dan Hooper which came with the submittal of the computer generated images. The email was distributed. **(See Attached)**.

Member Spiller-Walsh responded that the Design Review Committee has been looking for elevations from the applicant. She noted this is a difficult site to overcome. One of the first things we (*the DRC*) said to the applicant at an informal (*pre-application meeting*) is that the DRC had grave concerns about the site and the difficulty of the site. She noted that they had also asked for elevations. Having received none to date, the DRC created our own.

Member Gay responded that this characterization is strong. There have been two elevations delivered. He noted that Susy Affleck-Childs asked some questions about the drawing (*revised elevation of the wall and landscaping from the landscape architect*) and that he had responded to her.

Member Spiller-Walsh asked Member Gay what he was referring to?

Member Gay responded he was referring to the revised profiles and elevations that had been submitted. NOTE – On April 8<sup>th</sup>, the applicant's engineer had emailed a revised Section and Elevation dated April 9, 2013 by Green International. **(See Attached)**.

Member Gay stated that (*Member Spiller-Walsh*) saying “none” is inaccurate (*when referring to elevations*). He urged all to be clear about what had been delivered.

Member Walsh stated that “that” was not an elevation. (*She was referring to the April 9, 2013 section and elevation drawing from Green International*). It is not an elevation of the entire wall. It is an elevation of only the corner (*closest to Route 109*).

Member Gay stated that the text of today's email from Dan Hooper (*with today's images*) said that the images provided were accurate except for perhaps the trees at the top of the wall and plant types. This does not make the quality of what is delivered better or worse.

Member Spiller-Walsh responded that these (*images submitted by Dan Hooper*) have been produced so that we can have a visual reference, because up until now, we haven't had a good visual reference of the wall.

Chairman Rodenhiser asked isn't that a good visual reference (*referring to the April 9, Green International section and elevation drawing*).

Member Spiller-Walsh responded No. This is not a visual reference in her opinion.

Member Gay stated that is an opinion, not a fact.

Member Rogers indicated that this information is not needed for the Board to make a decision (*referring to the computer images submitted by Dan Hooper*).

Member Tucker responds that if people are going to print something for the Board, the entire document needs to be printed and distributed and the document needs to be entered in its entirety into the record at the public hearing.

Chairman Rodenhiser noted that he had asked Susy Affleck-Childs this afternoon to print the documents.

Member Tucker indicated we cannot keep receiving pieces. We need a complete package.

Chairman Rodenhiser asked if they applicant had received these documents.

Mr. Calarese responded he had received the images at 5:00 pm this afternoon but had not had a chance yet to review them.

Member Spiller-Walsh stated that we all received the images this afternoon at 5 pm.

The Chairman responds that we should not be talking about this since the applicant has not been able to view or respond to it.

Member Spiller-Walsh stated in that light, we shouldn't be talking about this at all since we have only received segments of what we have asked for. We (*the DRC*) were thinking on its feet and were trying to provide information that would be helpful.

Chairman Rodenhiser stated that this (*the images*) is somebody's opinion and perspective.

Member Spiller-Walsh stated she disagreed. This was lifted from the (*revised*) site plan they (*the applicant*) had presented.

Member Rogers stated he took issue with her statement. He stated the images were contrived through a computer and do not represent anything that the applicant has proposed.

Chairman Rodenhiser indicated that the applicant needs to look at these images and say whether they do or don't reflect what they propose. He stated it would make sense to not talk about the images until the applicant has had a chance to review them.

Member Spiller-Walsh asked how much time do they need?

Member Tucker asked again what is our main focus tonight and suggested the Board get onto that focus.

Chairman Rodenhiser asked Member Spiller-Walsh if she could not talk about it (*any further tonight*).

Member Spiller-Walsh asked, "could I not talk about what?"

Chairman Rodenhiser stated, "the wall."

Member Spiller-Walsh said, "we are going there at 90 miles an hour."

Member Rogers noted that the Board should only talk about what the applicant has proposed.

Member Spiller-Walsh indicated that the applicant has only provided something to show that corner of the wall with the trees on it, which is not consistent with the recently revised site plan in terms of scale.

Chairman Rodenhiser stated that the information that is provided is what the Board will use to make a decision.

Member Spiller-Walsh stated the Board needed to talk about the adequacy of the information. She asked when did the Board want to do that?



Chairman Rodenhiser said it would be discussed when the board is ready to vote.

Member Spiller-Walsh asked, “not tonight?”

Chairman Rodenhiser stated he doesn't feel we should discuss the wall any further until the (*newly submitted*) images have been vetted.

Member Spiller-Walsh asked how long do they need?

Member Rogers stated that he was ready to vote. We have spent 5 weeks on this.

Chairman Rodenhiser indicated that the Board would talk next about the drainage.

**Drainage:**

Consultant Pellegrini indicated that from an analysis standpoint, the applicant has revised the (*stormwater*) analysis to address 99% of Tetra Tech's concerns. The applicant has met the standards and requirements but we had suggested a different layout. One of the things they modified based on abutter concerns was the location of the outlet. They added some rip rap and it now takes a bend and it gets to 239 feet so there is a decent slope there and it is angled away from the Cassidy property. There is at least a 3 foot drop and I can't believe the water would go uphill at that point.

Member Tucker indicated his agreement based on the contours and the drawing and the resulting slope. He asked about the underground system and whether fabric has been used on the uphill side. He stated he is not a fan of wrapping everything; one side should be left open.

Engineer Poxon of Guerriere and Halnon indicated that Isolator Tows have been added to the design. It is a single row which is wrapped and at the end there is a manhole. There will be no increase in pipe size. There will be more impervious surface on this site. The peak rate is not being increased. The volumes are being mitigated. There is a 77% reduction in peak flow and 59% reduction in volume. This design is reducing the pre-development numbers. The drainage at the adjacent Gould's Plaza was also looked at.

Chairman Rodenhiser asked if members had any drainage questions.

Member Spiller-Walsh indicated she is good if Member Tucker is comfortable.

Member Tucker said he was satisfied with the back end of this.

Consultant Pellegri indicated that what is nice about this design is that there is a lot of storage there.

Member Tucker asked about the drainage pipe that goes out of this area and down across Holliston Street.

Engineer Poxon indicated that drainage improvements are part of the Route 109 reconstruction project.

Dave Pellegri stated that the outlet is at 230' so there is about 8 feet of storage. The amount of water that this could hold is huge. There is no increase in peak rate or volume which has been mitigated.

Engineer Poxon referred to the various reductions in flow and volume indicated in the stormwater report for 2, 10 and 100 year storms.

Chairman Rodenhiser asked if the drainage structure that serves Gould's Plaza was looked at.

Dave Pellegri stated that the applicant had added the contours of that basin to the plan. The applicant had mentioned previously that water comes out of that basin and goes toward Route 109. The Gould's basin is not really what we would view as a stormwater basin today. There is no outlet control structure holding the water back.

Engineer Poxon indicated there is sheet drainage. He has not seen any evidence of flooding.

Member Tucker indicated that the Goulds should be maintaining the drainage basin on the site near Papa Gino's.

Engineer Poxon stated that any overflows from Gould's will impact Tri Valley Commons first before hitting the Cassidy property to the north.

Member Rogers indicates that one of the advantages about connecting the two developments (*Tri Valley Commons and Gould's Plaza*) is that the applicant is

correcting some of the minor drainage and traffic irregularities. Gould's will benefit with drainage, parking and access.

Susy Affleck-Childs responded that Gould's will be coming in for a site plan modification as well as it relates to their entry way. At that time, there would be an opportunity to raise some questions as to how Gould's is maintaining their stormwater basins.

Member Spiller-Walsh asked when they (*Gould's*) would be coming in. Is it in tandem with Tri Valley?

Chairman Rodenhiser noted that Gould's is on this application now (*because a small portion of the access driveway is on Gould's property*).

Member Rogers reminded the Board that we had made the applicant work with Gould's.

Chairman Rodenhiser expressed that he wanted to correct a technicality. He stated that we did not tell them (*Calarese Development*) that they had to. We suggested it would be a good idea.

Dave Pellegrini noted that the applicant had also added a very small retaining wall along the (*western*) edge; it is about a foot and a half tops.

Member Tucker indicated that is a smart idea. He asked if they called out for a filter trap for the pipe that goes out across Holliston? It would be good thing to do.

Engineer Poxon stated they had not since it is not on the Tri Valley Commons property. He expressed that he thought they could get permission from that owner (*Charles River Bank*) to do so.

Member Rogers asked about the basin on the Gould's Plaza property. Will there be any impact on that from this development?

Member Spiller-Walsh stated she would like to have the dead beech tree cleaned out and removed from the adjacent site (*Charles River Bank*).

Engineer Poxon noted that the tree in question is probably in the wetlands and there would have to be an application to the Conservation Commission.

Chairman Rodenhiser asked if there was any other drainage discussion.

Dave Pellegrini said there were no other drainage issues. Dave noted that he had not yet had a chance to speak with Bill (*Donohue*) in the Water/Sewer department. apparently Bill has some comments.

Susy Affleck-Childs reported that she had contacted DPS to get some feedback and Bill Donohue wants to have some conversations about the project.

Engineer Poxon indicated that he has sent three emails to the Department Public Services prior to the submittal of the plans to discuss the water and sewer. His communications have not been responded to. He expressed that he is more than ready to sit down with Bill.

Chairman Rodenhiser said somebody needs to facilitate what the applicant's engineer has been trying to do.

Dave Pellegrini indicated he does not usually contact other Town departments asking for their comments. He generally does reach out to Tom Holder and Dave D'Amico in DPS. That is who we deal with in DPS. He did receive some comments back from them and rolled most of their comments into his review letter. That coordination did happen. This inquiry from Bill Donohue just came in yesterday.

Consultant Pellegrini will follow-up with the Department of Public Services to facilitate discussion about water and sewer. He is happy to reach out but Bob Poxon should be part of those discussions too.

Dave Pellegrini indicated that some questions have come up about the fence on top of the retaining wall and whether something in lieu of chain link could be considered. He referenced the fencing on top of a small retaining wall at Medway Commons as an alternative. He noted it is more of an aesthetic matter that the Board may want to discuss.

Member Tucker indicated it also a safety issue as well. They need to make a safety evaluation and I am going to assume they selected what they did based on safety concerns.

Member Spiller-Walsh expressed her disagreement.

Dave Pellegrini indicated that this is something the applicant could investigate a little more.

Dave Pellegrini also asked about the abutters' comments that have been received. How does the board want him or the applicant to respond to those?

Chairman Rodenhiser stated that we had asked you to review those questions/ comments.

Dave Pellegrini asked how do we close those out? Do you want me to address those in my review letter?

Chairman Rodenhiser indicated that the comments are information that has been put forth during the hearing that we need to consider. Have you considered the information and is there an impact?

Dave Pellegrini responded that that applicant has provided information and addressed the concerns the abutter has raised.

Member Tucker noted that Dave Pellegrini should put something in the file to indicate he has addressed the concerns raised.

Dave Pellegrini agreed.

Chairman Rodenhiser asked if there were any more comments on drainage.

**Abutter Jim Cassidy, 90 Holliston St:**

Jim Cassidy stated that he wanted something in writing from the Town indicating that there will be no increase in the footprint of the wetland that would result from the stormwater run off. He expressed concern that an enlarged wetland would then impact his property (*adjacent to the north*).

Chairman Rodenhiser responded that there is a 3 foot drop. The chances of water backing up there are slim to none and the Board just addressed the letter you had previously sent in.

Consultant Pellegrini communicated that the stamped plans with the engineer's certification indicates that the drainage design meets the state's stormwater requirements/ standards. The engineering stamp on the calculations and plans would be the guarantee.

Mr. Cassidy stated that he wanted to have a third part look at the drainage.

Member Tucker responded that the Cassidies can have a third party look at this, but the cost would be incurred by the Cassidies.

Member Rogers noted that the development of this property will take away 3 acres of runoff to a drainage system. The whole area will be improved.

Chairman Rodenhiser asked if there were any other comments about drainage.

Engineer Poxon indicated they would like to talk next about parking.

**Parking:**

An information packet provided by Bob Poxon of Guerriere and Halnon regarding the parking was provided by the applicant for the Board's review.

The applicant explained they are looking for support from the Board to help them in seeking relief from the Zoning Board of Appeals for the requirement of 188 parking spaces per the ZBA special permit. They now have a better handle on uses and tenants and restaurant sites. The ZBA looked at the worst possible scenario. We reworked the numbers and came up with 142 spaces. In an effort to do some reduction in impervious area and by shortening the height of the retaining wall at the corner closest to Route 109, we lost 12 spaces so we are now down to 134 parking spaces. We looked at some national publications re: parking standards. What the ZBA was asking for was based on 5 spaces per 1,000 sq. ft. That used to be the industry standard for strictly retail space. With mixed uses, the standard is more like 4 spaces per 1,000 sq. ft. The 134 spaces we are proposing is exactly 4 spaces per 1,000 sq. ft. of gross floor area.

The applicant did review the proposed parking bylaw coming up at the May town meeting. The ratio of parking is proposed to be changed from 1 space per 300 sq. ft. of gross floor area to 1 space per 300 sq. ft. of net floor area. Using that ratio, the required number of spaces would be 124 if that bylaw is passed. So we are seeking some direction from the Board.

Consultant Carlucci discussed the parking and indicated that if the net floor area is reduced to 24,000 square feet or less the parking numbers will work. That would require at least 10% of the space to be used for equipment and utility rooms and rooms used for the storage of merchandise not accessible to the public. 134 spaces

would represent a 5.6% reduction in the required number under the current bylaw, much less than the 30% that can be authorized. It would require no reduction under the new parking provisions, if it adopted by Town meeting.

Member Spiller-Walsh noted that the reduction in parking makes total sense. The only concern would be if the parking count is underestimated, like it was at Dunkin Donuts.

Member Tucker is comfortable with the parking and has no issues because it is a mixed use site and not a single use like Dunkin Donuts.

Chairman Rodenhiser indicated he has no problem with the parking plan. The Board should be looking at how much it can reduce parking. The developer has to have enough parking to make the marketplace work. They have provided parking information from the international shopping center council.

Member Rogers stated that he has no problems with the parking. The PEDB should go to the Board of Appeals to advocate for this. The new auto parts store will focus on delivery to repair shops and not on customer traffic coming to the site. Combined with Gould's, this will be a very handsome site and will be a big boost all the way to Medway Block over the next 10 years.

Member Gay indicated that has no issues with parking.

Member Spiller-Walsh asked if there would need to be some parking contingency if a larger restaurant comes in.

Chairman Rodenhiser indicated that if they make a change in use from what is proposed, they will have to come back in for a site plan modification.

Susy Affleck-Childs indicated that might occur if a future change triggered a larger parking requirement. The Board might revisit it then.

Member Tucker indicted the parking plan makes sense and he would support it most definitely.

Attorney Antonellis communicated that he will be resubmitting the application to the Zoning Board of Appeals while the site plan process is on-going (*with the PEDB*). He expressed his conclusion that the Board is accepting of our parking calculations.

Member Rogers made a motion that the Board approve the parking arrangement as presented. The motion was not seconded.

Chairman Rodenhiser indicated it would be better if the Board just supports them.

Member Gay stated the Board could endorse the parking plan as a recommendation to the ZBA.

The Board agreed it will provide support to the applicant in their application to the ZBA.

Attorney Antonellis indicated that a memorandum from the PEDB to the ZBA indicating that you have reviewed the consultants' information and find it to be acceptable would be helpful.

Chairman Rodenhiser summarized that the Board is comfortable with 134 parking spaces as compared to the 188 specified in the ZBA special permit.

Dave Pellegri asked what was done at Medway Commons for parking.

Susy Affleck-Childs indicated she cannot recollect what the parking standard was at that time.

Gino Carlucci stated it was probably one space per 300 sq. ft.

Attorney Antonellis stated he wanted to be sure that when he walks into the Zoning Board meeting he can make an accurate representation of what happened here for this discussion.

Chairman Rodenhiser and Member Rogers indicated they would attend the ZBA meeting when this comes up.

Susy Affleck-Childs stated she wanted to clarify that the applicant is not proposing a formal shared parking arrangement with Gould's Plaza to claim some of their parking.

Engineer Poxon confirmed that is not the case.

Attorney Antonellis stated they wanted to stand alone on their parking requirements.



Member Rogers stated that the applicant's commitment to share a driveway with Gould's Plaza and to pay for the installation of a traffic signal to serve both centers makes them go together. This is a significant step forward and will help the rest of that plaza.

Susy Affleck-Childs urged the Board to move on.

Chairman Rodenhiser asked if Member Spiller-Walsh was OK with the parking.

Member Spiller-Walsh indicated Yes.

Chairman Rodenhiser asked what would members like to talk about next.

**Architecture:**

Engineer Poxon informed the Board that the front of the facades has been revised based on the comments and suggestions from the Design Review Committee. The façade of the back building has been revised so that the two ends are not a mirror image of each other. A visual was shown to the Board. It also showed the side of the building going up the access road.

The revised elevation for the Advance Auto building was also shown. The revised design added peaks and elevations to hide equipment on the roof top as you see it coming up Route 109. A planting strip was added on the side where the loading area is. There was a trellis added for climbing vegetation to break up the visual.

Member Spiller-Walsh responded that she is pleased with changes. The side of the building is coming along but it is not quite finished. Anything that faces east is visible. She stated that we are going to see the building through the trees.

Member Tucker wanted to know what contrasting colors will be used on the buildings. He asked about the roof colors you anticipate using.

Engineer Poxon responded that the color scheme was shown on the plan as pastels and browns for the back building and a red roof for the Advance Auto building. Samples will be provided. We will try with Taco Bell to come up with something for that building that is not too far away from what we have come up with so far.

Member Rogers stated he felt that based on the field test last week, nothing would be visible as you come up Route 109 because of the thick tree cover. There is a

solid array of trees and the trees down on the lower acre and a half will not be touched.

Member Spiller-Walsh indicated it is not a solid screen of anything. Everything is going to be visible from that side (*easterly side of development*) with possibly the greening along the fence providing some screening.

Engineer Poxon noted that topographically, because of the slope of Route 109 and the wall and the fence, you will only see the upper 3 feet of the building (*Advance Auto*).

Member Spiller-Walsh said that we went down there for the balloon test and we saw exactly what I thought we would see. This will be visible from Holliston Street going north and south. We saw what would be visible walking up Route 109. It is a matter of opinion that you (*Chan Rogers*) are saying we are not going to see it.

Engineer Poxon responded that there will be more than 200 mature trees that will be left. The breadth of the area they are in is significant.

Roger Calarese commented about the site plan. If you look up to the site from Charles River Bank, it is virtually impossible to see through the trees there.

Member Spiller-Walsh said it is not impossible. I live here and drive here. I go by it 2-3 times a day. You can see through the trees.

Bob Parella, board member of Charles River Bank, asked if this committee had taken a field trip to the site.

Board members indicated they had been there individually.

Bob Parella stated he would like to invite the Committee to go there. He stated that you cannot see through the trees up that hill. Maybe the way to resolve this is to go down to the corner and look up.

Consultant Pellegrini provided a memo today re: the balloon test. Dave communicated that a balloon test was done on April 3, 2013. There were six people present including PEDB members Rogers and Spiller-Walsh. The purpose of the test was to see how visible the wall would be from various locations adjacent to the site and from Holliston and Main Streets. Dave indicated that opinions varied between the attendees as to whether or not the wall would be visible from

the various locations. He stated that he tried to identify the angles that it would be most visible from. It is hardest to see from the corner of Holliston and Route 109. For the most part, it is blocked by dense, mature trees. As you get closer to the site (*going westerly on Route 109*) it does become more visible and you will be able to see down the wall. Of course there will be the landscaping proposed on the corner. The memo provides information about sight lines and where you can see it.

Member Gay responded that he did not see anything in Dave's memo that surprised him. He noted that some of sight lines will change seasonally. It doesn't matter what is built there, you are going to see some of it some of the time. To turn it into a catastrophe is not the way to look at this.

Member Spiller-Walsh has a problem with the visibility. If there was another architectural statement or if the site was structured and designed in a different way it would be better. The applicant has an opportunity to work more consistently with the site and terrain instead of choosing the most economically feasible way to create a plateau. This is a very large and massive wall. The wall becomes the bad guy and the enemy. The wall is your friend in that it provides water storage and provides a table to put buildings onto. It is visual blight and is inconsistent with the scale of our New England appeal. That is the problem. Buffering the wall based on what is shown on the various plans and drawings seems to be inconsistent. It is huge and extremely difficult to buffer. Based on what you have proposed, it is not going to be buffered.

Chairman Rodenhiser stated the Board can write a decision that addresses those concerns and bolster what is needed.

Member Spiller-Walsh indicated the applicant needs to say what is going to be in the buffer. It is not what they are claiming it will be.

Member Spiller-Walsh noted another problem is the chain link fence on top of the retaining wall. We have been through fencing issues and safety factors before when we did Medway Commons and some other retaining walls. She recollected that the Police Department Safety Officer had weighed in on this before. There was concern about the style of fence and people being able to get a shoe hold onto the fence. She would like to see some other attractive option instead of the chain link fence. She noted her recollection that the fence height had to be 6 feet.

Chairman Rodenhiser asked member Spiller-Walsh what she proposes instead?

Member Tucker responds that the regulation of the fencing comes under the federal regulations. The height can be less than 6 feet. The spacing is actually covered under the state building code.

Susy Affleck-Childs encouraged the applicant to find a product which would meet all of the safety requirements that is not chain link fence.

Member Tucker said that is not as simple as what it sounds. He indicated that he had gone through this numerous times. There are lateral strength requirements for safety fences. They are not easy to come up with. And there is spacing that is required. The applicant has proposed what they want to use.

Member Spiller-Walsh indicated she wanted the applicant to come up with an alternative.

Member Tucker noted that they need a fence from a safety perspective. It is a liability issue. They are the developer; they get to choose the products.

Member Spiller-Walsh stated that, “we are the Town.”

Member Tucker said that we represent the Town.

Chairman Rodenhiser suggested that member Spiller-Walsh and the Design Review Committee come up with some alternatives for fencing.

Dave Pellegri noted that the DRC will not necessarily think about cost in developing some suggestions. It might be better for the applicant to find an alternative that would be cost effective.

Member Rogers suggested that Tetra Tech could answer that question.

Dave Pellegri said he could look into it if the applicant wants him to do so.

Roger Calarese stated we tried through the landscape architect to screen the fence. He noted that the fence needs to maintain itself for the next 10-20 years so it won't rust. The chain link has a plastic coating on the exterior to stop the rusting. If you start introducing a wood fence, it will be hard to maintain and will not look good long term.

Member Spiller-Walsh noted what was used at Medway Commons was something we were thinking of. It has a sort of anodized aluminum look to it, sort of a pool fence.

Susy Affleck-Childs stated that we are not interested in coming up with anything that is going to be difficult to maintain over the long term. No one had mentioned wood until Mr. Calarese just did so. She expressed her hope that an alternative could be found. She communicated that she thinks Medway can do better than chain link fencing on Route 109. She expressed that a chain link fence was not in keeping with the caliber of the development and the rest of the site nor was it appropriate to have chain link fence on Medway's Main Street in full view of the traveling public.

Chairman Rodenhiser asked if the applicant was amenable to some type of pool fence as member Spiller-Walsh had suggested, at least along the Route 109 portion.

Member Spiller-Walsh said not just on the Route 109 part.

Member Rogers indicated that the applicant has a choice of putting the buildings down at the Charles River Bank level or up at the Gould's Plaza levels. There is no in between. What they have proposed at the upper level is an extremely logical and proper thing from an engineering perspective. They have proposed something that will integrate with Gould's Plaza so the wall is necessary. The simple thing is to put the wall in and make it less obtrusive. They have provided an idea of how to do that. It is not the final solution. It is up to the Board to decide that.

Member Gay asked how tall is the wall at Lowe's in Milford.

Member Spiller-Walsh said 50 feet.

Member Rogers said 50-60 feet.

Member Gay stated we are talking about a height of 11 feet for the wall at the corner. It gets higher as it goes up. 11 feet is a one story building. He expressed that the Board is having an inordinate amount of argument over something that is the height of a 2 story building.

Member Spiller-Walsh said you are talking about the corner only and not the visual massing of the entire wall.

Member Gay said this is not going to be like driving by Walpole Prison or looking at the side of Lowe's.

Member Spiller-Walsh said this is alien to the Town of Medway and it needs to be reduced in size and buffered.

Chairman Rodenhiser asked what is the Board's pleasure on this.

Member Rogers said he would like to vote now on the concept.

Chairman Rodenhiser asked if there was a consensus that the Board is OK with the size/height of the wall.

Member Spiller-Walsh is not comfortable with the height of wall.

Member Rogers is ok with the wall.

Member Gay said he is not thrilled but he is comfortable with it.

Member Tucker said he didn't have a problem with it.

Member Rodenhiser indicated he is fine with what has been presented. The site geography dictates that something has to happen there. Perhaps they could divide the site into two portions but that would probably mean 2 walls but that is visually worse.

Member Tucker said that traffic would become 100 times worse as soon as you start talking in that direction. It is not viable.

Chairman Rodenhiser noted that approach would involve more curb cuts and no traffic light. He stated he liked what has been proposed in relation to other alternatives for that site. That being said, he does think we can screen it more. Even as he looks at what is proposed and when he compares the drawing they have provided to the limit of the wall that is shown on the aerial drawing, he would agree that the landscaping should continue around. When the Board writes its decision, it can incorporate a requirement for more landscaping. He understands that the type of plantings proposed will weave themselves into the chain link fence. He is OK with that. Perhaps along the Route 109 facing side, maybe the pool type fencing could be used.

Consultant Gino Carlucci communicated that the proposed landscape screening as revised does not show fully mature trees. It shows the standard 2.5-3 inch caliper trees.

Chairman Rodenhiser stated that what is shown here is what we would reference. The decision would be written to require that the trees extend 6' above the top of the wall.

Consultant Gino Carlucci asked, “at planting?”

Chairman Rodenhiser said they trees need to be evergreen. We can address these things in the decision.

Dan Hooper communicated that the specifications for landscaping (*as noted on the site plan*) do not coincide with what is depicted on the landscape architect’s rendering. He wanted to make sure that these discrepancies are called out to the Board. He stated he understands that the Board may not wish to discuss the images he submitted late this afternoon. But there are discrepancies and the Board should make its decisions based on accurate drawings.

Dan Hooper also noted it will be difficult to find 25-30 ft. evergreen trees to plant. That size tree is what is being shown on that plan. He expressed his hope that when the Board continues to discuss this it will make sure it is evaluating reality versus a rendering of what might be.

Chairman Rodenhiser stated that the Board wanted to give the applicant an opportunity to comment on the images Dan had provided today in fairness to them. Then the Board would entertain those images and the applicant’s comments together.

Dan Hooper stated that likewise, those who are trying to assess this project should also be given time to assess a new drawing as well.

Chairman Rodenhiser indicated that the Board requires information to be provided 2 weeks in advance.

Member Spiller-Walsh indicted that the revised drawing (*dated April 9, 2013*) from the landscape architect had just come in yesterday.

Engineer Poxon noted that they had added some white spruce trees.

Roger Calarese stated it might be helpful to bring in the landscape architect for the next meeting to explain what she has done.

Member Tucker stated that we need to decide what we are going to talk about at the next meeting and everybody come ready. To keep going from one end of the spectrum to the other end of the spectrum, we are not getting anything done. It has become almost impossible to do an honest and impartial review. This needs to go in an organized fashion.

Bob Parella stated he agreed with Bob Tucker's comment. He noted that he had received an email that Dan Hooper had sent around to people. He was appalled and disturbed by the inaccuracies and the lack of being truthful about what is proposed. The drawing (*that Dan circulated about 2 weeks ago*) makes it look like the Prudential Center is being proposed up there. It should never have been brought up and Mr. Hooper should never have sent it.

Chairman Rodenhiser stated that he disagreed with Mr. Parella. He stated that this is a public hearing and anyone can provide information to the Board. He said that most people who sit here today looked at that first image and have completely discounted it. The fact that we have discounted it is probably damaging to the people who put it forward. We are wasting everyone's time talking and talking about the same thing.

Mr. Parella stated that he felt he just had to rebut Mr. Hooper tonight.

Mr. Hooper acknowledged that he had sent around an email.

Chairman Rodenhiser noted that Mr. Hooper had not personally generated the visual images being discussed that had been presented by the DRC. [Note – Mr. Rodenhiser was referring to the images presented at the March 26<sup>th</sup> meeting.]

Mr. Parella stated those drawings had been emailed around to numerous people and he was one of them.

Dan Hooper stated the images were based on the information that had been available to the DRC at that time.

Member Spiller-Walsh responds that the (first) image was produced by the DRC in an attempt by the Design Review Committee to convey the height of the wall, not the color or anything else.



Chairman Rodenhiser stated that the Board would stop talking about it.

Attorney Antonellis indicated that the meeting should be continued but he would like to make a couple of comments. He indicated that the purpose of the rendering showing the trees is to show you what the wall will look like as the trees grow in as time goes by. Our landscape architect was asked to provide a rendering of what the wall will look like when the trees have a chance to come in. We have been advised by our landscape architect that the planting of mature trees may be problematic. I want to make sure that before you put a condition on the plan that you understand you may be requiring us to do something we cannot sustain. We want to have the opportunity for our landscape architect to explain how they are going to plant things. That is something we have to work through. He indicated that the height of wall will stay the same. It is not feasible to develop the site otherwise. We are going to continue to try to look at ways to beautify the wall. The same with the fence. We will go back and take a look at that. I would like the opportunity for our landscape architect to make that presentation. Relative to the pictures we received at 5 pm tonight, we just are not ready to discuss them. I actually thought that they show the wall not bad! I spend a lot of time at board meetings like this. I see this process working very well. I believe we are getting to the point where we are getting a plan you can approve. We have worked through the parking tonight and the drainage. I will get back to the Zoning Board. We will come back in and finish up the traffic issues and talk more about the wall and be more prepared.

Chairman Rodenhiser asked when the applicant would be ready to talk about traffic.

Roger Calarese indicated it would be April 23<sup>rd</sup>.

Susy Affleck-Childs asked when they would be submitting information on the traffic work that was being prepared.

Roger Calarese stated that (*the applicant's traffic engineer*) Bill Scully had sent an email to Susy Affleck-Childs this week asking about comments from the Town's engineer that Bill had requested. Bill Scully hasn't heard back from them yet.

Chairman Rodenhiser asked Dave Pellegrini if this pertained to him.

Dave Pellegrini indicated he would check with their traffic guy Mike Hall to see if there are some questions we need to respond to.

Susy Affleck-Childs acknowledged receipt of the email from Bill Scully and indicated she would follow-up with GPI, the Town's consultant for the Route 109 project.

Dan Hooper asked if the applicant would consider a minor elevation change on the westerly side of the site to reduce the massive scale of the wall when viewed from the easterly side of the site. Could they address whether they considered that option? When we talk about taxes here, we are also talking about potential tax revenues from adjacent properties. How is a 23' wall on the north side of the site going to affect the long term viability of developing the Cassidy property in the future?

Mr. Calarese responded that he had had discussed this with their landscape architect when it came up before. He said he would ask one more time about the wall on Route 109. As far as the wall in the back, he said they had checked it with the balloon test. It is very dense in that back area and the wall height eventually reduces down to zero.

Chairman Rodenhiser noted that Mr. Hooper is asking whether the whole site could be dropped.

Engineer Poxon responded that the team had looked at this at the beginning of the process and it was not the best design. If we did this now, everything would need to be changed. The site would be below the Cassidy property.

Chairman Rodenhiser asked how many cubic yards of fill will you be bringing onto the site?

Member Rogers estimated it could be 100,000 yards.

Mr. Calarese said it would be approximately 40,000 tons.

Engineer Poxon noted that when they first looked at the site, they were not looking at the access driveway where it is now. The access would have been more at the center of the project and we were going to try to balance the site. We would have needed two walls probably. (*At that time*) there were no plans for connection between the 2 plazas or to the Cassidy property. We altered the site design when we heard what the Town wanted in terms of a signal and shared access with Gould's.

Mr. Calarese responded that asking us to even contemplate an elevation change for the site at this point is unreasonable.

Engineer Poxon noted that the answer is yes, other options were considered in the early stages of development but they changed the concept to better fit this development with the Town's overall vision for the area. They put a lot of effort into reworking the site. It would have been easier if we had just done a standalone development.

Dan Hooper stated that he is a member of the Route 109 Committee. The Committee at its last meeting had voted to approve relocating a new traffic signal from its originally proposed location (*near the Shell station*) to the new location at the proposed the access drive for Tri Valley Commons and Gould's Plaza. He stated he is a supporter of this effort, but not the wall. He stated he was asking just to see if the impact of the wall could be lessened by a couple of feet to reduce the massing of the wall.

Engineer Poxon stated that every single aspect of the site would have to be re-engineered.

Member Spiller Walsh asked all to keep in mind that at the first meeting we had we said our concern was about the visibility of that site and what has to happen. It is visible from Star Market all the way up the hill. And that is what has happened. What is paying the price is the visibility. She stated "and we got this." (*Note - Ms. Spiller-Walsh made a gesture with her hand and arm.*)

Roger Calarese said, "Excuse me."

Member Spiller-Walsh stated, "This is what happened. Nothing. We got nothing (*the DRC had asked for*).

Roger Calarese stated that's really not appropriate for you (*Karyl Spiller-Walsh*) to be saying at a town meeting.

Member Spiller-Walsh said again, "We got nothing. There was nothing that was addressed to our concerns."

Chairman Rodenhiser asked if Ms. Spiller-Walsh had just flipped off (*the applicant*).

Mr. Calarese responded yes.

Member Rogers indicated he would like to counter her argument.

Member Spiller-Walsh stated, “That’s what happened. It was a concern of ours.”

Chairman Rodenhiser stated, “That’s enough Karyl.”

Member Tucker said the comment was totally inappropriate.

Engineer Poxon noted that when they were on site doing the balloon tests, it was the first time he had really noticed that when you stand at the front of the site where the traffic light will be and you look to the east, all you can see of the

Medway Commons is the rooftop with air handlers, air conditioning units, satellite dishes, etc. He said you are not going to see any of that on our site. Our buildings are such that you are going to be looking up at them.

Chairman Rodenhiser indicated he was happy with what had been presented and suggested we look at a date for the continued public hearing. He noted that a deadline extension was also needed.

Member Rogers suggested that we try to clean this up in one meeting and then have a meeting when we develop a punch list so these guys can respond to a specific list of what will make the plan acceptable.

Chairman Rodenhiser expressed his doubt if the Board could do so.

Member Rogers indicated there are 4 members who are like minded.

Chairman Rodenhiser stated the Board could hear the new traffic information (*at the next hearing*). He noted the Board is OK with the parking, drainage and height of the wall. We need to hear from the landscape architect.

Roger Calarese explained to the Board that he has been in communication with Taco Bell and has started business negotiations with a franchisee who has 20 stores including Franklin. He is an outstanding business person. The issue is getting corporate approval. They are working through some issues. He will be having a conference call tomorrow. The owner wants to work with the community but obviously needs some sort of brand recognition out front.

Dave Pellegrini asked if the Board wants him to look at alternatives for fencing.

Member Tucker indicated he did not.

Chairman Rodenhiser stated he was happy with it.

Mr. Calarese stated at this point, the fence is what we have represented. With the greenery that will come up, we have done what we should do.

Member Spiller-Walsh noted that the greenery is at the corner only.

Engineer Poxon stated it goes as far as the rear of Building F.

Member Gay stated the drawing shows the landscaping goes back about 200 feet into the site.

The Board will continue the public hearing on Tri Valley Commons on April 23, 2013.

Bob Tucker made a motion to continue the Tri Valley Commons public hearing to discuss traffic issues on April 23 at a time to be determined.

Member Spiller-Walsh asked if the Board would be discussing any site issues.

Member Rogers asked if the intent of the motion is to only discuss traffic?

Member Tucker responded that his motion is only to discuss traffic and to have the landscape architect on a night all of its own because that discussion will take a protracted amount of time.

Member Rogers stated he disagreed and believed it could all be done in one night and it is incumbent on the Board to make it happen in one night.

Susy Affleck-Childs noted the Board has another hearing that night at 7:15 pm for Hill View Estates. She suggested 8 pm for Tri Valley Commons.

Mr. Tucker's motion was seconded by Chan Rogers with the condition that it be changed so that all items will be discussed and finished in one night to lead to an approval and to develop a punch list for approval of the project.

Member Spiller-Walsh stated that she didn't understand Mr. Rogers' second.

Chairman Rodenhiser indicated that the approval process doesn't really work that way. He asked if Mr. Tucker was agreeable to Mr. Rogers' suggestion.

Member Tucker noted that what he has suggested for the next meeting is very realistic based on the fact that the Board already has an appointment for that night and knowing the amount of time that every issue gets discussed. We could try it if we could set a curfew time not to exceed.

Chairman Rodenhiser asked Mr. Tucker to withdraw his motion and make it again.

Member Tucker agreed to do so but suggested that someone else make a motion.

A motion was made by Chan Rogers to continue the public hearing to April 23, 2013 at 8 pm to consider traffic and other issues as time permits with the hope that we can finish. We will conclude by 10 pm.

Susy Affleck-Childs noted that she had hoped to have a draft decision for the Charles River Village Definitive Plan for the Board to consider that night and Cumberland Farms has asked for an informal/pre-application discussion. She suggested the Cumberland Farms could be delayed and perhaps the Board could have a special meeting on Tuesday, April 30<sup>th</sup> (*the 5<sup>th</sup> Tuesday of the month*).

Dave Pellegrini indicated he felt there were not too many issues with the landscaping other than the species selected for the corner and how mature the plants are when they are planted. He asked if it makes sense to try to work that out in between the meetings. Perhaps these issues could be addressed before the next meeting.

Chairman Rodenhiser asked the applicant how he felt about that suggestion.

Mr. Calarese stated it would probably be better to have their landscape architect here for the discussion.

Dave Pellegrini stated that he didn't mean to not have the landscape architect attend but just that she could address some of the issues beforehand re: size of plant installation.

Engineer Poxon reported that he had asked the landscape architect for more information and that she had provided a letter.

Mr. Calarese stated he would provide the landscape architect's letter and then see if it would make sense for her to attend a subsequent meeting.

Chairman Rodenhiser indicated a copy of her letter should be provided to the Design Review Committee.

Member Spiller Walsh indicated that the previous illustrations the landscape architect had provided had probably showed eventual mature trees. She noted that the renditions provided (*by Dan Hooper*) tonight were meant to show more how the wall and landscaping would look when it was first planted. That is why we came up with those visuals.

Bob Poxon noted that the landscape architect had not seen the images provided tonight. We need to get those to her and ask her if the DRC's renderings were correct in showing how the landscaping would look early on.

Chairman Rodenhiser asked if there was a second to the motion.

Amy Sutherland asked for clarification of the motion.

**Mr. Rogers made a motion that we discuss traffic as the primary topic and any other issues that either side would like to bring forth to take a step toward approval and following approval we know we will have at least one more meeting to review the details.**

Chairman Rodenhiser suggested that the motion indicate the intent to try to conclude the public hearing.

All agreed.

**The motion was seconded by Karyl Spiller-Walsh. The Board approved the motion unanimously.**

**Extension:**

**On a motion made by Chan Rogers and seconded by Karyl Spiller-Walsh, the Board voted unanimously to approve the applicant's request to extend the decision deadline for the Planning and Economic Development Board to act on the Tri Valley Commons site plan until June 14, 2013.**

Dave Pellegri noted that the applicant had stated they were waiting on us for some information. He is concerned about that statement and suggested Susy Affleck-Childs check with Bill Scully to find out what he is waiting for. Did we miss something?

Susy Affleck-Childs indicated she would check on who was supposed to provide the requested info. Was it us or DPS or GPI?

### **Charles River Village Special Permit Modification.**

A draft decision was provided. **(See Attached)**. Susy Affleck-Childs walked the Board through the decision. The items of most import are the modifications being made to the prior permit's conditions. These include:

- changing the number of units from 13 to 11
- widening the first 35 ft. of Neelon lane from 18 to 20 feet
- payment in lieu of construction of affordable housing
- a scenic road work permit is not needed because the tree in question in the town's right of way
- demolition delay permit needs to be applied for not necessarily processed by the Historical Commission

### **Decision:**

**On a motion made by Bob Tucker and seconded by Tom Gay, the Board voted unanimously to approve the decision for Charles River Village as written.**

NOTE – The Board signed the revised special permit for Charles River Village.

### **Extension:**

**On a motion made by Bob Tucker and seconded by Tom Gay, the Board voted unanimously to approve the applicant's request to extend the deadline for the Board's action decision for the Charles River Village Definitive Plan to May 17, 2013.**

### **Other Business:**

NOTE - The Board will sign the Definitive Subdivision Plan for Norwood Acres and the Subdivision Covenant at the end of the meeting.



Consultants Carlucci and Pellegrini were excused.

**Consideration of Construction Review Fee – 49 Alder Street Site Plan for Lawrence Waste**

Susy Affleck-Childs explained that the developer wishes to secure an occupancy permit. Some site work remains to be done – landscaping and the final top coat of pavement. She noted that she wants Dave Pellegrini to prepare a bond estimate for

those items. She also wants Dave to inspect the whole site and see how the drainage is functioning. Karon Skinner-Catrone, the Conservation Agent, had inspected and raised a few red flags. This estimate is for Tetra Tech services to inspect and develop a punch list and bond estimate for the Board's consideration.

**On a motion made by Bob Tucker and seconded by Chan Rogers, the Board voted unanimously to approve the construction services estimate for Tetra Tech in the amount of \$750.00 for 49 Adler Street/Lawrence Waste Services.**

NOTE – The Board signed the ANR plan for 257-265 Village Street.

**Adjourn:**

**On a motion made by Chan Rogers and seconded by Bob Tucker, the Board voted unanimously to adjourn the meeting.**

The meeting adjourned at 9:30 pm.

Respectfully Submitted,



Amy Sutherland  
Recording Secretary

Edited by,



Susan E. Affleck-Childs  
Planning and Economic Development Coordinator

## Susan Affleck-Childs

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**From:** CRANSTON ROGERS [chanrogers@verizon.net]  
**Sent:** Monday, April 01, 2013 12:26 PM  
**To:** Andy Rodenhiser; Pellegrini, David  
**Cc:** Susan Affleck-Childs; Gino Carlucci; Andy Rodenhiser; Bob Tucker; Bob Tucker; Karyl Spiller-Walsh; Matt Hayes; Tom Gay; Matthew Buckley; Master Plan. Committee  
**Subject:** Re: Tri Valley Commons - balloon test

ANDY: I AM NOT DISCUSSING ANY MERITS OR ISSUES! Only the merits of an unscheduled meeting, that has been scheduled on Apr 3 that will effect or have a bearing on our appropriate discussions of the applicants proposal ! It is obvious you are unreasonably obsessed with my participation in such a discussion! In the meantime, I find by "mettaling" that the proponent proposed this demonstration at his expense! Very informative that intelligent people react to such a procees! It may be that one of us does not belong in that process!!! At least I've notified the PB that I am NOT seeking reelection, it is regretable that you fire from the hip at the person - not for for what he said - but who it was! My two cents! I hope to participate in the Tri-Valley Proposal Decision before my term is up! Medway has a body of people who both support this project as well as those who wish it would go away - so far the only ones allowed to speak! I BELIEVE THIS APPROACH is just as derisive as you believe I am circumventing the open meeting R/R's! You are the chairman - so set the course! I may be GUILTY as you charge because there are MANY prominate citizens asking why the PB is so prejudiced against this propoosal. I have been the only one to express their concerns ! Help us get done in a FAIR Way, because that does seem to be you concern - NOT what has transpired to date. Chan

----- Original Message -----

**From:** Andy Rodenhiser  
**To:** Pellegrini, David  
**Cc:** CRANSTON ROGERS ; Susan Affleck-Childs ; Gino Carlucci ; Andy Rodenhiser ; Bob Tucker ; Bob Tucker ; Karyl Spiller-Walsh ; Matt Hayes ; Tom Gay ; Matthew Buckley ; Master Plan. Committee  
**Sent:** Monday, April 01, 2013 11:05 AM  
**Subject:** Re: Tri Valley Commons - balloon test

This discussion should end. It is not appropriate to be occurring outside of the public hearing.  
We will be able to discuss this at the next public meeting.  
Thank you for understanding,  
Andy

Sent from my iPhone

On Apr 1, 2013, at 11:03 AM, "Pellegrini, David" <david.pellegrini@tetrattech.com> wrote:

Although I mentioned the balloon test at the hearing, the decision to conduct the test was made completely by the applicant. I believe they feel that it's the most cost effective way to address a concern expressed by multiple town committees and boards, and numerous abutters.

**From:** CRANSTON ROGERS [mailto:chanrogers@verizon.net]  
**Sent:** Monday, April 01, 2013 10:31 AM  
**To:** Pellegrini, David; Susan Affleck-Childs; Gino Carlucci; Andy Rodenhiser; Andy Rodenhiser ; Bob Tucker; Bob Tucker; Karyl Spiller-Walsh; Matt Hayes; Tom Gay  
**Cc:** Matthew Buckley; Master Plan. Committee  
**Subject:** Re: Tri Valley Commons - balloon test  
ET AL: PRAY TELL, WHAT WILL THAT COST THE APPLICANT, SIMPLY FOR THOSE THAT CANNOT READ AND UNDERSTAND ROUTINE PLANS, WITHOUT GIVING HIM THE OPTION OF WITHDRAWING IF HE DOES NOT WANT TO PROCEED? THIS IS NOT A FANTICY WORLD WE ARE OPERATING IN! Chan

----- Original Message -----

**From:** Pellegrini, David  
**To:** CRANSTON ROGERS ; Susan Affleck-Childs ; Gino Carlucci ; Andy Rodenhiser ; Andy Rodenhiser ; Bob Tucker ; Bob Tucker ; Karyl Spiller-Walsh ; Matt Hayes ; Tom Gay  
**Cc:** Matthew Buckley ; Master Plan. Committee

**Sent:** Monday, April 01, 2013 8:15 AM

**Subject:** RE: Tri Valley Commons - balloon test

The balloon test is actually a very basic, non-technical way of trying to simulate the height of an object to assess its visual impact to the surrounding environment. We have done them in the past for large signs such as a Lowe's improvement center signs. You basically tie a large balloon to the ground and set it at a height consistent with the height of the proposed sign. Then appropriate members of the community can drive by from the adjacent roadways and see how high the sign will be in relation to the adjacent buildings, trees, signs, etc. In this case I'm assuming the applicant will be setting the balloons at a height equal to the top of the proposed retaining wall. We can then drive up Route 109 and Holliston Street to determine just how intrusive the wall may be.

I will propose that they run the test 3 times, setting the balloon at different locations along the wall; first at the corner of the wall closest to Route 109, second at the bend in the wall about half way between Route 109 and Cassidy's, and lastly close to the Cassidy property line. We can then determine how high and how visible the wall will be at the different points. This will help you determine the appropriateness of the wall itself and what type of screening may be required to supplement the existing vegetation.

Hope that helps,

Dave

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**From:** CRANSTON ROGERS [<mailto:chanrogers@verizon.net>]

**Sent:** Sunday, March 31, 2013 4:27 AM

**To:** Susan Affleck-Childs; Pellegri, David; Gino Carlucci; Andy Rodenhiser; Andy Rodenhiser ; Bob Tucker; Bob Tucker; Karyl Spiller-Walsh; Matt Hayes; Tom Gay

**Cc:** Matthew Buckley; Master Plan. Committee

**Subject:** Re: Tri Valley Commons - balloon test

et al: I plan to be there - what the H--- (?) is a balloon test? Chan

----- Original Message -----

**From:** [Susan Affleck-Childs](#)

**To:** [Pellegri, David](#) ; [Gino Carlucci](#) ; [Andy Rodenhiser](#) ; [Andy Rodenhiser](#) ; [Bob Tucker](#) ; [Bob Tucker](#) ; [Chan Rogers](#) ; [Karyl Spiller-Walsh](#) ; [Matt Hayes](#) ; [Tom Gay](#)

**Cc:** [Matthew Buckley](#) ; [Master Plan. Committee](#)

**Sent:** Friday, March 29, 2013 11:14 AM

**Subject:** Tri Valley Commons - balloon test

Hi,

As a follow-up from this week's public hearing for Tri Valley Commons, a "balloon" test has been scheduled for Wednesday, April 3, 2013 at 1:30 pm. You are welcome to attend.

Please meet at Gould's Plaza.

Please advise if you plan to be there.

Thanks.

*Susy*

**Susan E. Affleck-Childs**

Medway Planning and Economic Development Coordinator

155 Village Street

Medway, MA 02053

508-533-3291

[saffleckchilds@townofmedway.org](mailto:saffleckchilds@townofmedway.org)

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**From:** Bob Poxon [<mailto:rpoxon@guerriereandhalnon.com>]

**Sent:** Friday, March 29, 2013 11:07 AM

**To:** Susan Affleck-Childs

**Subject:** Tri Valley Commons

Hi Suzy,

I have scheduled the balloon test for Wednesday 4/3/13 at 1:30 P.M.

Please notify any interested parties.

---

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**PGC ASSOCIATES, INC.**

1 Toni Lane  
Franklin, MA 02038-2648  
508.533.8106  
508.533.0617 (Fax)  
gino@pgcassociates.com

---

**R E C E I V E D**  
APR 02 2013

**MEMO TO:** Medway Planning Board

**FROM:** Gino D. Carlucci, Jr.

**DATE:** April 2, 2013

**RE:** Village Street-Einis ANR

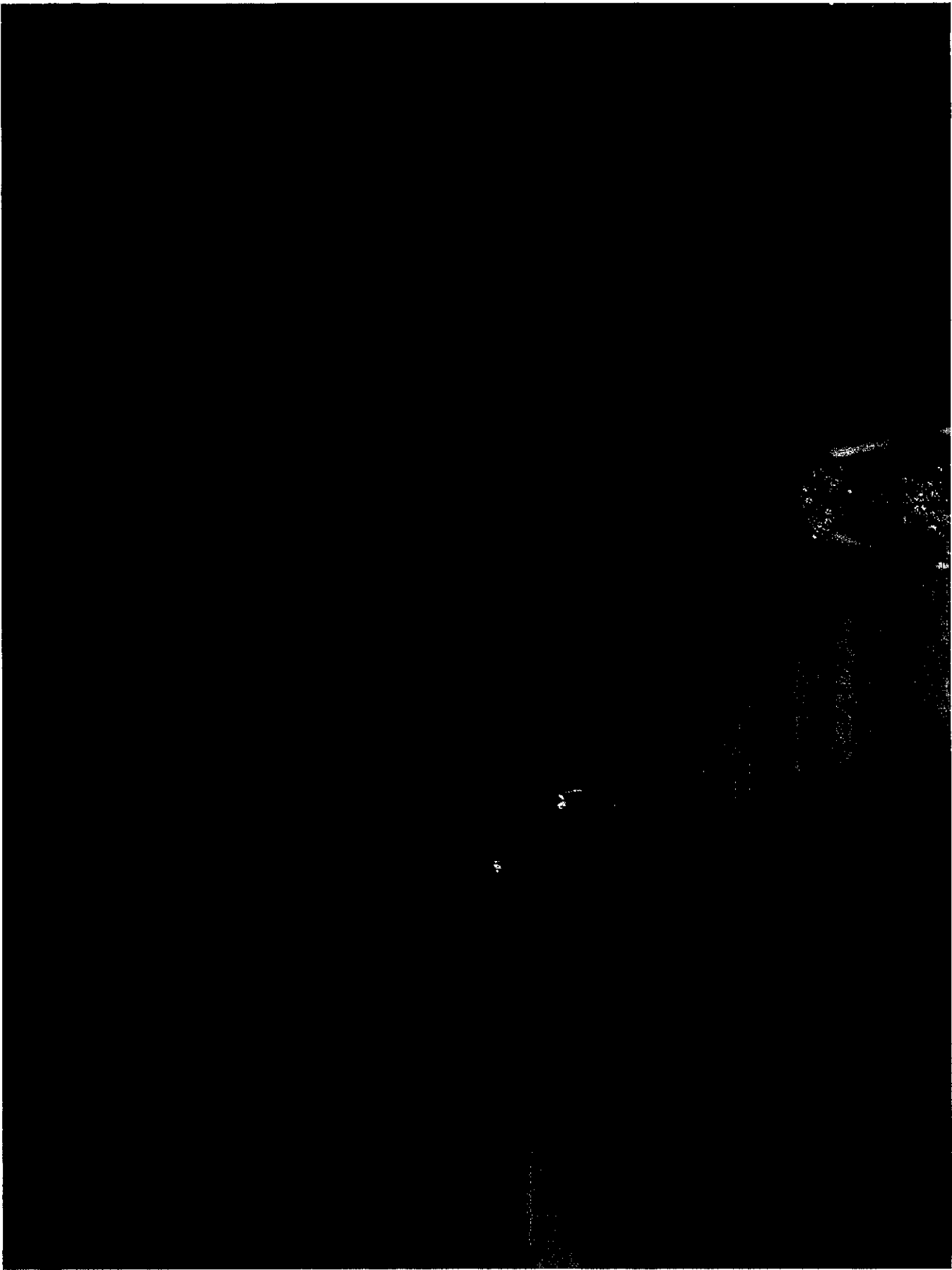
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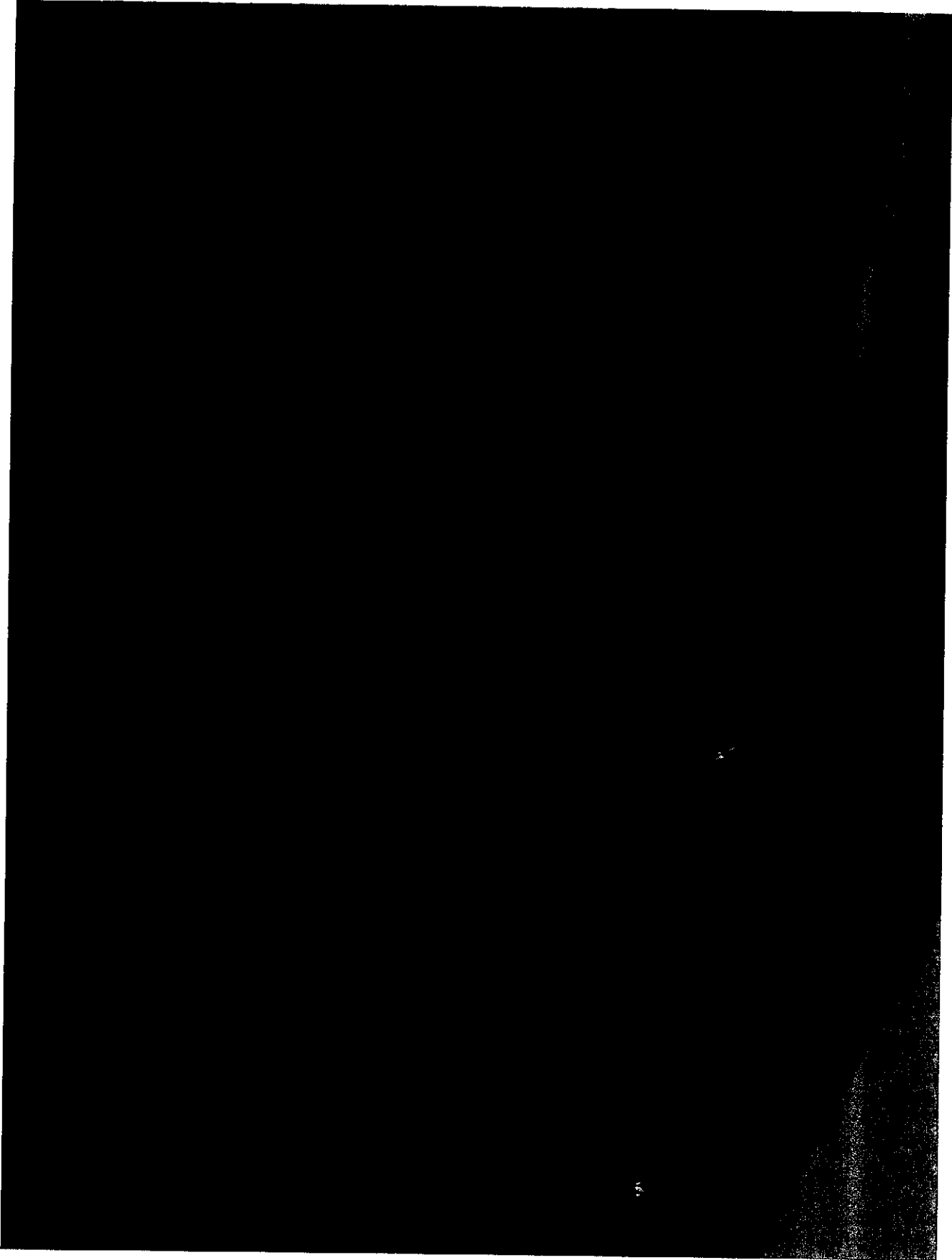
**TOWN OF MEDWAY  
PLANNING BOARD**

I have reviewed the ANR plan submitted for endorsement by David Einis of Weston. The owner is Charlotte Realty of Weston. The plan was prepared by Coneco Engineers, Scientists and Surveyors of Bridgewater. The plan proposes to create two building lots of 33,350 and 51,437 square feet respectively from a total land area of 58.8 acres. I have comments as follows:

1. Section 3.2.1 requires that the Registered Land Surveyor's stamp be on the plan. I reviewed an electronic copy without the stamp but the stamp needs to be on the mylar and prints signed by the PEDB.
2. Section 3.2.2 of the regulations requires that the Registry block and signature block be in the upper right hand corner of the plan. The Registry block is in the upper left corner and the signature block in the lower right side.
3. Section 3.2.3 requires that new lot lines and former lot lines be clearly marked and distinguished. The plan is unclear as to whether interior lot lines are to remain or be extinguished and the land consolidated into a single large parcel as indicated by the note "Remaining Land Area, 2,476,593± S.F. 56.9± Acres." If so, the plan should so state, and the note that designates them should state that they are "Former Lot Lines." If not, the remaining area of Assessors Map 69. Lots 13 and 15 need to be given parcel numbers and labeled as "Not a separate building lot," and the bearings and dimensions added to the plan.
4. Section 3.2.6 requires that the names of abutters across the street be included on the plan. The direct abutters are shown but not the ones across the street.
5. Section 3.2.11 requires a statement as to whether the subject property is classified as Chapter 61A or 61B land. No statement about this is on the plan.

The plan qualifies for ANR endorsement under either of the scenarios stated in Comment #3 above. I recommend that the technical deficiencies noted be corrected and that the intent of the plan be clarified and resubmitted before endorsement by the Board.





Received 4-9-2013 from Dan Hooper

# Mayer, Antonellis, Jachowicz & Haranas, LLP

Attorneys at Law

288 Main Street, Milford, MA 01757  
Tel. (508) 473-2203 Telecopier (508) 473-4041

William H. Mayer  
Robert P. Jachowicz  
Joseph M. Antonellis  
Peter J. Haranas  
Meghan C. Thorp

Of Counsel: Jack K. Merrill

RECEIVED  
APR 04 2013

TOWN OF MEDWAY  
PLANNING BOARD

TO: MR. ANDY RODENHISER, CHAIRMAN, THE PLANNING AND ECONOMIC DEVELOPMENT BOARD FOR THE TOWN OF MEDWAY

FROM: CALARESE PROPERTIES, INC.

RE: TRI VALLEY COMMONS (Memo regarding Mitigation Measures, per Article C, section 8, (5c) (1) of the Medway Zoning By-Law)

DATE: APRIL 4, 2013

Dear Chairman Rodenhiser and Members of the Board;

As you know I represent Calarese Properties, Inc. (the Applicant). At our last meeting on March 23, 2013 the Planning Board requested additional information from the Applicant setting forth the Applicant's commitment to provide mitigation measures for the proposed development. I have reviewed the pertinent regulations. My client believes the project as proposed meets the spirit, intent and strict reading of the "mitigation measures" portion of the Zoning By-Law

The By-Law permits the Board to require a developer to contribute "up to a maximum value of 6% of the *total development cost* of the proposed project to improve the capacity and safety of roads, intersections, bridges, pedestrian access water sewer drainage and other public facilities and infrastructure including traffic signals/controls, or municipal services, sufficient to service the development project".

It is the Applicant's position that the commitment to install a new traffic signal and to provide assistance in the reconstruction of Route 109 (in and around the project's frontage) meets, and in fact exceeds, the financial requirement of the By-Law.

The Applicant believes that the mitigation measures are more than "sufficient to service the development project". The Applicant believes that the mitigation measures will provide benefits to the Town of Medway, (irrespective of the proposed development) as the traffic signal and road improvements proposed by the Applicant are consistent with and incorporated in the plan for Route 109 reconstruction.

The Applicant will, in addition to installing a state of the art traffic signal, reconstruct the side walk along the 482 feet of frontage. The reconstruction of the side walk will need to be done whether or not project is



Calarese Memo (page 2)

approved, as the Route 109 improvement project will change existing road grades. The Applicant will also re-grade and re-pave the section of roadway providing the development's legal frontage.

The Applicant has obtained the preliminary cost estimates to install the traffic signal, rebuild the sidewalks, grade and repave the roadway. Exclusive of police details and the costs of any replacement pipe or drainage structures, the estimated cost for these mitigation measures is in excess of \$500,000.00. (FIVE HUNDRED THOUSAND DOLLARS).

The Applicant has determined that the development costs, inclusive of the land value and the mitigation expenses, approximate \$6,500,000.00. Accordingly, the mitigation measures are equal to 7.6 % percent of the total development costs.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Joseph M. Antonellis".

Joseph M. Antonellis

**PGC ASSOCIATES, INC.**

1 Toni Lane  
Franklin, MA 02038-2648  
508.533.8106  
508.533.0617 (Fax)  
gino@pgcassociates.com

**MEMO TO:** Medway Planning Board

**FROM:** Gino D. Carlucci, Jr.

**DATE:** April 4, 2013

**RE:** Antonellis letter of 4-4-13 re: Tri-Valley Commons

**R E C E I V E D**  
APR 08 2013

**TOWN OF MEDWAY  
PLANNING BOARD**

I have reviewed the letter from Attorney Joseph Antonellis regarding the off-site mitigation authorized in Section V. C. 8. D) 5) c. of the Zoning Bylaw. That bylaw authorizes up to 6% of total development costs to be assessed "to improve the capacity and safety of roads, intersections, bridges, pedestrian access, water, sewer, drainage, and other public facilities and infrastructure including traffic signals/controls, or municipal services, sufficient to service the development project."

Attorney Antonellis states that the total development costs are estimated to be \$6.5 million and the costs of the traffic signals, reconstruction of a portion of Route 109, regarding and sidewalk construction total about \$500,000, or 7.6% of total development costs.

The bylaw says that development costs are to be determined as published in Engineering News-Record or other source acceptable to the Planning Board. While I do not have access to Engineering News-Record, I did an Internet search in an attempt to find square foot construction costs for strip shopping center buildings. Unfortunately, I found a wide range of costs from \$44 per square foot to nearly \$200 per square foot. The varying estimates came from various parts of the country, various time periods and I assume they may not include the same items (for example some included land costs, soft costs, etc.).

Doing some order of magnitude calculations, if the development costs are \$6,500,000, 6% of that total is \$390,000. Thus, if the cost of the mitigation measures is overestimated by \$110,000, the 6% maximum would still be reached.

Looking at the other way, if the \$500,000 estimate is firm, the development costs could total \$8.3 million and the 6% maximum would still be reached.

Finally, using an arbitrary but reasonable \$100 per square foot for building construction alone results in a cost of about \$3.5 million. Adding in site work, land acquisition, and soft costs, the estimate of \$6.5 million total development costs appears to be reasonable.

The above is based on very rough estimates. If more detailed information is desired, we could consider seeking more accurate construction cost information from the Building Inspector and/or engineering consultant.



TETRA TECH RIZZO

MEMORANDUM

To: Town of Medway Planning and Economic Development Board

Fr: Dave Pellegri-Tetra Tech *DP*

Re: Tri Valley Commons  
Site Visit-Balloon Test

Dt: April 8, 2013



On Wednesday, April 3, 2013 Bob Poxon from Guerriere & Halnon, Inc. (G&H) performed a balloon test at the project site. The balloons were set at various elevations at several points along the proposed retaining wall face, on the eastern most side of the project. The intent of the test was to evaluate how visible the wall would be from various locations adjacent to the site. The test was not however, intended to replicate the massing or size of the wall. Attendees at the test included the following people:

- Bob Poxon-G&H (Applicant's Engineer)
- Roger Calarese-Calarese Properties, Inc. (Applicant)
- Dave Pellegri-Tetra Tech
- Chan Rogers-Medway Planning and Economic Development Board (PEDB)
- Karyl Spiller-Walsh- Medway PEDB
- Dan Hooper-Medway Route 109 Committee

The balloons were set out by Mr. Poxon prior to arriving at the site, and the attendees then walked around the perimeter of the site to obtain different viewing angles. I have provided a sketch identifying different points along the sidewalk where I attempted to view the balloons. The following numbered notes reference the numbers at the locations shown on the attached graphic.

Location 1- The balloons were visible from this location primarily at the walls northeast corner. As the line of view moved south along the wall, views were blocked by the buildings at Cassidy's. There are mature existing trees along the boundary between the project site and the Cassidy property but they are deciduous and therefore don't block the wall completely from view.

Location 2- The views were similar to Location 1 but the view lines were quickly blocked by the existing buildings.



Location 3- Balloons along the eastern side of the wall could be seen if positioned at the right angle, however they were difficult to see through the existing mature deciduous trees. Also, the existing Cassidy buildings blocked the majority of the views. I believe the wall would be partially screened by the existing vegetation at this location but the wall would be visible.

Location 4-The northeast corner of the wall was visible from this location, however it became more difficult to see due to the increased number of existing trees in the line of site.

Location 5- The wall was very difficult to see from this location due to the line of sight extending through a line of existing trees between the Charles River Bank and Cassidy's property.

Location 6- The wall was very difficult/impossible to see from this location due to thick vegetation (deciduous and evergreen) along the western Charles River Bank property.

Location 7- The wall was very difficult/impossible to see from this location due to thick vegetation (deciduous and evergreen) along the western Charles River Bank property.

Location 8- The wall was very difficult to see from this location due to numerous mature existing trees along the southern Charles River Bank property.

Location 9- The wall was very difficult to see from this location due to numerous mature existing trees at the Charles River Bank drive.

Location 10- The wall was very difficult to see from this location due to numerous mature existing trees at the Charles River Bank drive.

Location 11- The wall became visible at this location because the sight line angle decreased the number of trees blocking the wall.

Location 12- The wall became more visible at this location. There was still a good amount of existing mature trees screening the wall, however because the trees are primarily deciduous, there was not as much vegetation to provide the screening.

Location 13- The wall became most visible at this location. There was still a good amount of existing mature trees screening the wall, however because the trees are primarily deciduous, there was not as much vegetation to provide the screening.



Location 14- The wall was difficult to see from this location due to the mature existing trees near the entrance to the Charles River Bank driveway.

Location 15- The views were blocked by the existing building.

Location 16- The views were primarily blocked by the existing buildings.

Location 17- The wall was visible from this location, however it was primarily the corner of the wall that has new landscaping proposed in front of it.

These comments are not intended to serve as a decisive evaluation of the proposed retaining walls. Opinions differed between the attendees as to whether or not the wall was visible from the various locations so the comments above should be viewed as my comments only, used to assist the PEDB in their project evaluation.



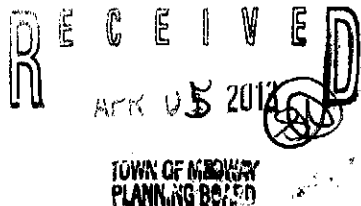


G-4653

Milford Office  
333 West Street  
Post Office Box 235  
Milford, MA 01757-0235  
Phone (508) 473-6630  
Fax (508) 473-8243

Franklin Office  
55 West Central Street  
Franklin, MA 02038-2101  
Phone (508) 528-3221  
Fax (508) 528-7921

Whitinsville Office  
1029 Providence Road  
Whitinsville, MA 01588-2121  
Phone (508) 234-6834  
Fax (508) 234-6723



April 5, 2013

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

Re: Tri Valley Commons

Dear Mr. Rodenhiser;

On behalf of the applicant, Calarese Properties, Inc., we are seeking relief from the ZBA special permit requirement of 188 parking spaces for the Tri Valley Commons shopping plaza. Using the Zoning Bylaw, the calculated parking spaces are 142. This number was met in the originally submitted plan. However, in an attempt to address concerns of the Design Review Committee regarding the appearance of the proposed retaining wall, and provide internal pedestrian walkways, the number of proposed parking spaces has been reduced to 134.

With a proposed total building area of 33,265 s.f., and 108 restaurant seats, the 188 spaces would provide a parking ratio of 5.7 spaces per 1000 s.f. of building area. This is well above industry standards. The proposed 134 spaces would provide a parking ratio of 4 spaces per 1000 s.f. of building area. This is more in line with industry standards.

In support of our request, we investigated the adjacent Gould's Plaza. We found a total building area of 48,300 s.f. with 241 restaurant seats. Based on usage and the requirements of the Zoning Bylaw, this plaza would require 260 parking spaces or 5.4 spaces per 1000 s.f. of building area. There are 236 parking spaces, including 60 seldom used spaces along the rear of the main building. Using a ratio of 4 spaces per 1000 s.f. the Gould's Plaza would need only 194 spaces.

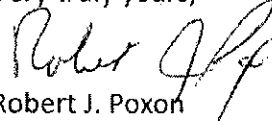
As additional support of our request, we are providing a Research Review of a "Parking Requirements for Shopping Centers" study, prepared by the International Council of Shopping Centers. This study showed that, for shopping centers with less than a total building area of

400,000 s.f., where the required ratio of spaces was 5.8 spaces per 1000 s.f. of building area, the actual demand ratio was 3.7 spaces per 1000 s.f. of building area.

We have also reviewed the Town's proposed amended parking requirement with respect to our project and have calculated the required number of spaces would be 124.

Based on our calculation, and the supporting documentation, it is our professional opinion that 4 parking spaces per 1000 s.f. of building area provided by the proposed 134 spaces, is sufficient for the Tri Valley Commons project is in line with industry standards, and would be in compliance with the proposed by-law amendment to the parking requirements.

Very truly yours,



Robert J. Poxon  
Project Engineer



# Article Pre-Print

ICSC'S  
*RESEARCH REVIEW*  
VOL.16, NO. 1



# Turning Your Parking Lot into a Pot O' Gold

## Rethinking Shopping Center Parking Ratios to Reflect New Realities

Hermann J. Kircher

*Abstract: Concerns about relatively high fuel costs are likely to result in changes in driving patterns and a shift to compact cars, requiring less space to park, will have a significant influence on the demand for parking areas at regional malls. Surplus parking should be identified as early as possible and alternative land uses investigated. "Free" land can be a huge incentive to intensify existing centers.*

Parking lots are a great waste of resource. The vast sea of one-level parking is not only so "yesterday" it is also "anti-green"! However, without adequate parking, no suburban shopping center can function. Solving this conundrum should be a priority for the shopping-center industry.

A likely long-term shift in the size and use of the automobile, reflecting concerns about higher fuel costs and the effect on the environment, will lead to a decline in the demand for parking space. Although there will be short-term fluctuations due to the economic cycle, it is clear that the major car manufacturers will promote smaller, fuel-efficient vehicles in the future. While it may take time for this shift to smaller cars to significantly change the stock of existing cars, multi-car families are in the meantime likely to make greater use of their smaller cars due to current economic conditions.

Compact cars obviously consume less space than standard cars, whether expressed on a cubic foot basis or a square foot basis.<sup>1</sup> The standard size car stall measures 9x18 feet or 162 square feet (sq ft), compared to a compact space requiring 7.5x16 feet or 120 sq ft, or some 35% less space.<sup>2</sup> Depending on the manufacturer, the measurements of different car-size categories fluctuate but the fundamental fact that compact cars require less space than traditional "regular" cars, not to mention minivans, sports utility vehicles (SUV) and recreational vehicles (RV) is a given.

Even in urban areas, the supply of more than minimal parking space is being questioned. In Toronto, for example, RioCan REIT President Edward Sonshine one day passed one of his properties when the stores were closed and noticed that the parking area was nonetheless full. "I thought to myself, there has to be a better use for that lot than to provide free parking for the neighborhood," he commented. Subsequently he

partnered with a home builder to construct a mixed-use development on that lot.<sup>3</sup>

This article will focus on the "broad" picture rather than on technical details. Its purpose is to encourage some original thinking about the use of parking space. The prime targets for this discussion are regional and superregional malls, particularly those whose trade areas have evolved over the years from outlying suburbs to urban areas. Although these comments apply to a great number of centers, there are obviously exceptions for many different reasons.

### New Driving Patterns

The rapid increase in the cost of fuel since the late 1990s has led to a decrease in driving, in general. According to a recent press report, Americans reduced their driving by 4-5% during the first half of 2008.<sup>4</sup> The sharp decline in gas prices in the second half of 2008 is not expected to reverse this trend. Demand for more fuel-efficient compact vehicles will continue to increase and will result in a decline in parking area requirements. Assuming that the current trend continues, there will be surplus parking at most regional malls, as well as at community, neighborhood and convenience shopping centers, in the very near future.

It is unlikely that bicycles will play a major role in transportation related to regional malls in the near future but any visitor to Europe will appreciate the extent to which bicycle usage can help to offset high fuel costs.<sup>5</sup> Nevertheless, bicycle racks can already be found at some North American malls and are now essential in downtown retail developments.

A 1981 report by the U.S. Department of Transportation predicted that by 1990 the most likely proportion of compact cars to other vehicles would be somewhere between 70% and 80%.<sup>6</sup> Of course this

<sup>1</sup> President, Kircher Research Associates, Ltd.

<sup>2</sup> U.S. Department of Energy at "www.fueleconomy.gov." *Frequently Asked Questions*, p. 2

<sup>3</sup> Centre for Transportation, Research and Education, Iowa State University, *Urban Design Standards Manual*, Chapter 12, Section 3, p.10, October 16, 2007.

<sup>4</sup> Terence Bellora, "More Bang for Buck, and Bucking a Trend," *The Globe and Mail*, Toronto, Ontario, July 29, 2008

<sup>5</sup> *USA Today*, August 13, 2008.

<sup>6</sup> J. Harry Wray, *Pedal Power: The Quiet Rise of the Bicycle in American Public Life*, Paradigm Publishers, Boulder, Colo., 2008 abstract

<sup>7</sup> "The U.S. Automobile Industry, 1980." Report to the President from the Secretary of Transportation, Office of the Assistant Secretary for Policy and International Affairs, January, 1981



prediction turned out to be wrong as a result of the rapid growth in popularity of minivans, SUVs and RVs, which were made affordable because of by inexpensive gas. The expectations of the 1980s regarding the size of cars can now be resurrected with a greater degree of certainty during the next five to 10 years.

a seasonal basis as necessary. In few economic endeavors are demand and supply that far apart!

Some of the historic ULI/ICSC guidelines for providing adequate parking, such as gearing the parking ratio to the 20<sup>th</sup> busiest hour of the year,<sup>9</sup> are not only arbitrary, but may not be applicable to a typical center.

The theoretical calculation is based on the premise that there is surplus parking for all but 19 hours of the average 3,000 hours that malls operate per year. In other words, the generally accepted design criteria assume that for 99.4% of opening hours, a mall will have surplus parking! Clearly, in today's environment, that may require some rethinking.

It is time for shopping-center owners and managers to review current and near-term parking requirements, including an analysis of changes in customers'

driving patterns. There should be a "real-time" parking (computer) model in constant operation at a major mall, in order to review, change and revise parking supply at the earliest possible time. At what land cost does it become cost-effective to revisit structured parking requirements, while taking into account the return from complementary land uses for additional retail space, as well as for office, hotel, high density residential and institutional properties? This is a moving target and needs frequent reanalysis.

In Canada, Ivanhoe Cambridge was able to reduce parking ratios quite effectively when expanding regional malls. For example, the parking ratio at Upper Canada Mall, an enclosed regional mall in Newmarket, Ontario

**Table X-1**  
Recommended Parking Ratios<sup>a</sup>

Center Size (GLA in Sq Ft)	Percentage of GLA in Restaurant, Entertainment, and/or Cinema Space		
	0-10%	11-20% <sup>b</sup>	>20%
Less than 400,000	4.0	4.0	Shared Parking <sup>d</sup>
400,000-599,999	4.0-4.5 sliding scale <sup>c</sup>	4.0-4.5 sliding scale <sup>c</sup>	Shared Parking <sup>d</sup>
600,000 and over	4.5	4.5	Shared Parking <sup>d</sup>

Source: ULI/ICSC *Parking Requirements for Shopping Centers*, 1999

<sup>a</sup> Parked cars per 1,000 sq ft of GLA.

<sup>b</sup> For each percent above 10%, a linear increase of 0.03 spaces per 1,000 sq ft.

<sup>c</sup> Recommended parking ratio increases/decreases proportionally with center's square footage.

<sup>d</sup> Shared parking is defined as parking spaces that can be used to serve two or more individual land.

### The Meaning of Ratios

The 1999 Urban Land Institute/International Council of Shopping Centers (ULI/ICSC) study "Parking Requirements for Shopping Centers" recommended parking ratios for shopping centers in the U.S., based upon observations of parking at existing centers (see Table X-1).<sup>7</sup> These ratios have been universally adopted by the industry, but their application to almost every development has not necessarily resulted in the optimum solution for specific centers.

This study also calculated parking supply ratios for centers with accumulation counts based on the number of parking spaces per 1,000 sq ft.<sup>8</sup> As Table X-2 shows, parking supply exceeded demand in the survey period for all center sizes. The simple reason for this is the fact that a full parking lot was not acceptable to regional mall owners. This point of view may no longer make sense, particularly for centers where additional overflow parking is available nearby or can be secured on

**Table X-2**  
Parking Supply and Demand Ratios for Centers with Car Counts

Center Size (GLA in Sq Ft)	Number of Responses	Parking Ratio (Parking Spaces per 1,000 Sq Ft of Occupied GLA)	
		Supply	Demand
Less than 400,000	49	5.8	3.7
400,000-599,999	15	5.6	4
600,000-1,499,999	96	5.8	4.5
1,500,000-2,500,000	9	4.7	3.8
<b>Total</b>	<b>169</b>		

Source: ULI/ICSC *Parking Requirements for Shopping Centers*, 1999

<sup>7</sup> Urban Land Institute/International Council of Shopping Centers, *Parking Requirements for Shopping Centers*, Second Edition, Washington D.C., 1999, p. 4

<sup>8</sup> *Ibid.*, p. 4.

<sup>9</sup> *Ibid.*, p. 7.



was reduced by 10% from 5.0 to 4.5 through an improved layout. Similar reductions were achieved by Ivanhoe Cambridge in other locations. An urban multi-level retail center, under development in Toronto by Riotin Properties (Weston) will have an average parking ratio of 3.25 cars per 1,000 sq ft. These reductions in parking ratios occurred prior to the rise in fuel costs and a greater shift to compact cars.

Besides the expected reduction in driving due to higher fuel costs, consumers are likely to car-pool more often on shopping trips, thus reducing parking demand even further.<sup>10</sup> Shopping-center developers and owners should also review public transit options and encourage public transit agencies, vigorously if necessary, to serve the mall because that, too, would lead to a reduction in parking requirements.

Employee parking needs to be re-evaluated regularly. Can it be reduced through incentives such as public transit subsidies for employees? In some cases transit passes have proven to be an economic alternative to employee parking.<sup>11</sup> Can it be relocated to cheaper premises? Is there effective control on employee parking? These “old chestnuts” need to be reviewed periodically.

Based on Kircher Research Associates’ experience with major retail developments, the number of parking spaces per 1,000 sq ft of gross leasable area (GLA) decreased from 5.0-5.5 to 4.0-4.5 between 1980 and 1998. Dramatic recent economic changes make further declines inevitable. In many cases, parking ratios can likely be reduced to below the current “standard” ratio without a loss of customers. How far below is the challenge for individual centers. Centers should encourage maximum use of complementary land uses such as a limited amount of office and hotel space that can be supported by shared parking.

**Monetizing Surplus Parking Space**

Any surplus parking space identified represents free land—the real “pot o gold”—that can be employed to

increase economic return and asset value through some alternative use. Depending on local zoning ordinances, alternative uses may require a change in zoning to increase permitted densities. Although persuading the authorities to approve a zoning change is always a challenge, it may be easier in the case of parking space than it used to be. Many municipalities recognize the need to increase densification and have adopted greater urbanization as a goal.

Nevertheless, the complexity surrounding parking requirements is well expressed by Ted Williams, Director Operational Project Planning of Ivanhoe Cambridge. “Municipalities are willing to look at reasonable arguments. However in practical terms existing centers with long-term department store leases can prove more difficult. The issue becomes a negotiating point as these department stores have parking stipulations in their leases with higher ratios than are sometimes stipulated by the municipalities.”<sup>12</sup>

The era of absolutely free parking at suburban regional malls may be coming to an end in the near future. Any controlled-parking system can still provide free parking for real customers, for a specific number of hours, but such a system can also provide an opportunity for much greater direction of parking-space allocation, particularly by limiting employee parking, optimizing the use of prime spots and discouraging long-term parkers who are not shoppers. Furthermore, at a controlled entrance, different-sized cars can be channeled to different parking areas, thus minimizing conflicts between compact vehicles and large cars.

In the recent past, reductions in parking ratios have been achieved through the implementation of shared parking between land uses with different peak demands, such as with office space and hotels. In the future, the expected changes in travel patterns and a general reduction of vehicle sizes will create additional opportunities to revise parking standards and generate additional values through increased densities.

Hermann J. Kircher is President of Kircher Research Associates Ltd., specializing in highest and best land use analyses and research for retail developments, in North America and internationally, for more than 40 years. For additional information, please visit [www.kircherresearch.com](http://www.kircherresearch.com).

<sup>10</sup> U.S. Environmental Protection Agency, Development, Community, and Environment Division (18071), *Parking Spaces/Community Places, Finding the Balance through Smart Growth Solutions*, Washington D.C., January 2006, pp. 24-25.

<sup>11</sup> *Ibid.*, pp. 24-25.

<sup>12</sup> Communication (e-mail) from Robert Boyle of Ivanhoe Cambridge to Hermann Kircher, October 29, 2008.



# Medway Police Department

315 Hillage Street  
Medway, MA 02053

Phone: 508-533-3212  
FAX: 508-533-3216  
Emergency: 911

Allen M. Tingley  
Chief of Police

April 7, 2013

RECEIVED  
APR 08 2013

To: Medway Planning Board

From: Jeffrey W. Watson  
Sergeant/Safety Officer  
Medway Police Department

Ref: Tri Valley Commons

TOWN OF MEDWAY  
PLANNING BOARD

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I have looked at the Site plans dated January 11, 2013 (revisions March 19, 2013 and April 3, 2013) for the Medway Commons located on 72 Main Street.

The Medway Police Department would request that a total of five stop signs along with painted lines be placed inside the Commons.

Stop sign locations: (See Diagram)

1. The exit coming out onto the main entrance from behind Building B
2. The Exit coming out onto the main entrance near Building A
3. The Exit coming out of the parking area for Buildings B,C,and D
4. The Exit coming out of the parking area for Buildings A,E,and F
5. The Exit coming out of the Papa Gino's lot

We also understand that there are some concerns with the location of the lights on Main Street. The problem is going to be vehicles being unable to get up the hill once stopped if the roads are covered in snow in the winter. We are unaware how to resolve this concern at this time. One way to help it would be to make sure the lights are synced to allow the traffic to flow.

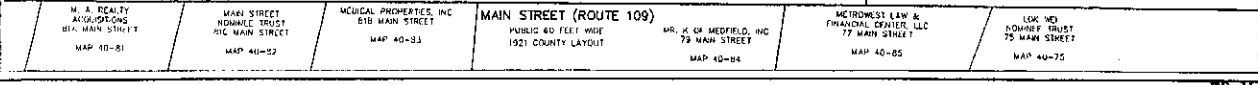
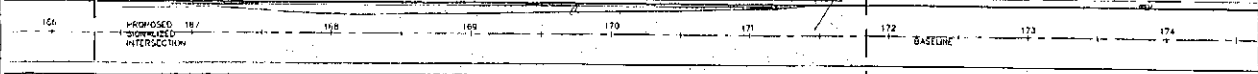
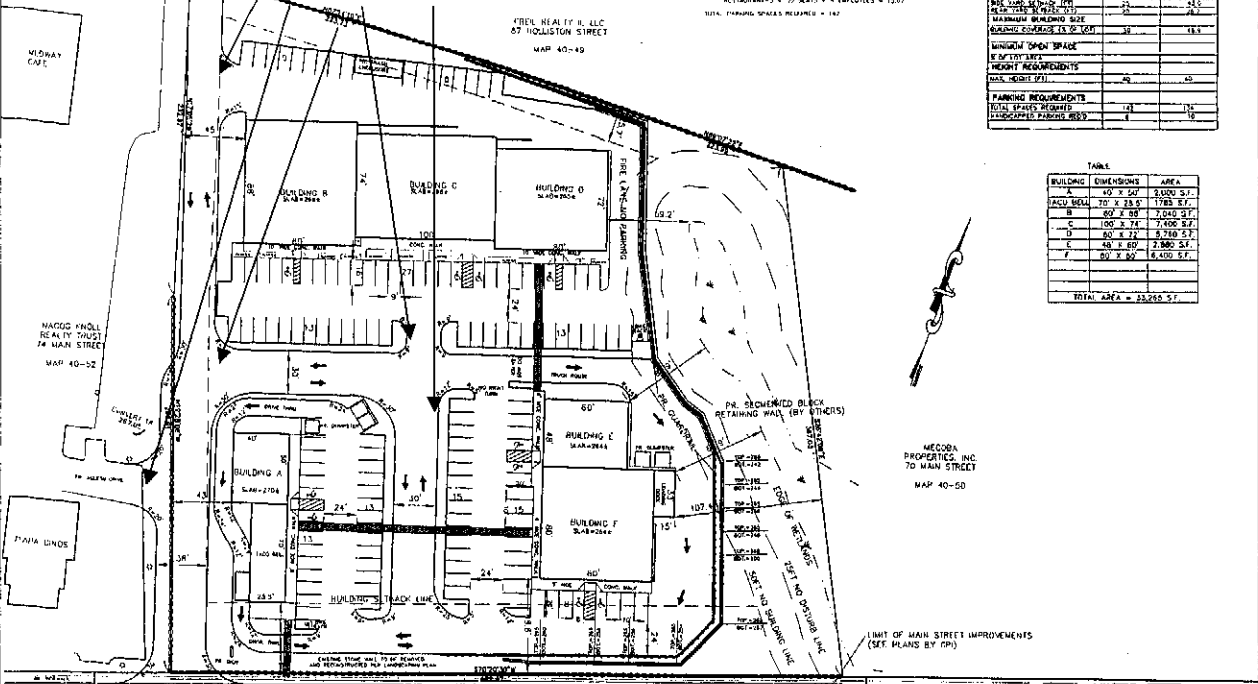
# Site Plan

TOTAL = 1 SPALLING 2 1/2' OF ASPHALT FILL AREA  
 GRADE 1% (2%) = GRAVITY DRAINAGE  
 RESTROOMS - 1 SEAT / 1 AREA / 1 SPACE (WASHROOM)  
 TAKE-OUT - 20 SEATS / 1 EMPLOYEE = 100 SEATS (WALK-IN)  
 RESTAURANT - 20 SEATS / 1 EMPLOYEE = 100 SEATS (WALK-IN)  
 RESTAURANT - 20 SEATS / 3 EMPLOYEES = 147 SEATS  
 HOUSING - 20 SEATS / 4 EMPLOYEES = 150  
 TOTAL PARKING SPACES REQUIRED = 147

KTEL REALTY II, LLC  
 67 HICKORY STREET  
 MAP 40-49

INTENSITY OF USE	REQ'D	PROV'D
MIN. YARD REQUIREMENTS		
REAR YARD (10')	10'	10'
FRONT YARD (10')	10'	10'
MIN. YARD REQUIREMENTS		
FRONT YARD (10')	10'	10'
REAR YARD (10')	10'	10'
MINIMUM OPEN SPACE		
FRONT YARD (10')	10'	10'
REAR YARD (10')	10'	10'
MIN. HEIGHT REQUIREMENTS		
MIN. HEIGHT (10')	10'	10'
PARKING REQUIREMENTS		
TOTAL SPACES REQUIRED	147	147
PROVIDED PARKING SPACES	147	147

BUILDING	DIMENSIONS	AREA
A	40' x 30'	1,200 S.F.
B	60' x 30'	1,800 S.F.
C	100' x 70'	7,000 S.F.
D	80' x 22'	1,760 S.F.
E	40' x 60'	2,400 S.F.
F	80' x 60'	4,800 S.F.
TOTAL AREA		19,960 S.F.




APPROVED DATE: \_\_\_\_\_  
 MEDWAY PLANNING AND ECONOMIC DEVELOPMENT BOARD

SIGNATURE DATE: \_\_\_\_\_  
 BOB A. MAJORITY

NOTES:  
 SEE NOTE ON SHEET 4  
 LEGEND:  
 SEE LEGEND ON SHEET 5

MEDWAY, MA  
 SCALE: AS SHOWN ON THIS PLAN  
 DATE: JANUARY 14, 2010

**Guerriere & Hannon, Inc.**  
 110 WEST STREET, MEDWAY, MASS. 01948  
 (508) 538-1100



# Guerriere & Halnon, Inc.

ENGINEERING & LAND SURVEYING  
www.guerriereandhalnon.com

Est. 1972

G-4653

Milford Office  
333 West Street  
Post Office Box 235  
Milford, MA 01757-0235  
Phone (508) 473-6630  
Fax (508) 473-8243

Franklin Office  
55 West Central Street  
Franklin, MA 02038-2101  
Phone (508) 528-3221  
Fax (508) 528-7921

Whitinsville Office  
1029 Providence Road  
Whitinsville, MA 01588-2121  
Phone (508) 234-6834  
Fax (508) 234-6723

RECEIVED  
APR 04 2013

TOWN OF MEDWAY  
PLANNING BOARD

April 4, 2013

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

RE: Tri Valley Commons

Dear Mr. Rodenhiser;

The following is an update of the revisions made to the above –referenced project, in response to the project review letters prepared by PGC Associates, dated March 26, 2013, and Tetra Tech, dated March 26, 2013, as well as comments by the Board at the March 26<sup>th</sup> meeting.

**PGC Associates, Inc.**

**Site Plan Rules and Regulations**

4. The Board of Selectmen signature block has been removed from all sheets

**Tetra Tech**

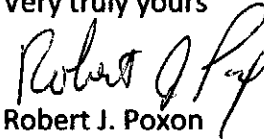
2. No response.
7. The curb radii have been added.
9. No response.
- 20 & 21. The subsurface detention/infiltration areas have been revised to incorporate isolator rows.
- 22 & 29. The Stormceptor units have been eliminated.
25. The Stormwater Report has been corrected.
27. The Stormwater Report has been corrected.
30. The analysis has been remodeled.
33. No response.
34. No response.

- 37. The detail has been revised.
- 45. The limit of the stone wall removal has been noted on the plans.
- 46. The plan has been revised to correct this issue as well as address comments by the Board.
- 52. A detail for the sidewalk construction with a curb has been added to the Detail Sheet.
- 58. Additional detail of the existing basin has been added to the plan.
- 60. The limit of the proposed 109 improvements has been added to the plans..
- 62. The size of the drain pipe is shown on the plans and the type of drain is called out in note #20 on Sheet 4.
- 63. Detailed drawings of electric and communication lines will be provided by others at a later date.
- 67. The proposed tree line/limit of disturbance has been added to the plans.
- 71. The Erosion Control Plan has been revised.
- 80. The cross-section has been revised.

In addition, the drainage outfall channel has been revised to direct the flow towards the existing swale.

I look forward to further discussion of the project at your meeting of April 9<sup>th</sup>.

Very truly yours



Robert J. Poxon  
Project Engineer





**TETRA TECH**

February 22, 2013  
(Revised March 26, 2013)  
(Revised April 9, 2013)

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

**RECEIVED**  
APR 09 2013

**TOWN OF MEDWAY  
PLANNING BOARD**

**Re: Tri Valley Commons  
72 Main Street  
Site Plan Review  
Medway, Massachusetts**

Dear Mr. Rodenhiser:

Tetra Tech (TT) has performed a review of the proposed Site Plan for the above-mentioned project. The project includes the construction of five new buildings of an area of 34,790 sf on a 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 Route 109. New utility services will be constructed to accommodate the improvements. The stormwater design will consist of catch-basins and manholes that outlet to underground detention basins and then to wetland prior to flowing off-site.

TT is in receipt of the following materials:

- A plan (Plans) set entitled "Tri Valley Commons, A Site Plan in Medway, Massachusetts", dated January 11, 2013, prepared by Guerriere & Halnon, Inc. (GHI), Green International Affiliates, Inc. (GIA), Engineering Advantage, Inc (EAI), Signs By Cam (SBC) and Landry Architects (LaA).
- A stormwater management report entitled "Stormwater Report; Tri Valley Commons; Medway, MA" dated January 14, 2013, prepared by Guerriere & Halnon, Inc.

The Plans, Drainage Report and accompanying materials were reviewed for conformance with the Town of Medway, Massachusetts Planning Board Site Plan Regulations, the MA DEP Storm Water Management Standards (Revised January 2008), Town of Medway Water/Sewer Department Rules and Regulations, and good engineering practice. The following is a list of comments generated during the review of the design documents.

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



## TETRA TECH

Reference to the applicable regulation requirement is given in parentheses following the comments.

On March 21, 2013, TT received an updated package including a comment letter providing response to our original comments, revised plans and drainage report, and a revised landscaping plan. We have reviewed this package and have updated our comments as bulleted below the original comment and dated 3/25/13. All of the items requested as waivers should be reviewed independently from the comments below and will no longer be tracked through this format.

On April 4, 2013 TT received and updated design package including a comment letter updating responses to open items, revised plans and drainage report and a revised landscaping plan. We have reviewed this package and updated our comments as bulleted below the original comment and dated 4/8/13.

**The following items were found to be not in conformance with the Rules and Regulations for the Submission and Review of Site Plans (Chapter 200), or requiring additional information:**

1. The site plan shall be prepared, stamped, signed and dated by qualified professionals. (Ch. 200 §204-4(A))
    - **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
  2. The Applicant shall verify if the Planning and Economic Development Board (PEDB) approved the site plan scale of one (1) inch equals forty (40) feet or such other scale that has been approved in advance. (Ch. 200 §204-4(B))
    - **TT 3/25/13 Update:** This item has not been addressed.
  3. The Applicant shall verify all existing and proposed elevations refer to the North American Vertical Datum of 1988 (*NAVD88*). (Ch. 200 §204-4(D))
    - **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
  4. All site plan sheets shall contain a Board of Selectmen's endorsement signature block and stamp of registered professional responsible for the content of said sheet. (Ch. 200 §204-4(F))
    - **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
- 
5. Abutter's names and addresses with assessor's reference shall be provided. (Ch. 200 §204-5(B-2))



## TETRA TECH

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
6. An Existing Landscape Inventory shall be prepared by a Professional Landscape Architect licensed in the Commonwealth of Massachusetts. (Ch. 200 §204-5(C-3))
    - **TT 3/25/13 Update:** A waiver will be requested for this item.
  7. Location and dimensions of proposed lot line setbacks and curb radii. (Ch. 200 §204-5(D-2))
    - **TT 3/25/13 Update:** Lot lines have been added to the plan but curb radii have not provided.
    - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
  8. The Applicant shall provide a Building Layout/Floor Plan. (Ch. 200 §204-5(D-10))
    - **TT 3/25/13 Update:** The applicant has stated that this will be provided at a later date.
  9. The Applicant shall provide an Entry/Exit to Structures. (Ch. 200 §204-5(D-11))
    - **TT 3/25/13 Update:** This item has not been addressed.
  10. Horizontal sight distances on the public way(s) at all entrances in both directions shall be provided (Ch. 200 §204-5(D-14)).
    - **TT 3/25/13 Update:** This information is provided in the traffic report and will be reviewed through the traffic review process.
  11. Arrows or signs, ground signs, or painted lines on the ground to control the traffic flow may be required. (Ch. 200 §205-3(A-3))
    - **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
  12. No part of any driveway shall be located within fifteen (15) feet of a side property line. (Ch. 200 §205-3(B-2))
    - **TT 3/25/13 Update:** A waiver will be requested for this item.



## TETRA TECH

13. The slope of the paved entrance way shall not exceed two (2) percent for the first twenty-five (25) feet measured perpendicular from the front property lines. (Ch. 200 §205-3(C-1))

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

14. Car parking spaces/stalls shall be ten (10) feet by twenty (20) feet. (Ch. 200 §205-6(G-2))

- **TT 3/25/13 Update:** A waiver has been requested for this item.

15. Pedestrian walkways through parking areas may require protection (barriers or bollards) or may require crosswalk striping. (Ch. 200 §205-6(B))

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

16. Parking areas are strongly encouraged to have an asphalt surface bituminous concrete surfacing should be a minimum of three and one-half (3½) inches. (Ch. 200 §205-6(D))

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

17. The site must be designed to accommodate adequate snow storage for snow that is plowed from the paved parking and pedestrian areas. (Ch. 200 §205-7)

- **TT 3/25/13 Update:** The applicant has proposed to remove snow from site. The board should review this option.

18. The total diameter of all trees over ten (10) inches in diameter that are removed from the site shall be replaced with trees that equal the total breast height diameter of the removed trees. (Ch. 200 §205-9(F))

- **TT 3/25/13 Update:** A waiver will be requested for this item.

**The following items were found to be not in conformance with the MA DEP Storm Water Management Standards, or requiring additional information:**

19. Contours should be shown on the utility plan, or storm drainage utilities should be shown on the Grading plan. It is difficult to review the drainage design without these items being shown together.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.



20. Although it appears from the layout of the underground infiltration systems that isolator rows are integrated into the systems, the isolator rows are not detailed on sheets 11 and 12. Isolator rows are required to achieve optimal TSS removal rates for these systems. Additionally, they are required to filter out and isolate the sediments in runoff so that they can be cleaned on a regular basis to ensure long term functionality of the underground system.

- **TT 3/25/13 Update:** Isolator Rows are recommended by the manufacturer and are essential for long term operation of the infiltration systems. If the Stormceptors are not maintained frequently enough, which is very common, the sediment will bypass the water quality units and be deposited within the underground infiltration basin. Without isolator rows the entire underground system will be compromised and will lose its infiltrative capacity. The systems as designed can be fitted with isolator rows for only the extra cost of the filter fabric. We would not recommend these systems be installed without isolator rows.
- **TT 4/8/13 Update:** Isolator Rows have been added to the design and therefore this item has now been addressed to our satisfaction.

21. It appears that several individual drain pipes inlet directly to the stormtech chambers without discharging to an isolator row. Isolator rows can be integrated into the stormtech system at any point in the chamber layout. The stormtech systems should be reconfigured to include isolator rows at all inlets, or the drain pipe configurations should be combined to incorporate one penetration at a single isolator row.

- **TT 3/25/13 Update:** See Response to Item 20.
- **TT 4/8/13 Update:** This item has been addressed to our satisfaction.

22. It appears Stormceptor Units will be used to pretreat runoff from all drainage trunk lines prior to discharging to the infiltration basins. While these water quality units will provide substantial TSS removal rates, it does not appear they are required. Deep sump catch basins discharging to an isolator row alone provide the level of pretreatment required prior to discharging to a stormtech infiltration basin.

- **TT 3/25/13 Update:** See Response to Item 20.



- **TT 4/8/13 Update:** This item has been addressed to our satisfaction.

23. The roof drains from the proposed roof tops should not be directly connected to catch basins. Catch basin connections promote re-suspension of sediments and fines. Roof drains should be piped to adjacent storm drain manholes.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

24. The applicant demonstrates that the peak flow rates have been mitigated for the 2, 10, and 100-year storm events however the runoff volumes were not reported. The Town of Medway requires runoff volumes be mitigated in addition to peak flow rates.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

25. The applicant calculates the required recharge volume based on a "C" soil per the NRCS Web Soil Survey, however utilizes an infiltration rate in the calculations for a "B" soil based on actual in situ soils determined from deep test pits performed on site. The required recharge volume should be recalculated based on a "B" soil.

- **TT 3/25/13 Update:** The applicant states that the required recharge volume has been recalculated based on a B soil, however the Standard 3 write up states : "Impervious Area (C soil) = 148,104 sf", then calculates the required volume based on 0.35 inches for a B soil but uses 145,055 SF. An adequate volume is provided within the stone layer of the ponds but the calculations are wrong and inconsistent.
- **TT 4/8 Update:** This item has been addressed to our satisfaction.

26. The applicant states that the required recharge volume is provided in the bottom stone layers of the subsurface detention areas and lists the volumes as 4,860cf and 5,706cf for basin 1 and 2 respectively, however the HydroCAD storage tables for these basins were not provided to verify the volumes in the stone.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

27. The treatment train and %TSS removal rates on the TSS calculation work sheets do not match the rates described in the long term O&M plan. The O&M plan details Street Sweeping and claims no TSS removal credit will be taken; Deep



sum p catch basins with a 25% removal credit; Stormceptor water quality units with a 50% removal credit; and the below grade infiltration basins with an 80% removal credit. The TSS work sheets provided take a 10% credit for street sweeping, a 25% credit for deep sump catch basins, a 25% credit for Stormceptor water quality units and an 80% credit for below grade infiltration basins. Verify the correct TSS removal rates and reflect them in the O&M Plan.

- **TT 3/25/13 Update:** No TSS credit should be taken for Street Sweeping. Per Volume 2, Chapter 1, Page 9 of the Massachusetts DEP Stormwater Handbook a 10% credit can only be taken if the lot will be swept monthly with a high efficiency vacuum sweeper, every two weeks with a regenerative air sweeper, or weekly with a mechanical broom sweeper. The applicant states that the lot will be swept semi-annually which allows no credit to be taken.
- **TT 4/8/13 Update:** The Stormceptor units have been eliminated however they still appear in the TSS calculations. Given the addition of the isolator rows we are not concerned with the removal rates, however the report should be updated to reflect the current design.

28. The water quality volume calculations required for Standard #4 state that 6,171cf is required for the development. Please provide the HydroCAD storage tables for the basins to verify the volumes in the stone.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

29. The calculations for Standard #4 state that 6 Stormceptor 450i units are used in the design. 450i units are Stormceptor catch basin inlets. The details show a Stormceptor models STC450i and a STC 900. The plans should show which model is specified at each location.

- **TT 3/25/13 Update:** The calculations for standard 4 still state that 6 Stormceptor 450i units are used. The design uses the 450 and 900 models. The text within the report should be revised to reflect the actual design. Additionally, the total proposed Impervious Area appears incorrect in the required water quality volume calculation. It is listed as 145,055 SF here, but it is listed as 148,104 SF in the recharge calculations in standard 3. Verify the correct area and adjust the calculations as required.



## TETRA TECH

- **TT 4/8/13 Update:** The Stormceptor units have been eliminated from the design however the details still appear on the plans. These should be removed for clarification.
30. In the HydroCAD model, the proposed infiltration basins should be modeled as stormtech chambers embedded in a stone volume. As modeled there is no way to verify that the basins detailed in the plan set reflect the basins detailed within the HydroCAD report.
- **TT 3/25/13 Update:** The infiltration basins are now modeled accurately in HydroCAD, however cultech chambers are modeled in the analysis and Stormtech chambers are detailed in the plans. The drainage model should reflect the details provided on the plans.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
31. In the HydroCAD report, the infiltration rates utilized within each infiltration basin have been input as constant flow rates in cubic feet per second. The Hydraulic Conductivity of 0.52 inches per hour from the Rawls Table discussed within the drainage report should be utilized.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
32. A time of concentration ( $T_c$ ) of 6 minutes for the proposed development has been utilized in the drainage analysis. Typically a minimum  $T_c$  of 5 minutes is used. A 1 minute difference should not have much of an impact on the peak flow rates however please explain why this  $T_c$  is used.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
33. Additional grading information should be added to the plan to the south and east of Building F. It appears that a 164 contour is missing.
- **TT 3/25/13 Update:** Grading still does not appear to be correct in the parking area south of building F. The grading in the drive aisle slopes down from 268 to a low point of 264 at CB-7 however the grades appear to rise to a high point spot grade of 265 south east of building F. additional detail should be added in this location to show how the runoff will be directed from the high point. It appears the grade should be lower in this location since it is a foot higher than the slab elevation and runoff will be





## TETRA TECH

directed towards the building. Additional 1' contours may be necessary to clarify grading in this area and around other proposed buildings.

- **TT 4/8/13 Update:** This item has not been addressed.

**The following items were found to be not in conformance with the Town of Medway Water/Sewer Rules and Regulations:**

34. Please refer to comments issued by Tom Holder through e-mail correspondence regarding additional sewer/water issues beyond what is provided below.

- **TT 3/25/13 Update:** This item has not been addressed.

35. Update the size and location of the existing water main in Main Street (See Tom Holder's comments.)

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

36. The regulations state that a Lebaron #LT-102 M&E style cover should be used and a different type is shown on the plans.

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.

37. An aluminum splash plate is required for the interior drop connection.

- **TT 3/25/13 Update:** This item has not been addressed. The applicant should refer to the standard town detail and coordinate with DPS directly if questions remain.

- **TT 4/8/13 Update:** This item has been addressed to our satisfaction.

38. Please verify that existing water pressures in the area are sufficient for the proposed use. Coordinate fire flow testing with the water department as necessary.

- **TT 3/25/13 Update:** The applicant has stated that they will verify.

39. Add crushed stone around bottom of hydrant for drainage. (See Tom Holder's other comments about hydrant requirements).

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.



## TETRA TECH

The following items were found to be not in conformance with good engineering practice or requiring additional information:

40. There is very little information regarding the improvements proposed within the Route 109 right-of-way. Additional information is provided to clarify scope and limits of the proposed improvements. For example, there is a proposed sidewalk shown but not specific information provided, grading is shown within the road but there are no pavement improvements, etc.
  - **TT 3/25/13 Update:** This information will be provided on the Route 109 design plans, however for the purposes of this review I would like to see a limit line designating the limits of work that will be detailed through the Route 109 design. Any work outside of that limit should be detailed sufficiently on the Site Plans. There is information proposed on the Route 109 design plans such as the pedestrian sidewalk up the main driveway which should be coordinated with and shown on the Site Plans unless otherwise noted somewhere.
41. There is a note in the Special Permit that states that the traffic light may not be installed prior to the development being completed. If the traffic report indicates that a light is necessary then the light will need to be installed prior to construction completion. This item will be addressed further in the traffic report review comment letter to be issued independently.
  - **TT 3/25/13 Update:** This item will be addressed through the traffic design and will be verified in the final Route 109 design plans.
42. There is an existing path which looks like a cart path through the existing site. Could you identify what the path is currently used for or what it has been used for in the past?
  - **TT 3/25/13 Update:** This item has not been addressed.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
43. If the proposed access drive is installed as shown between the Papa Gino's and Tri Valley Common properties, modifications will be required on the Papa Gino's site including reduction in parking, etc. How is this being permitted and could it impact the Tri Valley Commons design?
  - **TT 3/25/13 Update:** A modified Site Plan will be submitted.



**TETRA TECH**

44. The proposed design extends beyond the westerly project limits. Please identify what easements are being obtained on the plans.
- **TT 3/25/13 Update:** Easements will be obtained. These easements should be shown on the final Site Plans.
45. The limits of the existing stone wall removal should be shown on the plan.
- **TT 3/25/13 Update:** If the entire stone wall is to be removed as the applicant states, the wall should not be shown on the proposed drawings or shown in a way to indicate that it is an existing item to be removed.
  - **TT 4/8/13 Update:** The Landscape Plan shows the limit of the wall removal. This item has been addressed to our satisfaction.
46. Please identify where there is one way traffic proposed on-site. There is a Do Not Enter pavement marking which is confusing.
- **TT 3/25/13 Update:** The Do Not Enter pavement marking appears to be reading in the wrong direction.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
47. Is there loading proposed in the rear of Buildings B, C, and D? If so will that conflict with pedestrian movements from the adjacent parking stalls? Who is intended to park in the proposed stalls behind Buildings B, C, and D?
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
48. Does Building B require handicap stalls in front of the building?
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
49. Are all of the sidewalks on the site proposed to be cement concrete?
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
50. Why is all of the compact car parking in one area? Will there be sufficient parking near Buildings B, C, and D for larger vehicles.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.



**TETRA TECH**

51. Who is intended to park in the stalls to the east of Building F? Will the pedestrian movements conflict with the loading activities?
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
52. Please identify the width of the concrete walks adjacent to the buildings. If there is not curb in front of these walks what is to prevent the cars from extending onto the walk and restricting the width creating a non-accessible path?
- **TT 3/25/13 Update:** Widths have been provided but it is still unclear as to whether there is curb or not. There is no curb shown graphically yet there is a ramp provided. We would like to see additional details in these areas to better understand the intent of the design.
  - **TT 4/8/13 Update:** A standard detail has been added addressing this situation and therefore this item has now been addressed to our satisfaction.
53. The Special Permit states that there shall be no less than 188 parking stalls yet this plan proposes 157.
- **TT 3/25/13 Update:** A 30 % reduction has been requested.
54. Interior striping and signage should be shown on the site plans.
- **TT 3/25/13 Update:** Striping is shown on the plan. Signage will be shown at a later date.
  - **TT 4/8/13:** Signage is not shown on plan.
55. There does not appear to be adequate pedestrian access from Route 109 onto the site. This will be evaluated further in the traffic review.
- **TT 3/25/13 Update:** See response from Item 40.
56. Is the proposed retaining wall shown accurately? If there is a substantial height the proposed batter on the wall may reduce the area within the site from what's shown.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.



## TETRA TECH

57. Please provide additional detail for the treatment at the top of the proposed wall. There appears to be guardrail proposed on top of the wall but the detail shows it offset, and the detail shows a fence on the wall but it's not identified on the plan.
- **TT 3/25/13 Update:** Clarification has been provided. A wall plan will be provided in the future.
58. It appears that the plan proposed to modify grading around the north side of the existing basin on the west side of the property. Will this impact the capacity of the basin?
- **TT 3/25/13 Update:** The applicant has stated that the wall will not be impacted however it is unclear based on grading information. We would like to see the limits of the basin shown on the plans.
  - **TT 4/8/13 Update:** Additional existing contours have been added to the plan to identify the limits of the basin. Additionally a proposed retaining wall has been added to the plan to avoid impacts to the existing basin with the proposed grading. The type of wall proposed in this area should be identified and a detail provided. The detail should show sufficient piping to alleviate the pressure from the groundwater being so close to the existing basin. The applicant should also monitor the existing basin during a rain storm to identify any potential functional issues. If the basin holds water during most storms than the cut in the proposed drive could be an issue, however based on the existing conditions we feel that this will not be the case.
59. Please provide additional grading in front of Buildings E and F. It appears that runoff is directed onto the sidewalks as currently designed.
- **TT 3/25/13 Update:** See response to Item 40 above.
  - **TT 4/8/13:** With the additional detail discussed in Item 40, this issue has now been addressed to our satisfaction.
60. Are the existing contours along Route 109 shown accurately? The existing sidewalk appears to be higher than the roadway in the field compared to what's shown on the plans. Additionally, there is insufficient existing grading provided within Route 109, and the proposed grades within Route 109 do not tie out to existing contours.



## TETRA TECH

- **TT 3/25/13 Update:** Some type of designation needs to be made between to clarify this situation. Currently proposed contours are shown that do not make sense with the rest of the design.
61. We would recommend the installation of an additional sewer manhole between SMH 2 and Building C.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
62. Provide proposed pipe materials and sizes for all utilities. (see Tom Holder comments).
- **TT 3/25/13 Update:** Labels have been added for sewer and water but we do not see similar labels for the stormwater infrastructure.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
63. Approximate locations of private utilities should be provided.
- **TT 3/25/13 Update:** This item has not been addressed.
  - **TT 4/8/13 Update:** The applicant has stated that detailed drawings will be provided at a later date but we feel that an approximate location should be provided at this time with clarification provided later.
64. Verify with the Department of Public Services that sufficient pressure and capacity is available for the proposed sewer and water infrastructure.
- **TT 3/25/13 Update:** The applicant has stated that verification will be provided at a later date.
65. Size of proposed roof drains should be provided.
- **TT 3/25/13 Update:** The applicant has stated that verification will be provided at a later date.
66. Identify connection methods for proposed water connections to main.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
- 
67. Is any vegetative screening desired along the northern property line?

- **TT 3/25/13 Update:** A limit of clearing line should be provided on the plans.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
68. If existing stone wall is designated to remain adjacent to Route 109, please show it on the proposed landscaping plans.
- **TT 3/25/13 Update:** See Response to Item 45 above.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
69. Are you going to be able to see the proposed landscaping on the eastern side of the retaining wall from the roadway?
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
70. Please verify what the "V" symbol is on the lighting plans in front of the fixtures adjacent to Route 109.
- **TT 3/25/13 Update:** The applicant has stated that the "V" is showing the direction of the lighting. We suggest that some note be added on the plan to identify how that lighting will be directed as shown.
71. The erosion control in front of the southeast corner of the proposed retaining wall should be modified to account for the proposed landscaping.
- **TT 3/25/13 Update:** This item has not been addressed.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
72. The Applicant should provide bearings and distances on property lines.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
73. The Applicant shall verify that the handicap parking spaces surface slope does not exceed 1:50.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
- 
74. The Typical Vertical Granite Curb does not match the Town of Medway Vertical Granite Curb detail (CD-12).

- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
75. A Drop Connection detail is provided on the plans. Please identify where the drop connection is to be utilized.
- **TT 3/25/13 Update:** The applicant is verifying whether the drop is necessary for connection to the existing system.
76. There are two bituminous concrete pavement (heavy duty and regular) details provided on the plans. Please identify where each one is being used.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
77. Please provide Flared End Section detail.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
78. Please provide a sewer/water crossing detail.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
79. Please provide water service and trenching details.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
80. The roadway cross section does not seem to be an accurate representation of what is proposed at the site.
- **TT 3/25/13 Update:** Underdrains are shown on the cross section. Are these proposed? If so they should be shown on the plan views.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
81. We recommend the use of 4-inches of dense graded crushed stone on top of 8-inches of gravel below the proposed pavement in lieu of 12-inches of gravel. Therefore the overall depth of proposed material remains the same.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
82. It's unclear where PVC and HDPE pipe details are to be utilized since materials are not specified on plans.



- **TT 3/25/13 Update:** The applicant has stated that the PVC is proposed for the sewer piping and the HDPE is proposed for the drainage piping, however we feel a note should be added to the plans for clarification.
83. Identify where the "Private Utility Trench" detail is to be utilized. There is a note stating that the pipe can be water, sewer, drain, or force main which is would make the detail conflict with others and be inaccurate.
- **TT 3/25/13 Update:** This item has been addressed to our satisfaction.
84. Provide separate trenching detail for work within Route 109 (see Tom Holder comments).
- **TT 3/25/13 Update:** This will be provided on the final Route 109 design plans.
85. The Applicant shall provide handicap ramp information within the walkways as necessary.
- **TT 3/25/13 Update:** See response to Item 52 above.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
86. An elevation drawing should be provided for the east facing façade of the building that is positioned perpendicular to Main Street.
- **TT 3/25/13 Update:** These will be provided in the future.
  - **TT 4/8/13 Update:** This item has been addressed to our satisfaction.
87. An elevation drawing should be provided for the fee-standing building with the drive-thru at the front of the site.
- **TT 3/25/13 Update:** These will be provided in the future.
88. Several letters were provided at the last hearing from abutters expressing their concerns. We feel that the applicant should address these concerns in some way, preferable in a written response.

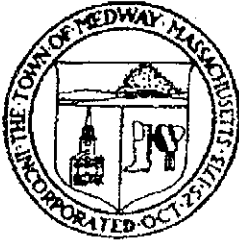
These comments are offered as guides for use during the Town's review. If you have any questions or comments, please feel free to contact us at (508) 903-2000.

Very truly yours,

A handwritten signature in black ink, appearing to read 'D. Pellegrini', with a stylized flourish at the end.

David R. Pellegrini, P.E.  
Senior Project Manager

PA21583\143-21583-13004\DOCS\TRI VALLEY COMMONS-REVIEW COMMENT LETTER-2013-02-20-REVISED 2013-04-09.DOC



**RECEIVED**  
APR 09 2013

**TOWN OF MEDWAY  
PLANNING BOARD**

Town of Medway  
**DESIGN REVIEW COMMITTEE**

155 Village Street  
Medway MA 02053

508-533-3291

[drc@townofmedway.org](mailto:drc@townofmedway.org)

## **MEMORANDUM**

April 8, 2013

TO: Medway Planning and Economic Development Board  
FROM: Matthew Buckley, Chairman  
RE: Tri-Valley Commons Site Plan

I am writing to provide some comments about the DRC's involvement with the Tri Valley Commons site plan project.

The DRC has met with the applicant three times beginning in October of 2012. In an effort to advance the applicant's timetable and accommodate the efforts of the PEDB, the DRC has held several additional sessions.

We have made clear, throughout the process and at each meeting, our concerns about the massing created by the proposed lengthy retaining wall. We have repeatedly requested elevations that would clearly and accurately demonstrate what the applicant proposes to build.

We do not believe that the applicant has yet provided adequate elevations of the proposed retaining wall.

In the absence of the applicant supplying the information, the DRC requested, through the PEDB, to receive exact specifications of the proposed site from the applicant for the purpose of creating precise elevations to assist the PEDB in assessing the proposed site improvement. The DRC was put in direct contact with the applicant's engineer who furnished this information. From this, a member of the DRC, at his own expense and great effort, produced exact 3 dimensional renderings at his company, Neoscape.

These drawings were prepared for discussion with the applicant at an extra meeting the DRC held on March 25<sup>th</sup>. This meeting was called at the request of the PEDB to enable the applicant to be scheduled for the March 26<sup>th</sup> PEDB meeting, the next night.

During the productive and cordial meeting on March 25<sup>th</sup> the applicant presented fresh drawings of a proposed landscape design that would border the wall along Main Street. That evening was the first opportunity for the DRC to review the drawings. Those drawings showed the south side of the wall along Main Street where it tapers into the natural grade. It also depicted a planting scheme for the corner of the wall and eastern end of the top of the wall.

## Susan Affleck-Childs

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**From:** Dan Hooper [dan.hooper@verizon.net]  
**Sent:** Tuesday, April 09, 2013 1:36 PM  
**To:** Susan Affleck-Childs  
**Subject:** Rod's renderings

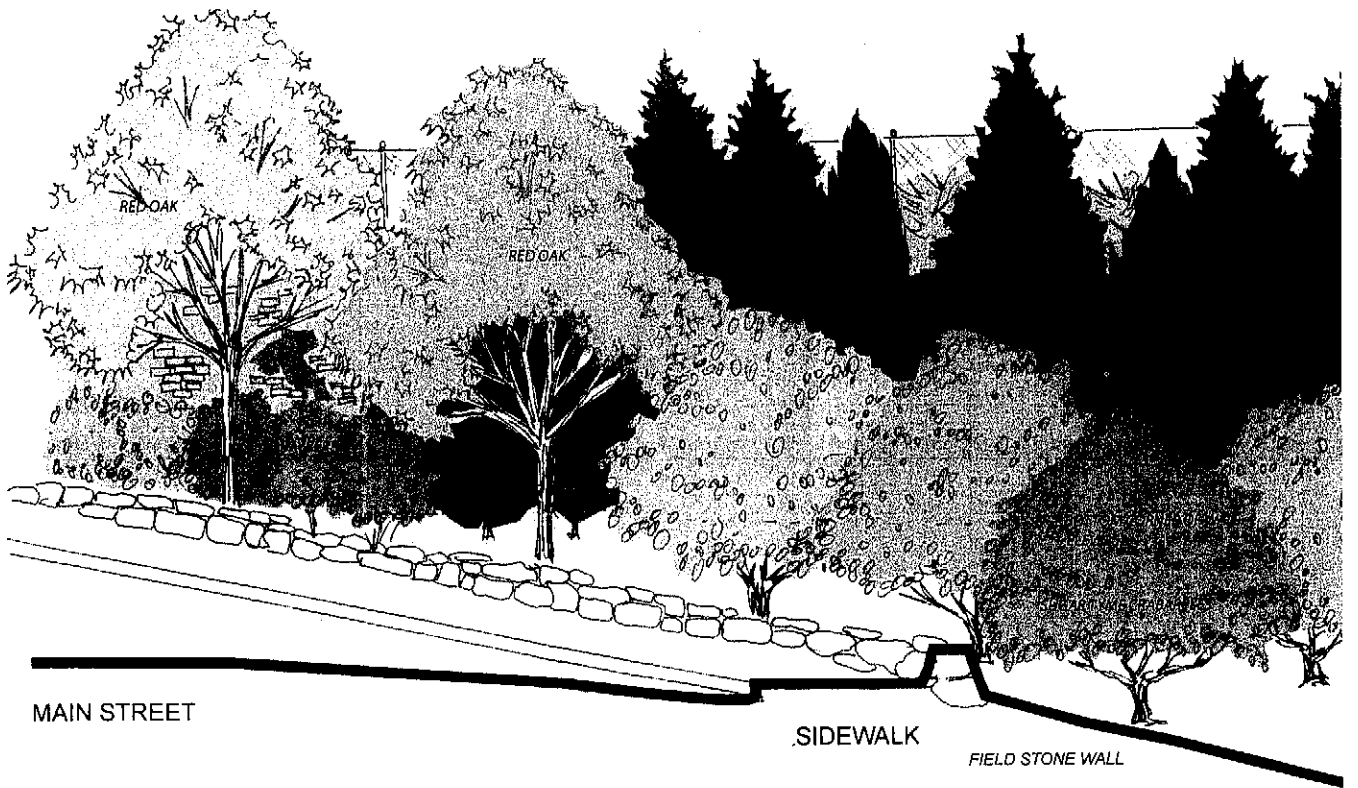
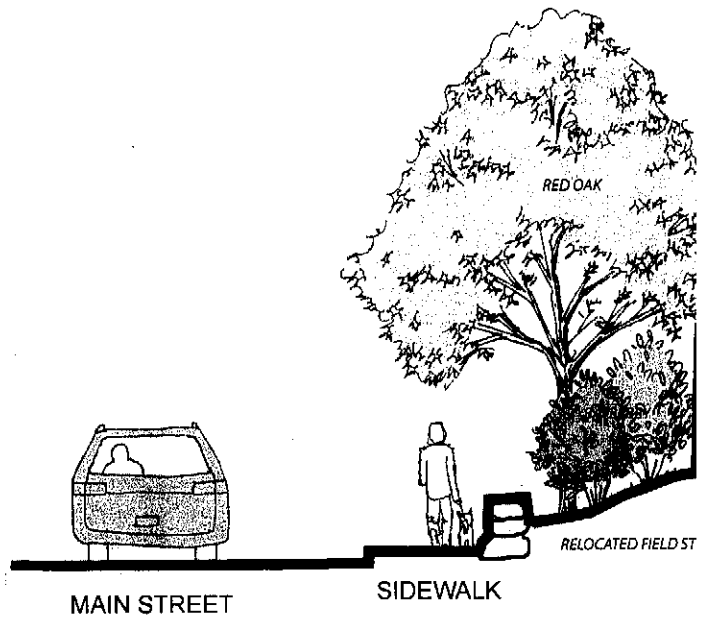
Hi Susy,

Here are some images that will articulate the wall and surrounds along Main St. as proposed by Tri Valley to the DRC last week. From what I see of the rendering the PEDB rec'd yesterday and corresponding plan and spec (dated April 3), this illustration is accurate, except perhaps for a few trees and a variation on the plant-type atop the wall (to a smaller evergreen plant).

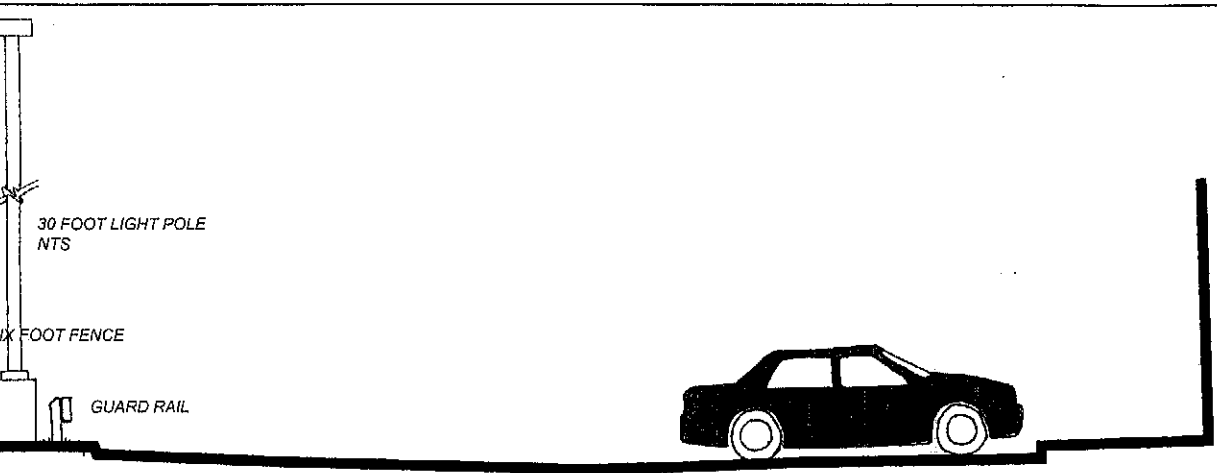
See you tonight.

regards,  
Dan

Dan Hooper  
Charles River Landesign  
[www.charlesriverlandesign.com](http://www.charlesriverlandesign.com)  
508.277.5981



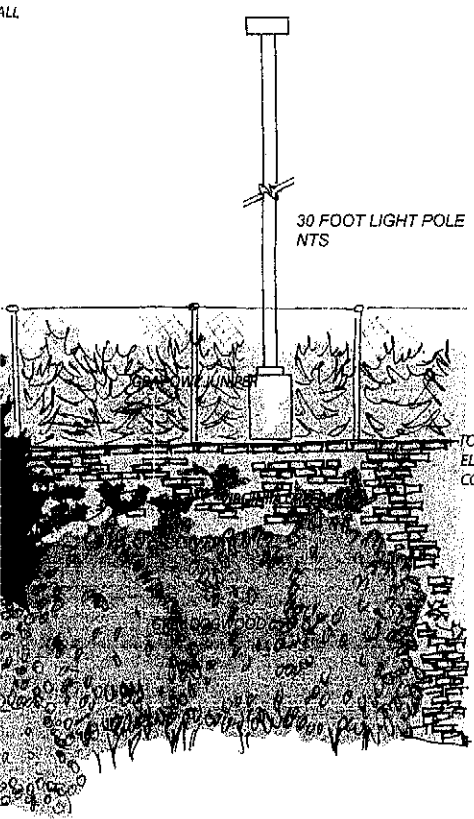
ELEVATION B - B' PLANTING AT FRONT CORNER OF WALL



WALL AT SECTION LINE  
 TOP OF WALL ELEV. 265  
 BOTTOM OF WALL ELEV. 258

PARKING

SECTION A - A' MAIN STREET TO BUILDING WALL




SIX FOOT FENCE

TOP OF WALL  
 ELEV. 265  
 CONTINUOUS

BOTTOM OF WALL  
 ELEV. 251

SLOPE FROM PROPOSED ROADWAY  
 AND PROPOSED SITE DESIGN GRADE-  
 EXISTING GRADE

REVISED APRIL 8, 2013		
DATE	MARCH 20, 2013	
MEDWAY, MASSACHUSETTS		
TRI VALLEY COMMONS		
SECTION/ELEVATION		
 GREEN INTERNATIONAL AFFILIATES, INC. CIVIL & STRUCTURAL ENGINEERS WESTFORD, MASSACHUSETTS		
SCALE: 1/4" = 1'-0"		
APPROVED:	DESIGNED BY: JR DRAWN BY: JR CHECKED BY: JR	PLAN NO. 1 of 1