

May 28, 2013
Medway Planning and Economic Development Board
155 Village Street
Medway, MA 02053

BOARD MEMBERS PRESENT: Andy Rodenhiser, Bob Tucker, Tom Gay, Karyl Spiller-Walsh, and Matthew Hayes.

ABSENT WITH NOTICE:

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

The Chairman opened the meeting at 7:00 pm.

There were no Citizen Comments.

PEDB REORGANIZATION:

Chairman:

On a motion made by Karyl Spiller-Walsh, and seconded by Matthew Hayes, the Board voted unanimously to elect Andy Rodenhiser as Chairman for the Planning and Economic Development Board.

Vice Chairman:

On a motion made by Karyl Spiller-Walsh, and seconded by Matthew Hayes, the Board voted unanimously to elect Bob Tucker as Vice Chairman for the Planning and Economic Development Board.

Clerk:

On a motion made by Bob Tucker, and seconded by Karyl Spiller-Walsh, the Board voted unanimously to nominate Tom Gay as Clerk for the Planning and Economic Development Board.

Board/Committee Liaisons:

The Board is in receipt of a memo from Susy Affleck-Childs dated May 20, 2013 regarding the various PEDB Liaison assignments for the FY2014 year. This matter will be held over to the June 11, 2013 meeting.

Consultant Reports:

Consultant Gino Carlucci/PGC Associates

Consultant Carlucci provided an overview of the progress report on the SWAP area public transit study. The maps were marked and potential connections and areas of overlap were discussed along with service areas. The report will be done in a couple of months and will include short and long term goals.

Public Hearing Continuation - Hill View Estates Definitive Subdivision Plan - 32 Hill St:

Tony Biocchi was present to represent applicant Christine Price.

The Board was informed that Attorney Fernandes will be representing the project for 32 Hill ST and expects to be in touch soon with Town Counsel to discuss applicability of the prior ZBA variance.

The applicant is seeking a continuation of the public hearing.

On a motion made by Matthew Hayes, and seconded by Bob Tucker, the Board voted unanimously to continue the public hearing for the Hill View Estates Definitive Subdivision Plan until June 25, 2013 at 8:00 pm.

Plan Review Estimate - Williamsburg Modification:

The Board is in receipt of the plan review estimate dated May 21, 2013 from PGC Associates in the amount of \$540.00 for the proposed modifications to the Williamsburg special permit decision, definitive plan and certificate of action. (See Attached.)

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to approve the estimate for Williamsburg Modification in the amount of \$540.00.

Sidewalk Construction Estimate – Williamsburg

The Board is in receipt of a sidewalk construction estimate dated May 21, 2013 from Tetra Tech for \$3,347 for 105 ft. of sidewalk along West Street. There is a reduction in the sidewalk estimate due to the affordable housing component. (See Attached).

On a motion made by Bob Tucker and seconded by Tom Gay, the Board voted unanimously to establish a \$3,347 amount for the payment in lieu of sidewalk construction.

Charles River Village OSRD Construction Observation Estimate:

The Board is in receipt of a construction estimate dated May 22, 2013 from Tetra Tech Rizzo. (See Attached). The estimate amount is \$17,077.50.

Paul Yorkis and John Claffey were present and wanted clarification of a few items relative to the estimate. Paul Yorkis referenced that some of the items to be inspected could be combined into one visit. For example, there is one fence which needs to be installed. It is 130 ft. long. It is indicated on the cost construction estimate that this will take 3 hours to review. This seems high. He feels that this is an inflated estimate.

Member Tucker noted that it is dependent on the construction sequencing, but in the event that the construction manager does not do a good job, the attributes are what need to be looked at. This is a reasonable estimate.

Paul Yorkis noted that the estimate could also be for fewer inspections and how does this work?

Susy Affleck-Childs noted that the money is placed into a construction fund and paid out based on what is billed.

Consultant Pellegri responded that the hours include time for travel and reports writing. The fence inspection might be an hour or two hours, and then the report would need to be written.

The Board did discuss that some of the site visits may be combined, but when Dave goes to inspect, the items must be ready for inspections. This does not always occur.

Susy Affleck-Childs noted that the Board has in the past agreed to divide the payment and bill for the balance. The regulations are silent. In the past, we have asked for half and bill the balance. It was suggested to have the applicant pay 50% now and when the fund is down to \$3,000, they would be billed for the balance second 50%.

The Board and applicant were in agreement with this approach.

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to set the construction inspection fee at \$17,077.50 with 50% to be paid prior to Board's endorsement of the definitive plan with the balance to be paid when the account reaches \$3,000.

Susy Affleck-Childs informed all that the decision for Charles River has been filed and the applicant has asked that the Board endorse the plan at the next meeting.

PEDB Meeting Minutes:

April 23, 2013:

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to accept the minutes from April 23, 2013.

(Matthew Hayes abstained from voting as he was not a member at that time.)

April 30, 2013:

On a motion made by Karyl Spiller-Walsh, and seconded by Bob Tucker, the Board voted unanimously to accept the minutes from April 30, 2013.

(Matthew Hayes abstained from voting as he was not a member at that time.)

May 14, 2013:

On a motion made by Bob Tucker, and seconded by Karyl Spiller-Walsh, the Board voted unanimously to accept the minutes from April 30, 2013.

(Tom Gay abstained from voting as he did not attend that meeting.)

Lawrence Waste Services Site Plan - 49 Adler Street:

The Board is in receipt of a memo dated May 24, 2013 from Guerriere & Halnon. **(See Attached)**

Consultant Pellegrini communicated that a punch list was issued and some of the items were addressed. Dave is planning on visiting the site tomorrow. The slope on the southern end has been mulched. There are two light which were removed from the front of the building. The owner opted to install wall pack lighting along the parking area at the northern end of the site. A new photometric plan was provided. The parking area might be a little dark. The sign is a separate issue. Dave will provide a follow-up report.

The applicant is eager to get into the facility.

The Board is not against the Building Commissioner issuing a temporary occupancy permit.

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to notify the Building Commissioner that he could a temporary occupancy permit for 49 Adler Street.

PUBLIC HEARING CONTINUATION - Tri-Valley Commons Site Plan

The Chairman opened the continued public hearing for Tri-Valley Commons.

The following documents were entered into the record:

- Tetra Tech letter dated May 9, 2013 in response to questions from Friel Realty Cassidy Family and letter dated April 22, 2013 from Places Associates. **(See Attached)**
- Memo dated May 8, 2013 from Attorney Antonellis in response to the May 8, 2013 DRC memo. **(See Attached)**
- Memo dated May 8, 2013 from the Design Review Committee.
- Email note dated May 22, 2013 from Bill Scully providing information requested at the last public hearing.
- Email note dated May 23, 2013 from Bill Scully in response to Tetra Tech requests for information to clarify pavement markings.
- Letter dated May 23, 2013 from traffic engineer Robert Michaud of MDM Transportation Consultants on behalf of Dr. Cooper.

Chairman Rodenhiser asked the applicant about a deadline extension.

Attorney Antonellis indicated he did not want to address the extension until the end of tonight's hearing.

The Chairman indicated that Tetra Tech Traffic Engineering Consultant Mike Hall was not able to review the information since it was not provided on time. At the last meeting, it was agreed to talk about traffic, but the analysis is not complete as the applicant did not provide the information according to the specified timeline.

Consultant Hall indicated that he now has everything he requested. He will undertake his review and a letter will be issued.

Dr. Robert Cooper, owner of MetroWest Health Center at 81 Main Street was present. He has retained the legal services of Attorney Paul Faxon. Traffic engineering firm MDM Transportation Consultants has also been retained and is represented by Dan Mills.

Attorney Faxon began the presentation by explaining that their concern is about the traffic signal based on technical review. Dr. Cooper serves 1300 clients. 9% of those need to go to the hospital from the office. There are about two or three patients which require ambulatory care on a daily basis. This is a life safety issue. Another concern is the issue of going in and out of the site. There has been no comprehensive proposal made to them by the applicant. This does not focus on the traffic signal in the corridor. He is willing to step up to the plate. Dr. Cooper is willing to grant an easement as an overall plan.

There was clarity that Dunkin Donuts is not a signatory to the Tri Valley Commons site plan application, but they will need some type of modification to their site plan as well. Gould's Plaza will also have to do the similar process of modifying their site plan.

Traffic Engineer Dan Mills from MDM Transportation began his presentation by explaining that he is still reviewing the traffic documents along with the supplemental comments. The proposed conceptual design is at a skewed angle with respect to Route 109. There is a lack of accommodation of pedestrian features with planned sidewalks on the south side of Route 109. The crosswalk on the westbound would require moving the stop sign line further west. The signal along the corridor is incompatible with the Route 109 Reconstruction 25% design which proposes a signal approximately 300 ft. to the west. The concern is with the exiting traffic during the peak hours. There must be safe movement in and out of Dr. Cooper's office area. The alignment of the Dunkin Donuts driveway with the proposed driveway is not accurate. The area in middle turning left lane will overlap and will be the conflicted area. There is not consistency with the Route 109 Reconstruction 25% design. There needs to be further analysis with comments and modeling of service. The better solution is crosswalks. The concept plan presented would be to have a combined shared driveway for Dunkin Donuts and Dr. Cooper's office and better alignment, crosswalk and sidewalks which are compatible with Rt. 109. The capability and significant queuing would be to add a right hand turn into the TVC site and reduce some of the queuing in the area.

Member Tucker wanted to know how much widening of the road would need to take place to accommodate a right hand turn lane into TVC.

It was indicated 12 feet.

Member Tucker responded that the 12 feet did not exist. The recommendation must be workable. This may not be plausible. This would need easement from the applicant.

Dr. Cooper would be willing to meet with the developer.

Attorney Antonellis responded that it would have been fine to have a meeting two months ago, but we have spent numerous hours on this. We did go to meet with Dr. Cooper at the beginning of the process. We are trying to solve multiple problems and to bring up a new concept plan now is very late in the process.

The Chairman agrees that this should have been provided earlier.

It was noted that the conversation with Dr. Cooper was in November 2012.

Attorney Faxon responded that he was retained ten days ago. He thought there would be accommodations over time.

Dr. Cooper explained that the applicant did not have an appointment; they just showed up and said here is the plan. They took five minutes and were gone. He has been at this location for over 30 years. There was no due diligence. He has a right to protect his interest.

Member Gay asked if Dr. Cooper was willing to move the driveway. There does appear to be an alignment issue with the plan. The driveway looks like it was moved to the east.

Consultant Hall responded that this is not new information. The idea of a right turn lane was brought up in March. The combining of the driveways was also discussed. There may need to be a right hand turn. This could simplify the phasing of the traffic signal.

Member Spiller-Walsh responded that all options are still on the table.

Member Gay wanted to know if there was a second entrance further east.

The response was no.

Attorney Antonellis responded that the site plan change requires review and a determination. Dunkin Donuts is ready to do this after the design is finalized.

Engineer Bill Scully representing the applicant responded that the right turn lane was brought up by Consultant Hall. Mr. Scully said they have modified and added details. The curb cut at Gould's becomes a right in and right out. He also submitted a plan for turning left from Route 109 and it does not conflict. Dunkin Donuts is a major generator. There will be a split phase with the new option presented by Dr. Cooper's team. The 12 ft. of widening would make this over the property line.

Consultant Hall responded that this model is conservative. There needs to be a safe plan if back-ups into the intersection occur. This piece of road is different. The volumes are higher. If this backs-up, the queue must be shortened and should maybe be split and more efficient.

It was noted that there was discussion and a decision to not widen Rt. 109 as part of the reconstruction process.

It was asked whether the Town had considered the buildout to the commercial districts in its traffic projections.

John Diaz from GPI, the Town's traffic consultant for the Route 109 project, responded that there was consideration. It was projected out 20 years. There was extra 300 ft. to accommodate the queues. This was not worked into the growth rate and did not know exactly what it would be. The numbers were looked at. The applicant's analysis did not look at Saturday. When this development came, there are two things that show the queues which will work between signals. There are not answers to any of this. If the queuing fails there will be backups into the intersection at Main and Holliston. The phasing is questionable.

Consultant Hall noted that the Saturday analysis is higher and the cycle would be different. Since retail is there, we must look at Saturday numbers in regards to the queuing and cycling.

Member Tucker suggested looking at a shorter cycle.

Mr. Parella communicated that this is difficult to coordinate. This is a major accident zone. There are too many curb cuts. A set of lights is important. The lights need to be there.

The Board is also in receipt of a memo from Vanesse & Associates dated May 28, 2013. Vanasse is the traffic consultant for the owners of the Medway Shopping Center. This was entered into the record, but there has been no review. (**See Attached**). This letter is related to the two concerns:

1. The easternmost traffic signal to be relocated to Tri-Valley Commons.
2. The queue detector suggestion should be fully analyzed and approved by the Consultants.

Medway Shopping Center recommends that the right turn lane is needed and the volumes dictate this.

Mr. Scully ran the 90 minute cycle. We then went to ½ cycles to minimize the Town's plan. We did not take into account plan development on site or additional build out in the commercial corridor. The town made a decision to not widen the road.

Member Tucker noted that there needs to be more study on this to come up with the answers. The applicant and associated people need to get together outside the meeting and come up with a cohesive plan.

DPS Deputy Director Dave D'Amico communicated that the Gould's would provide access. This was the proposal. This is when the discussion came about moving the light.

Engineer Bob Poxon representing the applicant noted that we looked at the right turn lane. There is a difference in elevation. The sidewalk is at grade. To widen at the same level, we have to grade steeply at proposed grade levels to widen 12 ft. The only way to do this would be to continue the wall on Main Street all the way to the signal. There would be no room for landscaping and buffering.

The Chairman noted that there has to be a solution. You could move the driveway and put in a fence relatively inexpensively.

Attorney Antonellis responded that the list of people intervening keeps changing and growing.

Member Spiller-Walsh would like to see proposals with numbers and comparisons with Option A and Option B and an improvement with the alignment.

Member Tucker responded that the engineers need to get together to figure this out. They need to come up with a plan that works for all.

Susy Affleck-Childs distributed an email dated May 28, 2013 to Board from John Diaz. (**See Attached**) The biggest concern is that the queues between the Tri Valley signal and Holliston Street and pavement markings tie into the final plans. GPI continues to want to see how the proposed signal relocation resulting from the Tri Valley development would tie into the pavement markings and lane arrangements developed through the Route 109 Design. He does not support the reintroduction of a TWLTL into the Route 109 Design. At the intersection, there continues to be concerns about the ability for left turning to be able to simultaneously turn left in a safe manner. The Route 109 Design uses longer clearances that are based on intersection geometry.

Dave Damico suggested that we have the analysis of the current development and the new development. Then compare what the queue would look like for comparative purposes. This would be helpful.

The applicant indicated that they are basically done with the Design Review Committee in terms of presenting except for the front (Taco Bell) building.

There was an email dated April 26, 2013 (**See Attached**) from Engineer Bob Poxon regarding the sidewalk. Reducing the road/driveway width to 24 feet could provide the width necessary for a walkway without sacrificing elements. There was further explanation that there was not a walkway along the main drive aisle because there was insufficient room between the Taco Bell drive-thru and the access road.

ACTION DEADLINE EXTENSION:

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to approve the applicant's request to extend the deadline for PEDB action on the Tri Valley Commons Site Plan to August 16, 2013. (See Attached).

The information will need to be provided to Consultant Hall by June 26th)

The material will then be distributed to all parties.

PUBLIC HEARING CONTINUATION:

On a motion made by Bob Tucker and seconded by Karyl Spiller-Walsh, the Board voted unanimously to continue the public hearing for the Tri Valley Commons site plan to July 9, 2013 at 7:15 pm.

The applicant was made aware that the consultant budget will be overspent and an invoice will be coming along with a request for additional funding.

Susy reported that GPI has expended some time on this and we need to figure out a way to compensate them.

PLANNING AND ECONOMIC DEVELOPMENT COORDINATOR'S REPORT:

- The Board is asked to endorse the street acceptance plans for the Meadows and Claybrook II as authorized by the 5-13-13 town meeting.
- A letter will be coming from the Town Administrator and the Affordable Housing Trust in regards to Williamsburg. The applicant has filed the regulatory agreement and a resolution is in process. The public hearing on the proposed modification from 3 to 2 affordable units will begin June 11th.


On a motion made by Karyl Spiller-Walsh and seconded by Tom Gay, the Board voted unanimously to adjourn the meeting.

The meeting was adjourned at 10:00 pm.

Respectfully Submitted,


Amy Sutherland
Recording Secretary

Edited by,


Susan E. Affleck-Childs
Planning and Economic Development Coordinator

PGC ASSOCIATES, INC.

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

May 21, 2013

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

*Approved
5-28-13*

RECEIVED
MAY 22 2013

**TOWN OF MEDWAY
PLANNING BOARD**

RE: Estimate for Williamsburg Modifications

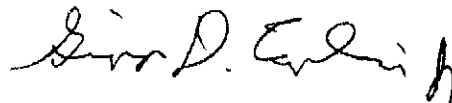
Dear Mr. Rodenhiser:

PGC Associates is pleased to present the following cost estimate to review and comment on the proposed modifications to the Williamsburg special permit and definitive plan submitted by the Williamsburg Condominium Corporation of Medway. The proposal is to adjust the boundary lines of the open space and development parcels and to reduce the number of affordable units from 3 to 2. The plan was prepared by a team including Faist Engineering and O'Driscoll Land Surveying. The plan is dated is dated February 6, 2013.

<u>Task</u>	<u>Hours</u>
Technical review and comment on initial submittal	1.5
Attendance at Planning Board meetings/hearings	1.5
Review and comment on draft Certificate of Action	3.0
Total	6.0
Cost Estimate (@\$90)	\$540.00

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

Sincerely,



Gino D. Carlucci, Jr.



TETRA TECH

Bond Value Estimate
Williamsburg Condominium
Williamsburg Way
Medway, Massachusetts
May 21, 2013

One Grant Street
Framingham, MA 01701
Tel 508.903.2000 Fax 508.903.2001

DESCRIPTION	QUANTITY	UNIT	UNIT COST	ENGINEERS ESTIMATE
Excavation	30	CY	\$25.00	\$750
HMA Top Course	5	TON	\$150.00	\$750
HMA Binder Course	6	TON	\$150.00	\$900
HMA Type 3 Berm	105	FT	\$7.00	\$735
12" Processed Gravel Subbase	21	CY	\$30.00	\$630
Loam Borrow	1	LS	\$500.00	\$500
Seeding	1	LS	\$250.00	\$250
Subtotal				\$3,765
11.11% Reduction				\$418
Total				\$3,347

Notes:

- Unit prices are taken from the latest information provided on the Mass DOT website. They utilize the Mass DOT weighted bid prices (Combined - All Districts) for the time period 05/2012 - 05/2013.
- Sidewalk quantities based upon a sidewalk width of 5.25 ft., length of 105 ft. and a depth of 3" (1.25 in. top, 1.75 in. binder) placed upon 12 in. of gravel borrow subbase. Type 3 HMA Berm quantities based upon the "Bituminous Curbing Detail" as shown in the approved plans for a length of 105 ft. Loaming and seeding quantities based upon an area 2 ft to the back side of the sidewalk for the length of the sidewalk at a 6 in. depth.

*Approved -
5-28-13*



TETRA TECH

*Half new
* second half
when balance
gets to \$3,000
Approved
5-28-13*

May 22, 2013

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

RECEIVED
MAY 23 2013

**TOWN OF MEDWAY
PLANNING BOARD**

**Re: Construction Administration Services
Charles River Village
Village Street, Medway, MA**

Dear Mr. Rodenhiser:

We are pleased to submit this Proposal to The Town of Medway (the Client) for professional engineering services associated with the proposed Charles River Village Open Space Residential Development (the Project) in Medway, Massachusetts. The objective of our services is to provide limited construction administration services on behalf of the Town of Medway.

Scope of Services

We will undertake the following task:

Task 1 Preconstruction Meeting

- Prepare preconstruction agenda and attend meeting with the applicant, contractor and appropriate Town of Medway officials;

Task 2 Inspectional Services

- Inspect construction activities for conformance with the approved plans and good engineering and construction practices. Inspections will be dictated by work schedule, however the attached spreadsheet represents the proposed allocation of our time based on our current understandings;
- Act as a technical liaison between the Owner/Contractor and the Town;
- Provide inspection reports for each site visit to the Client and the designated project Point of Contact;
- Provide monthly invoices to the Client.



TETRA TECH

Cost

Our cost for the above Scope of Services will be on a time and expenses basis in accordance with the Project Fee Schedule. The Construction Inspection Budget is attached, and breaks down the hours anticipated to be spent during the inspections. Please be advised that this estimate is based on our current understanding of the Project needs and is for budget purposes only. Changes to the project scope or schedule beyond that assumed by the engineer could require additional inspections if deemed necessary by the Planning Board. Additionally, the contractor's inefficiency, quality of work, or lack of communication may require additional inspections and compensation by the Owner.

Schedule

We are prepared to begin work immediately upon receipt of this executed Proposal. We recognize that timely performance of these services is an important element of this Proposal and will put forth our best effort, consistent with accepted professional practice, to complete the work in a timely manner. We are not responsible for delays in performance caused by circumstances beyond our control or which could not have reasonably been anticipated or prevented.

General Terms and Conditions

This Proposal shall be in accordance to the Terms and Conditions signed for the general services agreement between the Town of Medway and Tetra Tech Rizzo. Should it meet with your approval, please sign and return a copy to us for our files. Your signature provides full authorization for us to proceed. We look forward to working with you on this Project.

Very truly yours,

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

Sean P. Reardon, P.E.
Vice President

Date Approved By Medway Planning and Economic Development Board _____

Certified by: _____ Date _____
Susan E. Affleck-Childs
Medway Planning and Economic Development Coordinator

Attachments

**Charles River Village
Open Space Residential Development
Medway, MA**

Item No.	Inspection	Site Visits	Hrs/Inspection	Rate	Total
1	Erosion Control	1	2	\$100.00	\$200.00
2	Clear & Grub	1	2	\$100.00	\$200.00
3	Subgrade/Staking	1	2	\$100.00	\$200.00
4	Drainage System	5	3	\$100.00	\$1,500.00
5	Detention Pond	1	3	\$100.00	\$300.00
6	Roadway Gravel	1	4	\$100.00	\$400.00
7	Water System	8	3	\$100.00	\$2,400.00
8	Sewer System	5	3	\$100.00	\$1,500.00
9	Roadway Binder	1	8	\$100.00	\$800.00
10	Curb/Berm/Edge Treatment	1	4	\$100.00	\$400.00
11	Private Utilities	1	4	\$100.00	\$400.00
12	Sidewalk Base/Gravel (N/A)			\$100.00	\$0.00
13	Sidewalk Binder (N/A)			\$100.00	\$0.00
14	Sidewalk Reconstruction (N/A)			\$100.00	\$0.00
15	Roadway Top (4" Processed Crushed Stone)	2	4	\$100.00	\$800.00
16	Roadway Top	1	8	\$100.00	\$800.00
17	Sidewalk Top (N/A)			\$100.00	\$0.00
18	Frames and Covers/Grates	1	3	\$100.00	\$300.00
19	Adjust Frames & Covers/Grates (N/A)			\$100.00	\$0.00
20	Inverts	1	4	\$100.00	\$400.00
21	Bounds (N/A)			\$100.00	\$0.00
22	Landscape/Plantings	1	4	\$100.00	\$400.00
23	Roadway Sub-Drain (N/A)			\$100.00	\$0.00
24	Guard Rail/Fencing	1	3	\$100.00	\$300.00
25	Periodic Inspections (See Note 1)	3	4	\$100.00	\$1,200.00
26	Bond Estimates	3	4	\$100.00	\$1,200.00
27	As-Built Plans	2	4	\$100.00	\$800.00
28	Meetings	2	4	\$150.00	\$1,200.00
29	Admin	2	2	\$50.00	\$200.00
30	Project Closeout (See Note 3)	1	1	\$600.00	\$600.00
	Subtotal				\$16,500.00
	Expenses			3.5%	\$577.50
	TOTAL				\$17,077.50

Notes:

- 1 Periodic Inspection includes a final inspection and punch list memo provided to the town. It also includes one final inspection to verify that comments from the punch list have been addressed.
- 2 If installation schedule is longer than that assumed by engineer for any item above, or if additional inspections are required due to issues with the contract work, additional compensation may be required.
- 3 Closeout price is a lump sum value assessed to the project for extra items not listed above. This value has been placed in the breakdown due to past experience on other subdivision reviews.



TETRA TECH

May 9, 2013

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

RECEIVED
MAY 15 2013

TOWN OF MEDWAY
PLANNING BOARD

Re: **Tri Valley Commons**
72 Main Street
Abutter Comments Review
Medway, Massachusetts

Dear Mr. Rodenhiser:

Tetra Tech (TT) has received correspondence from various consultants representing the Cassidy family, relating to the "Tri Valley Commons" plans at 72 Main Street Medway, MA. The correspondence consists of a letter (no date) received by the Planning and Economic Development Board (PEDB) on March 26, 2013 prepared by Friel Realty II LLC, and a letter dated April 22, 2013 prepared by Place Associates, Inc. Per the PEDB request, we have reviewed these comments and have provided responses below. It should be noted that the design plans have been updated by the applicant, and have addressed some of the comments below.

The following responses correspond to the numbered comments included in the Friel Realty II LLC letter:

Sheet 2

1. The applicant's engineer, Guerriere and Halnon, Inc (G&H) obtained additional information to clarify this situation. The current design plans reflect the accurate existing conditions in that area. The adjacent parking lot to the west discharges runoff overland to the existing drainage basin along the common property line between Goulds Plaza and the proposed Tri Valley project. The runoff is then discharged from the basin via a pipe at the south end of the basin and discharges to the stormwater infrastructure in Route 109. There is no additional flow to this basin under the proposed development and therefore this basin is not expected to flood beyond what is currently experienced.

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



2. The discharge pipe exiting the wetlands and crossing Route 109 has not been found by G&H. This drainage system is beyond the scope of our review. There has been no indication of flooding of the existing wetland where the project discharges stormwater runoff, and adjacent abutters have stated that there is currently not a problem with stormwater in this area. The project proposed to decrease the peak rate and volume of stormwater being discharged to this wetland and therefore poses no threat of increasing flooding.

Sheet 3

3. A note should be added to the design plans stating that the wall at this location shall not be disturbed during construction. If there is any disturbance of the wall, it shall be repaired using the existing stones to a condition consistent with existing conditions.
4. The project is located in a "Commercial I" district and the minimum side-yard and rear-yard setback is noted as "25 ft of which the first 10 ft. nearest each lot line, if the adjacent use is residential in whole or in part, shall not be used for the parking or storage of vehicles but shall be suitably landscaped. It is my understanding that the adjacent parcel in question is not zoned residential and therefore the 10 ft offset does not apply, however I would defer this to the PEDB coordinator or the town's zoning consultant. There are existing trees along the northern property line that will block a large part of the headlights in this area, however there is one location where the wall is closest to the property line where it may be appropriate to provide some screening from headlights.
5. The applicant has indicated that they are going to use a mechanically stabilized earth retaining structure that does not require footings or a bearing influence impacting the adjacent property. The applicant will be required to issue a stamped retaining wall drawing showing the layout, materials and methods of installation. When this document is provided we can better assess the potential impacts to the adjacent tree roots.
6. The applicant has stated that snow will be removed from the site after each storm. A note has been added to the plan and we would expect that this would be a condition of the approval.

Sheet 4

7. This question is within the jurisdiction of the Conservation Commission and we would defer all answers to that board or its agent.



TETRA TECH

8. The catch basin at this location is proposed to be a double catch basin and therefore has twice the capacity of a typical catch basin. Since snow will be removed from the site we don't anticipate blockage occurring at this location. A final operation and maintenance plan will be included in the final approved package that will include the cleaning of structures.

Sheet 5

9. The spillway has been modified to be directed away from the Friel Realty property line. We do not anticipate the wetland area increasing as a result of this development.
10. The runoff from Goulds plaza is directed into an existing detention basin and discharged into the Route 109 stormwater infrastructure (see response to Item 1 above). The Tri Valley project therefore is not sized to include these flows.

Sheet 6

11. See response to Item 4 above.

Sheet 9

12. Erosion control is proposed along the northern property line. Once the retaining wall is constructed, there should no longer be erosion running off at this location. The surface is graded to the east at this location so we do not anticipate much runoff be directed to the north of the site.

General

13. All proposed utilities do not extend to the property line. Although this may be a desired condition to the board to provide potential extension opportunities to the north in the future, we don't feel that it is required to be provided by the applicant at this time.
14. The fire department provides an independent review of the drawings and will assess the access adequacy of the design.
15. Tetra Tech is serving as the town's technical review consultant for this project and therefore we are providing this response to the technical questions issued to the PEDB.



The following responses correspond to the numbered comments included in the April 22, 2013 Place Associates letter:

Drainage

1. Sheet 5 has been modified to provide additional information on the detention basin on the Nagog Knoll Realty Trust property. It is now clear that the surface water for the adjacent parking area to the west runs off into the basin. There is a headwall and outlet pipe that direct flow from the basin to the south, and eventually ties into the storm water infrastructure on route 109. We have coordinated with the applicant to ensure that the capacity of the existing basin is not impacted by the adjacent grading of the proposed Tri Valley Project.
2. We agree that the outlet pipe from the wetlands on the Mecoba property is not visible. We feel that the hydraulic capacity of the pipe is not relevant to this project. The project reduces the peak flow and volume of runoff directed to the wetlands which flows to the outlet pipe. The project will therefore not exacerbate any flooding experienced on site.
3. This is an existing issue that is not the responsibility of the Tri Valley applicant. Their project will be reducing peak flow and volume to the existing drainage system as noted above.
4. We have checked the drainage calculations and details and don't find there to be a discrepancy. We suggest that a note be added to the plans that require gravel borrow meeting Massachusetts Department of Transportation specifications be utilized below the proposed detention/infiltrations systems.
5. We recommend that the model in the drainage analysis be revised to add the proposed 12" pipe as a reach and evaluate how that will impact the system.
6. The applicant has provided additional rip-rap in this area but we feel that the applicant could provide a swale in the area within the rip-rap limits. The plan should be edited with a note or by slightly modifying the contours.
7. Since this is a fill site and gravel backfill will be used we anticipate that the majority of the water will move in a vertical as opposed to horizontal direction. Any water moving behind the wall will be captured by pipes designed as part of



the wall system to alleviate hydrostatic pressure. Any water volumes added from weeping will be minimal and should not impact the overall analysis.

8. If approved, the board has agreed that a stamped retaining wall design will be submitted for approval. The plan calculations address any structures falling within the limits of the geogrid system. Any condition should include this requirement.
9. We agree that these structures would be more likely to collect debris and snow. The snow is being proposed to be removed from the site. High capacity grates would help but in lieu of the modified grates the client should address their 3 catch basins specifically in their operation and maintenance plan.

Site Concerns

1. Since the Place letter was issued, the building inspector has issued a determination on the definition of "structure" as it pertains to this wall. A fence is proposed on top of the retaining wall to meet the Building Code requirements noted.
2. The applicant is in receipt of the Place letter and will evaluate this risk as they deem appropriate.
3.
 - a. The width of the road in this area appears to be in excess of 20'. We will ask the applicant to confirm the width of the road at this location. We feel that the width of the road is sufficient for pedestrian vehicles since this route will be very lightly utilized by pedestrian vehicles. We do not anticipate two vehicles from different directions passing at this location often. The turn does look tight for a fire apparatus. We believe that the applicant has received comments from the fire department; however the PEDB should confirm this. If comments have not been addressed, then the FD should address the sufficiency of this turn.
 - b. We have checked briefly the turning ability for a box truck at this location and feel it is sufficient for their access.
 - c. The "Do Not Enter" sign is intended to restrict access to pedestrian vehicles and not loading or emergency vehicles. The intent of this road is to provide access for loading and emergency vehicles.



TETRA TECH

- d. This may be tight, but we don't see it as a critical site plan deficiency. If the applicant finds this road to be an issue in the future they could relocate the dumpster and modify the site plan per regulation.
 - e. Compact car spaces have been removed in the latest revision of the plans.
4. The applicant has stated that snow will be removed from the site after each storm. A note has been added to the plan and we would expect that this would be a condition of the approval.
 5. We don't feel that the higher elevations will impact the light level spillage for the site, however if the board feels it appropriate we could request the applicant provide shields at these locations.
 6. There is existing vegetation to remain in this location, however at the eastern most stalls at this location may lack the appropriate shielding. If the board feels it appropriate, additional landscaping could be provided to support the existing vegetation.
 7. There is existing vegetation that will remain at the northeast corner of the property, however there is a section of wall facing the north side of the property that will not have vegetation screening the retaining wall. The board should decide whether some type of screening is appropriate at this location.

The existing vegetation in this area already provides shading. There may be some shading occurring due to the wall height at this location. A shade analysis would need to be completed to determine the actual impact.

8. The applicant will be required to satisfy the requirements of the Conservation Commission through the Notice of Intent process. Also a SWPPP will be required to be provided to the Town prior to commencement of construction. The NPDES permit will provide additional erosion control during construction as well as phasing suggested in the Place letter.
9. A note should be added to protect and maintain existing stone walls not designated to be removed.
10. All proposed utilities do not currently extend to the property line. Although this may be a desired condition to the board to provide potential extension opportunities to the north in the future, we don't feel that it is required to be provided by the applicant at this time.



TETRA TECH

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,

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

P:\21583\143-21583-13004\DOCS\TRI VALLEY COMMONS-REVIEW COMMENT LETTER-2013-05-09.DOC

To: Medway Planning and Economic Development Board

From: Friel Reality II LLC

David Cassidy, James Cassidy, John Cassidy

Re: Tri Valley Commons – Questions

RECEIVED
MAR 26 2013

TOWN OF MEDWAY
PLANNING BOARD

Sheet 2

1. Existing Drainage along west property line (Gould's Plaza). All rainfall runs into existing culvert along property line, there are no catch basins in Gould's parking lot. Where does the water runoff go? Looks like when the culvert fills up with water, it overflows into future Tri Valley Commons property!
2. Wetlands over flow drain crosses Main Street, drain pipe ends behind Little Store. Existing piping is beyond design capacity. Water flow on to Cassidy property, do not want any more upland water!

Sheet 3

3. Existing stonewall along north property line (Freil Reality), do not disturb existing rock wall.
4. For site improvements, what are the required site setbacks...i.e. retaining walls, parking, driveway, overflow spillway, etc.. Do not want car headlights shining on adjacent north property. Provide wood fence and shrub blind along north property line.
5. Retaining wall to close to property line. Retaining wall "area of bearing influence" extends onto Freil Property area. Retaining wall is 21 feet high above grade. Block retaining wall extends below grade, how deep below grade. Trees on adjacent northern property will be impacted, damage to root systems.
6. Where is the snow going to be stored, CB-13 potential blockage and overflow? Do not want snow plowed up on north property line rock wall.

Sheet 4

7. Buildings are within 100 feet wetland buffer. Has a variance been granted? What are the setbacks for site improvements adjacent to the wetlands regarding the 25 feet high

retaining wall? This wall should be considered a building structure, not a site improvement!

8. CB-13 at northeast corner of north parking / drive area. The driveway / parking area along the backside side of building B, C and D is all surface drainage with only one catch basin at the northeast corner. There is no backup/intermediate catch basin to slow surface flow. Location of CB-13 has potential for surface blockage, with potential overflow of retaining wall and spillage onto Freil Reality property.

Sheet 5

9. Location of overflow spillway to close to north property line. Overflow spillway directed at northern adjacent property. Potential overflow onto Freil Reality property, washing silt, salts, oils and contaminants onto Freil Reality property. Overflow spillway needs to be moved away from property line. Will overflow spillway increase wetlands footprint in future. Expansion of wetlands will impact Freil Reality building area.
10. All rain / snow runoff water from Papa Ginos, Gould's Plaza parking lot drains into CB-1 and CB-4. What is underground detention system designed for? Does it include Gould's Plaza runoff? What is detention system designed for? 25yr, 50yr, 100yr?

Sheet 6

11. Northern property line along parking area, provide fence/landscape blind for vehicle headlights. Similar to Walgreens.

Sheet 9

12. Provide double mulch sock along entire northern property line at Friel Reality and easterly following 100 feet wetlands buffer. Erosion control shown on rock wall along northern property line? What is distance of retaining wall from northern property line? No room for erosion control.

General

13. Roadway along western property line dead ends into northwest corner. Drawings do not show that all utilities extend to end of road, i.e. water sewer, gas, electrical conduit with spare, tel/data conduits.
14. Fire truck access around building at northeast corner?
15. Has the Medway Town-Engineer reviewed and approved these drawings?



Places Associates, Inc.

Planning, Landscape Architecture, Civil Engineering and Surveying
Certified WBE

April 22, 2013

Mr. David Cassidy
42 Ellis Street
Medway, MA 02053

RECEIVED
APR 23 2013

Re: Tri Valley Commons
72 Main Street, Medway, MA
Places Associates Project No. 5009

TOWN OF MEDWAY
PLANNING BOARD

Dear Mr. Cassidy,

As requested, this office has reviewed the proposed "Tri Valley Commons" plans as it relates to your abutting property owned by Freil Realty II LLC. Some of our concerns directly relate to the impact on your property while others, such as internal circulation, impact the overall functionality/feasibility of the site as currently proposed. Please note that I did not review this plan for compliance with Medway Zoning and other applicable regulations as the Town will have their own reviews by Professional Engineers and it would be redundant.

Drainage Concerns:

1. There is a detention basin on the Nagog Knoll Realty Trust property. Sheet 5 shows a directional arrow (presumably direction of flow) towards the basin. There is no outlet indicated. Where does the overflow go? Will the retaining wall in cut allow this basin to flow onto the Tri Valley site and into the wetlands?
2. The outlet to the wetlands, shown as a CMP, is not visible in the field. It is our opinion that the applicant should verify it's location and provide modeling of the hydraulic capacity in the drainage calculations. If the culvert is a hydraulic restriction, the level of ponding in the wetlands can be significantly different than the HydroCAD model would imply, potentially impacting your property.
3. There is insufficient information on the downstream conditions and capacity of the existing drainage system or whether the system is full of accumulated sediment and need of remediation.
4. There is a discrepancy between the elevations (and amount of stone) between the drainage calculations and the details provided for the detention/infiltration areas. It has been our experience as inspectors in other towns that the fill material adjacent and below the detention/infiltration areas should be clean gravel fill, similar to a Title 5 septic system in fill.
5. The drainage calculations do not show the connection between the two detention/infiltration areas at DMH -12. This should be included in the model as the combined hydrographs may change the peak rates of runoff to the wetlands and may impact pipe capacities if surcharging occurs.
6. The 24" discharge is near your property and it is recommended that clearly show a swale directing the discharge towards the wetlands and away from the property line, particularly if there is more discharge than currently shown in the calculations.
7. The underground detention/infiltration areas will recharge the majority of the site runoff within 30' of the 20' high retaining wall. This will surcharge the soils behind the wall and likely weep through the wall face. It does not appear that this volume of water has been included in the calculations.

510 King Street, Suite 9, Littleton, Massachusetts 01460

Voice: (978) 486-0334 Fax: (978) 486-0447 E-mail: Places.littleton@verizon.net

8. We note that there are no details for this wall and it will need to be designed and stamped by a Professional Structural Engineer. Setbacks from the face of the wall will likely require a greater setback to the 4' diameter drainage structures (catchbasins 11, 12 and 13). If the wall requires the use of a geogrid, there are strict requirements for structures permeating the grid and should be defined before the plans are approved as it could have direct impact on the location of the wall and drainage structures.
9. As noted above, three double catchbasins are adjacent to the wall at low points. Given the potential for these grates to be partially blocked by snow in the winter or blowing trash/leaves during other seasons, it is our recommendation that high capacity grates be utilized to minimize the potential for ponding adjacent to the wall.

Site Concerns:

1. The 20'+ high retaining wall is shown 2' off the property line. Typically large retaining walls require a footing or level base. Without the design plans, we cannot make a determination as to the actual offset to your property. It is our recommendation that you pursue a formal request from the Building Commissioner as to whether this wall is a "structure" and therefore subject to the same setbacks as a building. This wall is vital to support the soils, parking and buildings. Without the wall, the site development would be significantly reduced. It is noted that any wall greater than 4' is subject to the provisions of the Building Code requiring a pedestrian safe fence at the top.
2. The existing netting to protect the Tri Valley property from golf balls at the driving range is approximately 50-55' high. Many balls were observed on the Tri Valley site, indicating that some balls occasionally exceed the height of the netting. The height of the proposed walls, buildings and appurtenances will be near the maximum height of the netting.

It is strongly recommended that the Tri Valley proponent provide additional netting at the top of their wall to protect their facilities from stray golf balls. You may also want to request that the Planning and Economic Development Board make a finding that the driving range has made a reasonable effort to contain any impact from stray golf balls within their property and that because of the height of the Tri Valley Common development, they are responsible for any additional protection needed.

3. The traffic circulation on the site is very tight. This office has the following concerns regarding circulation and parking:
 - a. The northeast corner of Building D does not appear sufficient for vehicular turns. The edge of pavement scales 18' from the corner of the building. A passenger vehicle has a 15.3' inside and 25.8' outside radius and a SU-30 has 28.4' inside, 42' outside radius. This access is labeled "Fire Lane" and is not accessible by the typical fire apparatus.
 - b. It also is insufficient for delivery box trucks to serve Buildings BCD - there does not appear to be sufficient space to turn around if parking is in use, requiring the vehicle to back down the driveway.
 - c. To access the loading dock for Building F, a truck would logically enter to the northerly entrance by Building E, drive past the loading dock and back in. This driveway is marked "Do Not Enter" prohibiting this movement. This also would impede a front loaded trash removal vehicle from accessing the dumpsters.
 - d. Dumpster location for Buildings BCD also is very tight for front loaded trash vehicles.
 - e. Compact car spaces are typically allowed if they are segregated with signage from regular parking spaces. Typically, they are dispersed throughout a shopping center so that businesses have a similar mix of parking. It is noted that the compact spaces are clustered around Buildings BCD with 49 compact spaces versus 23 regular spaces (excluding HP spaces). This inequitable distribution further impacts circulation as people are more likely to ignore the signage and make the aisles tighter.

Places Associates, Inc.

510 King Street, Suite 9, Littleton, Massachusetts 01460

Voice: (978) 486-0334 Fax: (978) 486-0447 E-mail: Places.littleton@verizon.net

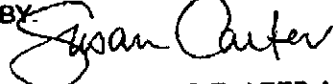
4. The plans do not have any indication of snow storage on site.
5. The lighting plan provides full cut off lighting with shields. However, the light spillage is likely to be greater with the elevated site allowing light over the retaining walls. The photogrammetric plan does not take this into consideration.
6. No screening has been provided to shield your property from headlights from the on-grade parking behind Building B.
7. No plantings have been proposed to break up the view of the wall and buildings to minimize the visual impact to your property. It is recommended that vegetation be utilized to break up the massing of the wall and buildings on the sides and rear of the Tri Valley site as it faces your property. We also note that this wall will be to the south of your property, creating a significant area of shade/shadows on your property which may impact existing vegetation.
8. The construction and Erosion Control notes are lacking. The construction sequencing is critical in the control of sediment while the site is under construction. Mulch socks may be sufficient once the wall is constructed and stabilized but is insufficient during the grubbing and stripping of the site. It is our recommendation that you request a more detailed plan, including intermediary erosion control and temporary settling basins as is required for the Stormwater Pollution Prevention Plan (SWPPP) under the National Pollution Discharge Elimination System (NPDES) permit.
9. Plans should have provisions to protect the existing stonewall which is the common property line.
10. We note that they have extended the driveway to your property. It is recommended that all utilities be extended and capped at the property line if any future connection is likely. It should also be noted that you will need easements from both the Tri Valley Commons site as well as the Nagog Knoll Realty Trust if this access is to be used in the future.

If you or any of the Town Boards/Commissions have any questions regarding this review, please feel free to contact the undersigned. When you receive responses to these comments, please forward them to me for final review.

Thank you,

Places Associates, Inc.

BY



Susan E. Carter, P.E., LEED AP
President

Places Associates, Inc.

510 King Street, Suite 9, Littleton, Massachusetts 01460
Voice: (978) 486-0334 Fax: (978) 486-0447 E-mail: Places.littleton@verizon.net

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
MAY 23 2013

TOWN OF MEDWAY
PLANNING BOARD

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

FROM: CALARESE PROERTIES, INC.

RE: TRI VALLEY COMMONS

DATE: May 22, 2013

Dear Chairman Rodenhiser and Members of the Board:

As you know I represent Calarese Properties, Inc. (the Applicant). In anticipation of the continued public hearing scheduled for May 28, 2013, I am writing to provide you with a formal response to the letter dated May 8, 2013 submitted by the Town of Medway's Design Review Committee ("DRC"). I will attempt to respond to the DRC's letter on a point by point basis. It is the Applicant's intention, by way of submission of this response, to bring closure to the ongoing discussion related to the architectural design of the buildings, and the location, design, and composition of the retaining wall. Thereafter the Applicant expects to focus on any remaining issues this Board may have concerning compliance with the rules and regulations necessary to achieve approval of this project as those criteria are articulated in Article V, Section C (Site Plan Review and Approval) of the Town's Zoning Bylaw.

Prior to addressing the questions, comments and concerns of the DRC, it is imperative to note that the Applicant, in an attempt to meet the design concepts suggested by the DRC, choose building styles, locations, colors and roof lines that are both acceptable to the DRC and at the same time conducive to attracting appropriate commercial tenants. The Applicant intends that Tri Valley Commons will be not only physically attractive, but also financially successful.

The DRC letter as submitted contains a series of unnumbered "bullet points", this response will attempt to touch upon all of the bullet points and will address the unnumbered paragraphs beginning on the first page after the phrase "Our recommendations are as follows"

- 1) The Applicant's plans were reviewed and changes and revisions were made to include different roof lines and materials. The Applicant is not able to identify what does or does not "agree with

Medway's architecture" but believes the project as presented is sensitive to the DRC's desire to maintain a "New England style".

- 2) The long building in the back has been modified to include the DRC's suggestions regarding different setbacks.
- 3) The building designs as submitted for buildings b, c, and d include renderings of three sides. The Applicant believes the presentation of the "front building" together with the proposed landscape plans meet all of the criteria articulated Section C (1) (e) 1-13 of the Zoning Bylaw.
- 4) Prototypical signage for the Advanced Auto Parts building was shown. It consists of individual raised letter and no "raceway". Additionally criteria for sign drawings have been submitted.
- 5) The Applicant agrees that the proposed building design for the Southwest corner has not been submitted. As previously stated at earlier meetings, the Applicant has yet to receive building designs from the proposed tenant. The Applicant is aware that this building will be subject to further review, but wishes to point out that the present building location and configuration, due to the driver thru, will be submitted as per the present plans. The Applicant does not wish to move, rotate or alter the building's location.
- 6) The Applicant has submitted the landscape plan to the Board and believes same to be inclusive of any and all of the Board's concerns for proper site landscaping.
- 7) The sign as presented is in the location the applicant believes is best suited for the site and expects that the sign will conform to the requirements as to size and location that are articulated in the Zoning Bylaw.
- 8) The Applicant's photometric plan as submitted properly addresses the lighting needs for a commercial plaza. It addresses all aspects relevant to the site plan process, including the safety of the intended customers and the spill over to abutting properties. As to the issue of Route 109 street lighting, the applicant does not intend to provide this lighting as part of its proposed mitigation plan.
- 9) The Applicant has shown a location for two bike racks. Dumpster location and screening details were provided.

The remaining portion of the DRC's letter deals with the retaining wall. The applicant believes that the DRC will not recommend the wall as presently displayed. The applicant has previously incorporated many of the DRC's recommendations, and at this time has decided to submit the wall, as presently designed, to the Board for approval.

Site Plan Considerations:

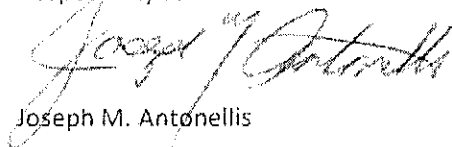
At the present time, the applicant believes that the Board has been presented with sufficient information to make the following findings:

- 1) That the buildings, uses and site amenities are properly located on the site in relation to the terrain and scale of other buildings in the vicinity and in accord with the other commercial establishments located along Route 109.

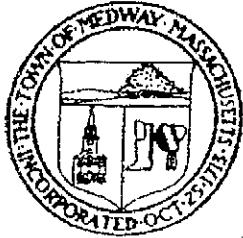
- 2) That the construction of the buildings and installation of site amenities have been thoughtfully designed and are compatible with Medway's own New England style as that style exists on other commercial sites along Route 109.
- 3) That adjacent property is properly protected from harmful effects of noise, glare of headlights and other light sources generated by the proposed use of the site.
- 4) That notwithstanding the need to alter the topography of the site, a significant amount of the natural landscape has been preserved and incorporated into the site design.
- 5) That the site has been properly designed to insure that all necessary loading, parking and site access is safe and reasonable.
- 6) All sewers, water and other utility needs are present, and all areas for storage of waste have been properly designed.
- 7) Pedestrian access and parking areas have been properly designed to insure safe use of this site.
- 8) Convenient access has been provided for firefighting and emergency vehicles.
- 9) Satisfactory measures have been provided to handle all drainage including post development surface water.
- 10) Public access and interior drives have been properly designed to insure safe access and egress.
- 11) The potential effects of the project on traffic, municipal services, utilities and other environmental and social concerns have been identified and evaluated.
- 12) Site design modifications have been implemented during the hearing process to lessen or eliminate and chance of negative impacts on surrounding areas.
- 13) The applicant has established a mitigation plan that meets or exceeds the requirements of the Bylaw.

The applicant remains committed to working with this Board to insure that Tri Valley Commons will be a successful development that will be a compatible with and contribute to the continued commercial growth along the Route 109 corridor.

Respectfully submitted



Joseph M. Antonellis



Town of Medway
DESIGN REVIEW COMMITTEE
155 Village Street
Medway MA 02053
508-533-3291
drc@townofmedway.org

May 8, 2013

To: Medway Planning and Economic Development Board

Re: Tri Valley Commons Site Plan
74 Main St
Medway, MA 02053

RECEIVED
MAY 08 2013

**TOWN OF MEDWAY
PLANNING BOARD**

Dear Members of the Medway Planning and Economic Development Board,

The DRC has met with the applicant three times beginning in October of 2012, to review the proposed site plan and building designs for Tri Valley Commons. The DRC has the following concerns regarding the site plan and building design for Tri Valley Commons as proposed to-date:

Building Elements.

The DRC has communicated a variety of recommendations regarding architecture during our ongoing meetings with the applicant. Many of these have been successfully employed and the DRC is pleased with the progression of the overall architecture. We await material samples to confirm color and form in order complete our review of the propose buildings, thus far.

Our recommendations are as follows.

- Create architecture with rooflines and facades that are varied and stylistically consistent with the intimate and suburban New England qualities of Medway, in place of a formulaic repetition of form that imparts a routine of the strip-mall. In order to develop scenic and aesthetic qualities in a manner that reflects traditional New England styles, each structure should also employ materials and colors that agree with Medway's architecture.
- The long building at the back of the site contains three sections that incorporate setbacks. This provides the opportunity to create architectural variety for each of the three buildings. Use of different materials and, or colors can establish this change.
- The DRC would like to see the elevations showing the development of three sides of the existing buildings. The rear building will be visible from the front, west side and eventually the rear as adjacent lots are developed. If not developed, screening should be

Design Review Committee Members

Matthew Buckley, Member & Chairman
Julie Fallon, Member & Vice Chair
Bruce Hamblin, Associate Member

*Karyl Spiller-Walsh Planning and Economic
Development Board Liaison*
Rod MacLeod, Member

Rachel Walsh, Member & Corresponding Secretary
Mary Weafer, Member

proposed. The front building will be visible from all four sides. The rear portion of the building has not been illustrated and no screening has been proposed.

- The applicant has indicated that they established the architectural style and signage for the Advanced Auto Parts in the main portion of the front building in their agreement with their tenant. The DRC has not reviewed these details.
- The designs for the proposed pad site at the Southwest corner of the plaza have not been submitted. The DRC requests that the applicant submits plans prior to establishing them with any tenant.

-The designs of that site should reflect Medway's New England architectural style as detailed in the *Medway Design Guidelines*.

-The DRC has previously suggested that the position of the building be rotated to prevent the side visible, as entering the plaza, from being that back of the building and location of the drive-thru ques.

-The applicant's engineer has indicated that the plaza was originally designed for a central entrance between the front two buildings, thus placing this portion of the Southwest building at the rear. The plans have not been updated to address the new West side entrance; therefore, the drive-thru remains at the front rather than the rear.

- The DRC has reviewed a proposed internal landscaping plan. The overall plan is adequate but should include larger more mature examples where possible. The greening of walkways and common space will further develop the aesthetic appeal of the site.
 - The DRC has reviewed a proposed ladder sign. Our recommendations have included minimizing the scale of this sign and developing a consistent signage program for the entire site.
 - The DRC has reviewed the proposed lighting fixtures. The DRC recommends using lighting that promotes a dark sky standard. The style of the proposed light fixtures should be sympathetic to the adjacent architectural styles. The modern streamline forms of the proposed fixtures differ from the proposed aesthetic.
- Where the applicant will be providing street lighting at Rte 109, consistent with the entire corridor of the reconstruction, the DRC recommends that a style of fixture be chosen from the "family" of similar forms to maintain a consistent aesthetic and provide an example for adjacent sites. This information can be attained from the Route 109 Design Committee.
- The DRC has not been provide plans, nor reviewed the following important elements: dumpster enclosures/screening, benches, trash containers and bike racks

Retaining Wall.

It is the finding of the DRC that the proposed wall is incompatible with Medway's New England architectural style as detailed in the *Medway Design Guidelines*, and does not properly relate in scale or terrain to any adjacent site or neighboring property as called out in the Site Plan Rules and Regulations.

-Due to the magnitude of the proposed wall the DRC requests that the PEDB explore any and all methods to mitigate the scale and visual impact of this proposed wall.

- To minimize the harmful visible effects of the proposed wall on surrounding areas and promote functional and aesthetic design the DRC recommends each of the following:

- Minimize scale and mass, by lowering site elevation, terracing, earth mounding, etc.
 - The height of the wall, especially adjacent to Rte 109 and pedestrian walkways, should be constrained to an appropriate human scale. The DRC suggests a height no greater 7-8 feet. The additional proposed barrier fence at the top of the wall will greatly increase the proportion of height. By reducing the height of the wall, portions of this fence safety may be eliminated. This will serve to reduce scale and diminish the appearance of an elevated enclosure.
- Select wall materials that are indigenous and consistent with surrounding architectural styles in both color and form. Choose stone patterns that mimic natural stone walls found throughout Medway.
- Create a curved or coffered corner at the Southeast corner of the wall to reduce harshness of the abrupt corner and aid screening techniques.
- Choose appropriate fencing materials, where required, which are consistent with surrounding architectural styles, such as vertical rail fencing.
- Employ a well-developed landscape plan to buffer the large portion of the wall adjacent to Main Street/Rte. 109. This should include larger-mature selections at build-out, to screen wall height, as well as variety of evergreen species to provide year-round coverage.
- Provide plantings at the top of the wall to screen the full height of the proposed fence, such as a maintained hedge type planting.
- Propose a plan to mitigate and eliminate potential graffiti, especially at the large and lengthy East and North facing sections of the proposed wall.
- The formation of a stubbed road at the Northwest corner of the property indicates planning for a through road to adjacent property.
 - The wall along that Northern edge achieves a considerable height and will also include an additional six-foot fence on the top.
 - A less expensive and less aesthetically pleasing material has been proposed for this section.
 - This lengthy section would be built within feet of the property line. No screening has been proposed.
 - The DRC has been unable to suggest an appropriate screen that can be applied to the very narrow strip at the foot of the wall.
 - The DRC is concerned over the long-term effect this will have on the aesthetics and consequent viability of the adjacent property.

Sincerely,



Matthew Buckley
Chairman

cc: John Emidy, Building Commissioner

Susan Affleck-Childs

RECEIVED
MAY 23 2012

From: Bill Scully [BScully@greenintl.com]
Sent: Wednesday, May 22, 2013 9:10 PM
To: Susan Affleck-Childs
Cc: michael.hall@tetrattech.com; RVCAl@caldevel.com; david.pellegrini@tetrattech.com
Subject: Tri Valley Commons Traffic Follow Up
Attachments: 12012.004 Tri-County Commons LOS and Queue Analysis.pdf; 12012.004 Tri-County Commons WBR Analysis.pdf; AutoTurn Left into Site & Dunkin.pdf

TOWN OF MIDWAY
PLANNING BOARD

Susy
276 pages

53 pages

1 page attached

Attached are a number files that were requested by Mike following the last meeting. They include the following:

1. Summary Tables and all back up calculation sheets for LOS and queue analysis for the Build Weekday AM and PM Peak Hour condition under existing signal timing, proposed GPI signal timing and our suggested timing.
2. Summary tables and back up calculations sheets for LOS and queue analysis for the Saturday No Build and Build conditions. The Build conditions were analyzed under existing timing, proposed GPI timing and our suggested timing.
3. Summary table and back up calculations for LOS and queue analysis for Build conditions with and without a westbound right turn lane.
4. Auto Turn sheet illustrating opposing left turn movement on Route 109 at the proposed Tri Valley site drive.

The Simtraffic analysis was redone adjusting the simulation to 60 minutes as requested. I will follow up with Mike later in the week.

Thank you. If there is anything else needed or any questions, do not hesitate to contact me.

Bill
Director of Transportation Planning
Green International Affiliates, Inc.
239 Littleton Road
Westford, MA 01886

978-923-0400
508-395-3334 (cell)

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. This communication may contain material that is confidential in nature. If you are not the intended recipient or the person responsible for delivering the e-mail for the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you believe you have received this e-mail in error, please immediately notify Green International Affiliates, Inc. by telephone at (978) 923-0400 or reply to this e-mail indicating in subject line "Received in error" and then delete the message you received. Thank you.

Susan Affleck-Childs

From: Bill Scully [BScully@greenintl.com]
Sent: Thursday, May 23, 2013 2:48 PM
To: Susan Affleck-Childs
Cc: michael.hall@tetrattech.com; david.pellegrini@tetrattech.com; jdiaz@gpinet.com; 12012002
Medway Tri-Valley Commons Village Plaza Development; Nadia Bosan
Subject: Medway Tri Valley
Attachments: Pavement Markings_Match to Existing.pdf; Pavement Markings_Match to GPI.pdf

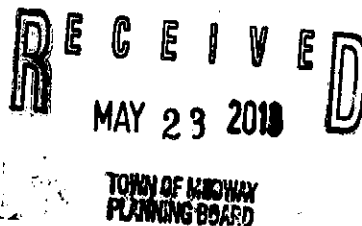
Susy

I think the one last item was to clarify the pavement markings. Along that line, I have attached two sets of markings plans: our project matching "existing"; and our plan matching the future GPI plan (that requires modifications presuming the signal location changes and this is reflected).

Thank you and if you have any other questions, do not hesitate to contact me.

Bill
Director of Transportation Planning
Green International Affiliates, Inc.
239 Littleton Road
Westford, MA 01886

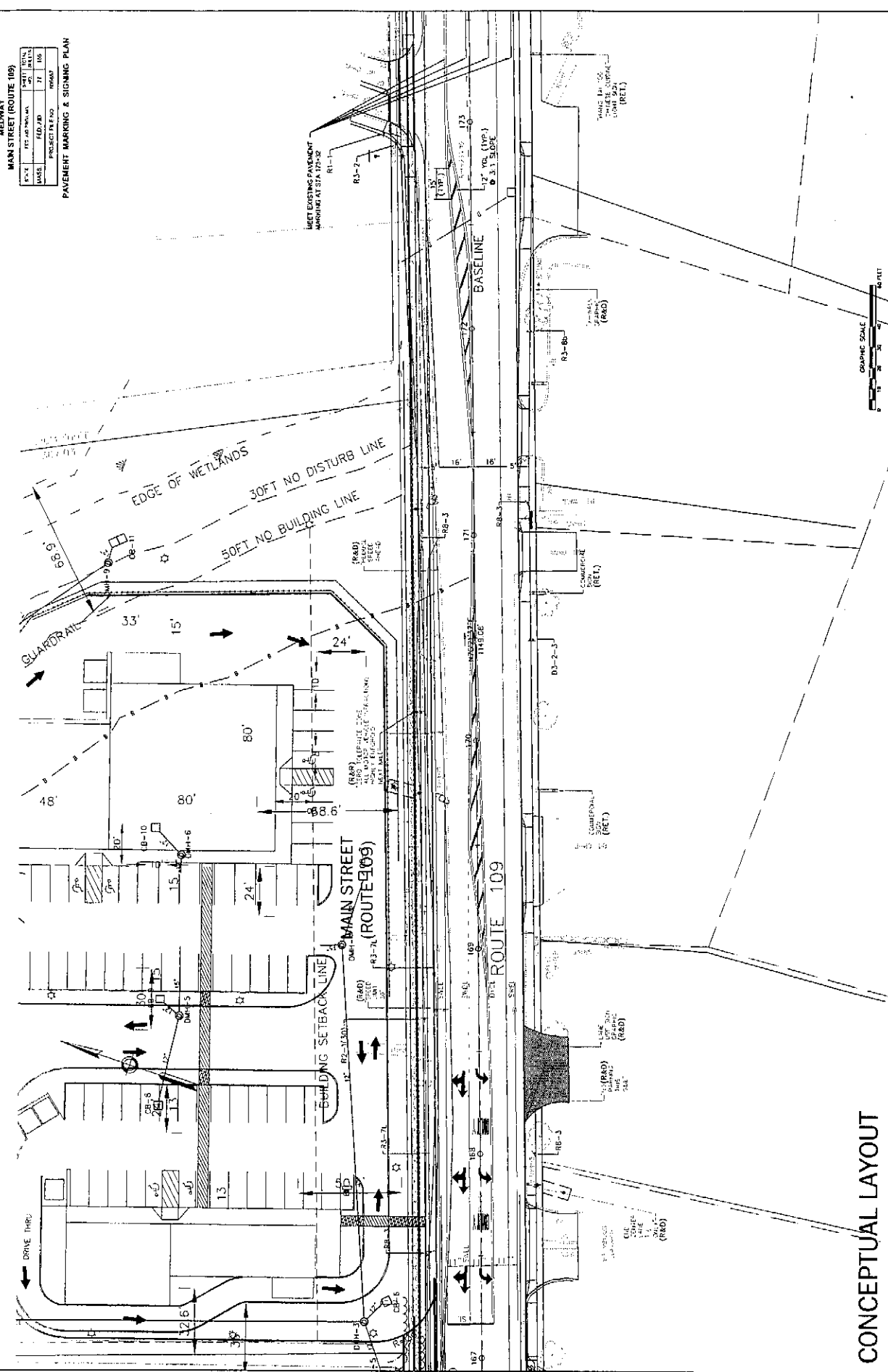
978-923-0400
508-395-3334 (cell)



This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. This communication may contain material that is confidential in nature. If you are not the intended recipient or the person responsible for delivering the e-mail for the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you believe you have received this e-mail in error, please immediately notify Green International Affiliates, Inc. by telephone at (978) 923-0400 or reply to this e-mail indicating in subject line "Received in error" and then delete the message you received. Thank you.

**MEDWAY
MAIN STREET (ROUTE 109)
PAVEMENT MARKING & SIGNING PLAN**

DATE	BY	APP'D
11/11/11	11/11/11	11/11/11
BASE	DESIGN	FI
PROJECT FILE NO.	NO.	NO.



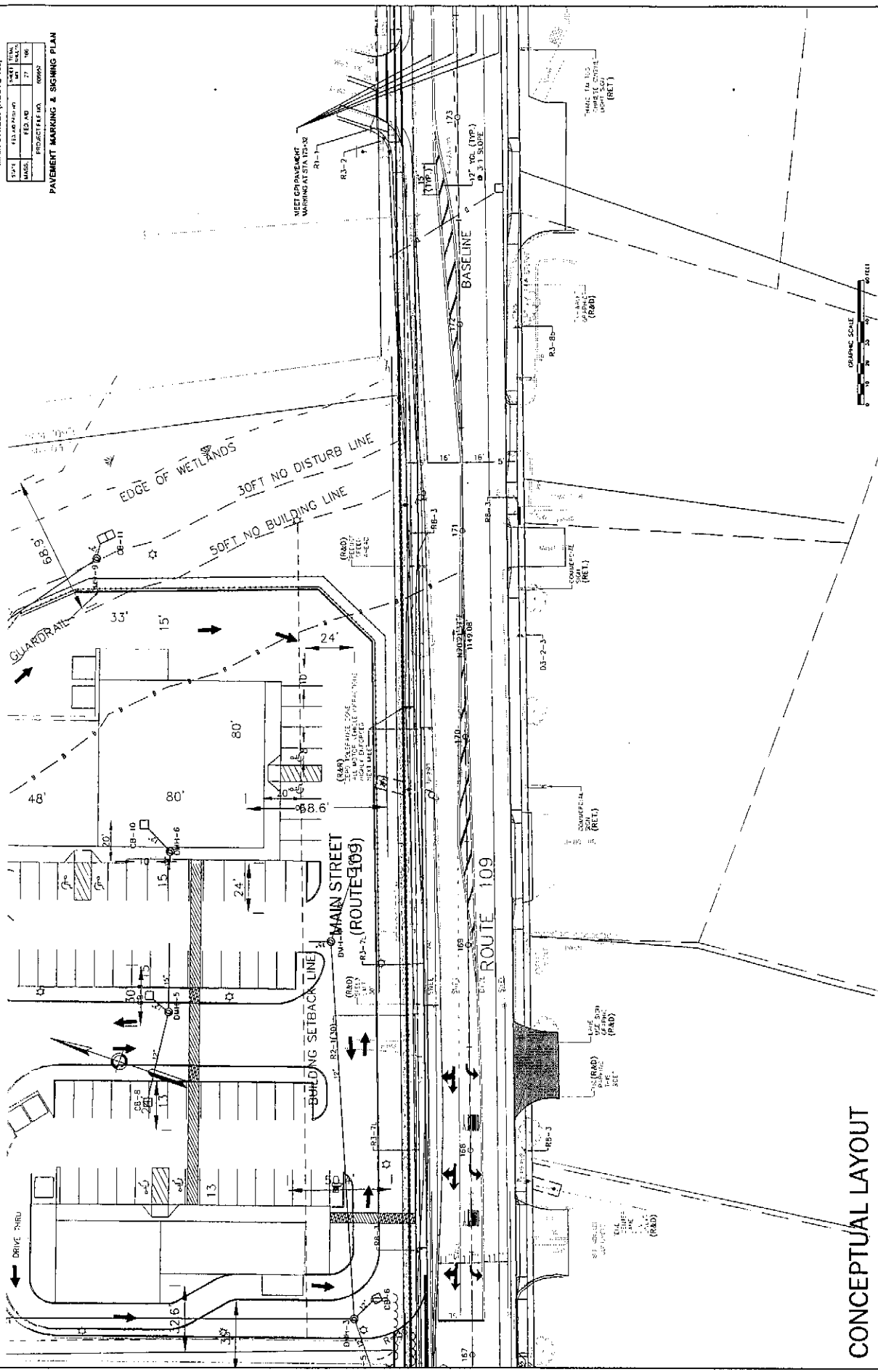
CONCEPTUAL LAYOUT

4. Check of
 3. Design
 2. Review
 1. Check
 0.00/0.00

**MEMWAY
MAIN STREET (ROUTE 109)**

DATE	DESIGNED BY	DATE	SCALE
11/10/08	MD/ML	11/10/08	AS SHOWN
MADE	RED LID	77	1/8"
PROJECT FILE NO.	00000		

PAVEMENT MARKING & SIGNING PLAN



CONCEPTUAL LAYOUT

IN CHARGE OF
 DRAWN BY
 CHECKED BY
 DATE

PRINCIPALS

Robert J. Michaud, P.E.
Ronald D. Desrosiers, P.E., PTOE
Daniel J. Mills, P.E., PTOE

May 23, 2013

Ms. Susan E. Affleck-Childs
Medway Planning and Economic Development Coordinator
155 Village Street
Medway, MA 02053

RECEIVED
MAY 24 2013

**TOWN OF MEDWAY
PLANNING BOARD**

Re: Review of Tri Valley Commons Access Plans, 72 Main Street
Medway, Massachusetts

Dear Ms. Affleck-Childs:

MDM Transportation Consultants, Inc. (MDM) has been retained by Dr. Robert L. Cooper, owner of the MetroWest Health Center property at 81-B Main Street, to review proposed access plans for the Calarese development referred to as "Tri Valley Commons" at 72 Main Street. This letter identifies a number of concerns relative to the signal that lead MDM to conclude that (a) improvements as currently planned for Tri Valley Commons are inconsistent with standard modeling protocols and engineering design practices and stand to impair travel along Route 109, and (b) proposed signal and roadway improvements in their current form stand to materially impair access to the Metrowest Health Center – an ambulatory urgent care center that provides vital service to acute care patients. MDM, acting in its role as advisor to Dr. Cooper, has therefore identified an alternate (concept) improvement plan that we propose be vetted among the Applicant, Town, MassDOT and directly impacted abutters (MetroWest Health Center and Dunkin Donuts) before any final actions or decisions are made by the Planning Board on the subject application.

Our review is based on the following documentation and supporting technical appendices:

- *Traffic Impact and Access Study (TIAS), Proposed 72 Main Street Tri Valley Commons Development – Medway, MA; by Green International Affiliates, Inc.; December 2012.*
- *Preliminary Conceptual Access Plan, Tri Valley Commons; by Green International Affiliates, Inc.; October 26, 2012.*
- *Response to Traffic Study Comments, Proposed Tri Valley Commons; by Green International Affiliates, Inc.; April 18, 2013.*
- *Massachusetts Department of Transportation Highway Division 25% Design Plans, Reconstruction of Main Street (Route 109) in the Town of Medway; by Greenman-Pederson, Inc.; September 2011.*

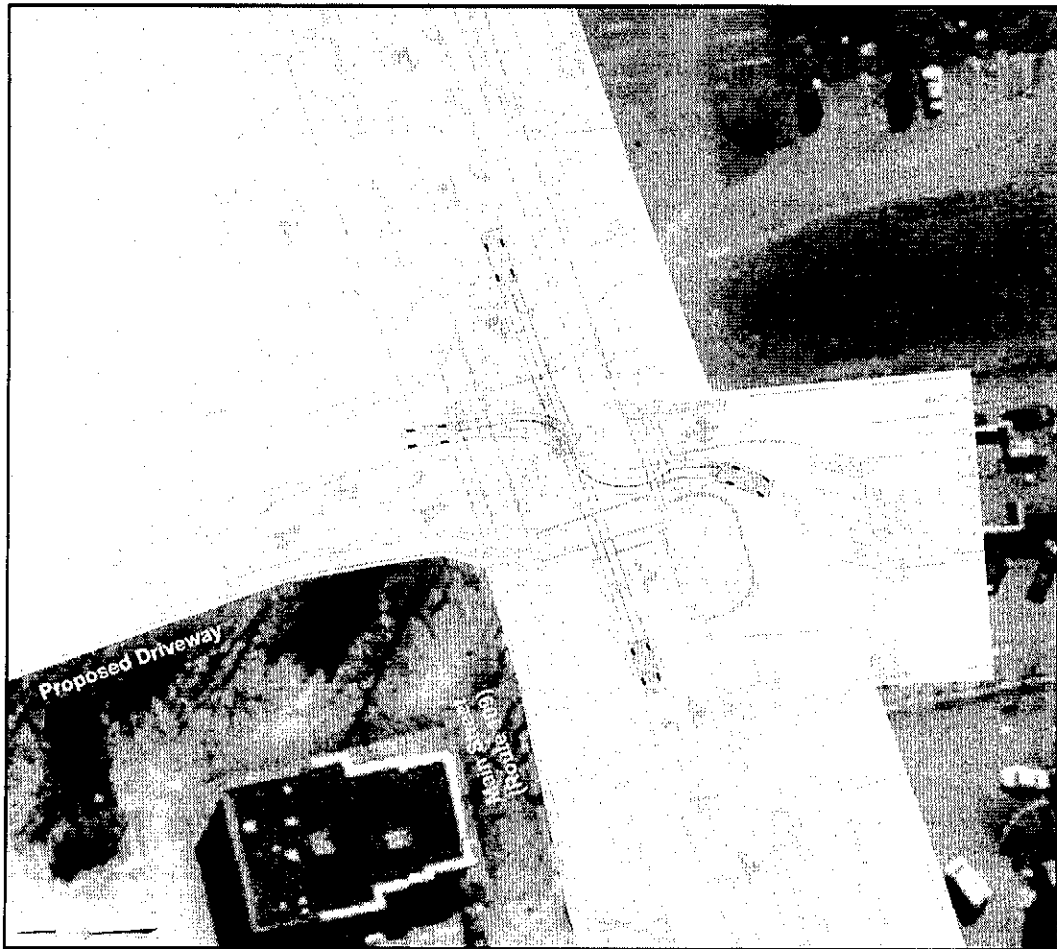
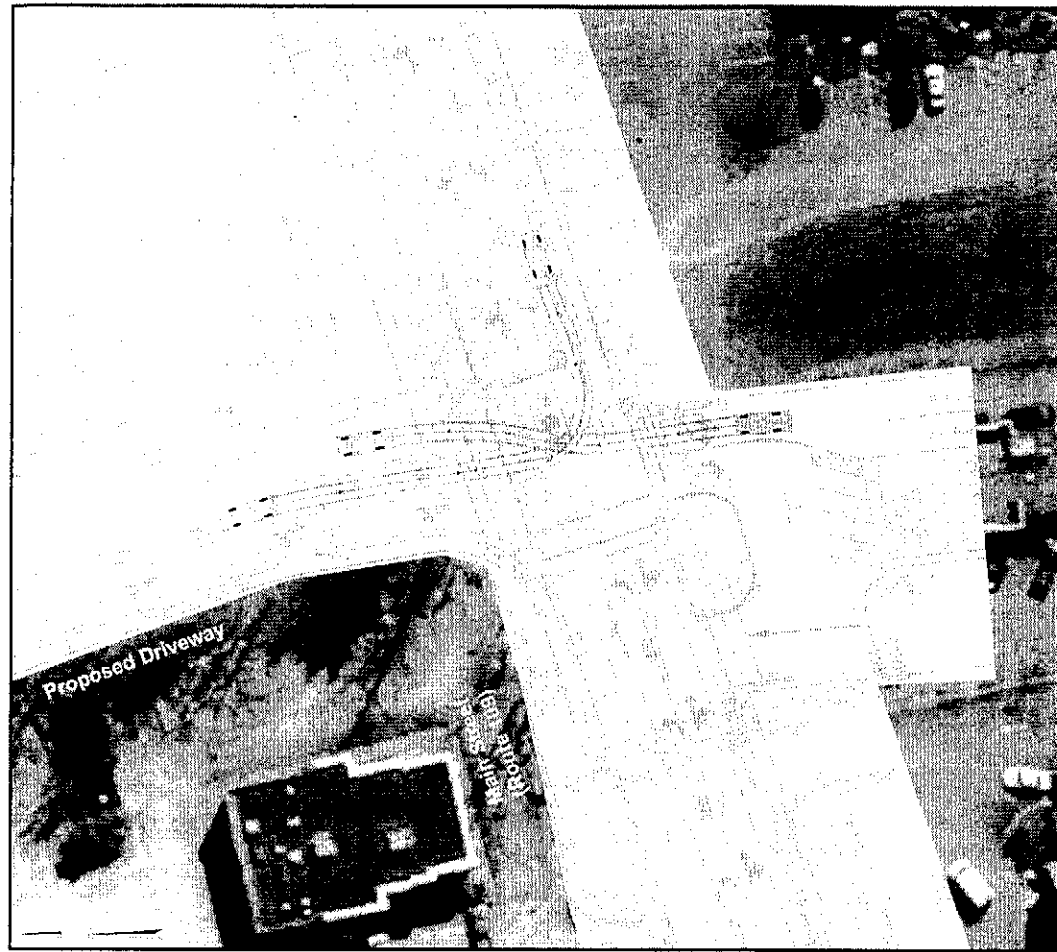
Note that our review focuses specifically on the proposed traffic signal and roadway modifications along Route 109 to support the Tri Valley Commons project and is not intended to provide specific comment on impacts to other local driveways and local roadways.

CURRENT PLAN DEFICIENCIES

The following is a brief summary of issues/concerns relative to the currently proposed improvement plan for the Tri Valley Commons and associated analysis:

- *Skewed Intersection Geometry.* The proposed Tri Valley Commons driveway has been conceptually designed at a skewed angle with respect to Route 109. Based on the current design and alignment, left-turns into Dunkin Donuts will be in direct conflict with left-turns into the proposed Tri Valley Commons driveway. Additionally, the current design the exit lane for Dunkin Donuts is aligned with the left-turn lane for the Tri Valley Commons driveway. **Exhibit 1** illustrates the resulting vehicle conflicts within the intersection based on AutoTurn® modeling software. Avoidance of these inherent conflicts may be achieved by revising design to accommodate traditional “perpendicular” intersection alignment.
- *Lack of Pedestrian Accommodation.* The concept lacks full accommodation of pedestrian features, which should include (a) the planned sidewalk alignment on the south side of Route 109, and (b) a crossing on the east side of the intersection. Accommodation for a crosswalk on the westbound approach would require moving the Stop Line further west, effectively placing the MetroWest Health Center driveway within the confines of the signalized intersection but without the benefit of signal control.
- *Corridor Vehicle Queue Impacts.* Proximity of the signal along the corridor is incompatible with 25% design plans which propose a signal approximately 300 feet to the west at a nearby Gould’s Plaza. This placement will undermine the ability for progressive traffic flow along the corridor, as the close signal spacing will result in regular queue impacts between these planned signals during peak hours. MDM advises that one or these two signals should be eliminated on this basis. Further, the access/egress to Metrowest Health Center (81B Main Street) is effectively within the intersection at Tri Valley Commons and has not been incorporated into the traffic signal plan. The proposed traffic signal will result in queues that materially impair the ability for patients, ambulances and staff to exit left onto Route 109.

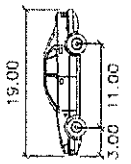
MDM



Site Plan Source: Green International Affiliates, Inc.

Exhibit 1 Auto Turn Analysis Passenger Car

Passenger Car
 Width : 7.00 FT.
 Track : 6.00 FT.
 Lock to Lock Time : 6.0 SEC.
 Steering Angle : 31.6°



MDM TRANSPORTATION CONSULTANTS, INC.
 Planners & Engineers
 25 Lord Road, Suite 200
 Marlboro, MA 01752

Scale: As Shown
 DWS No. 710-00000-00000-00000
 Date: May 2019
 Project No. 710

- *Additional Lane Requirements.* Given the high volume of traffic along Route 109 westbound, specifically, during the weekday evening peak hour (>800 vph) and the high right turn volume estimated to be entering the proposed Tri Valley Commons (165± vph) – an exclusive westbound right-turn is recommended along Route 109 along the Tri Valley Commons Site frontage.

Intersection Modeling Deficiencies

Review of capacity analysis inputs and SimTraffic modeling results indicate a number of deficiencies that should be addressed by the Applicant to properly consider operations and queuing as follows:

- Synchro® software defaults were used for the minimum initial green times (4 seconds), which are inconsistent with MassDOT standards being used along Main Street (Route 109) as outlined in the 25% design plans.
- Traffic signal clearance times (yellow and all red) are significantly lower than clearance times used by MassDOT at other nearby signals. The final design of clearance times should be consistent with standards being used along Main Street (Route 109) as outlined in the 25% design plans.
- The use of a “Max recall” for the side street approaches in the analysis is atypical and inconsistent with MassDOT standards being used along Main Street (Route 109). This methodology favors the side-street approaches and generally result in excessive delays and queuing along the Route 109 corridor.
- Inconsistent traffic signal phasing is proposed: analysis assumes a side-street split phase during the AM peak hour and concurrent phase during the PM peak hour. The use of various phasing sequences during various study periods would typically result in driver confusion. MDM further notes that skewed intersection geometry (as described above and shown in Exhibit 1) creates vehicle conflicts on Route 109 that may require phasing restrictions unless improved geometry is provided.
- Capacity analysis uses a substandard pedestrian crossing time of 8 seconds; approximately 21 seconds or more is required based on standard industry practice and should be corrected accordingly in the analysis.

- Traffic simulation modeling (SimTraffic®) results provided in the Appendix of the Response to Traffic Study Comments Report appear to have utilized single, short (15 minute) analysis period, resulting in results that are notably different than Synchro output. The simulation runs also continue to assume “lead/lag” signal phasing and does not include an AM peak period simulation run. Recommended modeling protocols using SimTraff ® requires averaging of multiple simulation runs to present reasonable results. Resulting queue results for Route 109 are also incorrectly reported for the westbound direction, which appears to inadvertently exclude a portion of the queue reported in the computer output. Cumulative queues per SimTraff® output (notwithstanding the need for updated simulations) indicate a queue length that approaches the Holliston Street signal during the weekday afternoon peak hour; AM simulations are likely to show queue impacts to the nearby planned signal just west of the site.

In summary, MDM advises that substantial modification of the proposed signal and roadway improvements is necessary to address the above deficiencies and concerns. Current design results in notable operational and queue impacts along Route 109 including a substantial and material impairment of access serving the MetroWest Health Center.

RECOMMENDED INTERSECTION ALTERNATIVE

MDM has developed an alternate intersection design concept at Tri Valley Commons that incorporates the Metrowest Health Center’s driveway into a single, signalized intersection that provides more traditional roadway alignment, pedestrian accommodation and that also accommodates access needs of the adjacent Dunkin Donuts use. This alternative also comports with comments provided by the Town’s peer review consultant (Tetra Tech). A conceptual plan prepared illustrating a shared driveway for Metrowest Health Center and Dunkin Donuts is shown in **Exhibit 2** for consideration by the Planning Board and Applicant. Key features of the plan are as follows:

- Inclusion of the MetroWest Health Center driveway as the southerly leg of the intersection, directly opposite the Tri Valley Commons, to include separate turn lanes;
- Modification of the Dunkin Donuts driveway to provide access to the proposed signal by cross-access easement agreement;
- Inclusion of all planned sidewalks along Route 109 and pedestrian crossings at each of the intersection approaches;
- Simplified signal phasing that allows concurrent side-street operation and protective-permissive left-turn phasing on Route 109;

Ms. Susan E. Affleck-Childs


May 23, 2013

Page: 5

- A westbound right-turn lane serving Tri Valley Commons, thereby increasing efficiency of through traffic flow on Route 109 in the westbound direction.

I anticipate that the above concerns and suggestions will be presented and discussed at the scheduled May 28, 2013 Planning Board hearing. While a more thorough evaluation of the alternate plan is required by the Applicant - including details relative to implementation, required property agreements, etc. - it is the opinion of MDM that a more mutually satisfactory roadway improvement plan is possible and should be appropriately considered by all impacted parties prior to any formal decisions or approvals by the Planning Board.

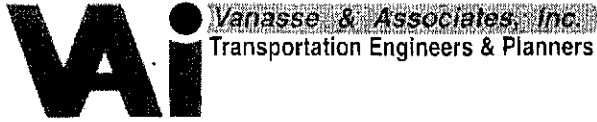
Sincerely,

A handwritten signature in black ink, appearing to read "R. Michaud", with a large, stylized flourish at the end.

Robert J. Michaud, P.E.
Managing Principal

CC: Dr. Robert L. Cooper
Atty. Paul Faxon

MDM



10 New England Business Center Drive
Suite 314
Andover, MA 01810-1066
Office 978-474-8800
Fax 978-688-6508

Ref: 6501

May 28, 2013

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

RECEIVED
MAY 28 2013

TOWN OF MEDWAY
PLANNING BOARD

Re: Transportation Peer Review
Tri-Valley Commons
Medway, Massachusetts

Dear Mr. Chairman:

Vanasse & Associates, Inc. (VAI) has been retained by Medway Realty LLC, the owners of the Medway Shopping Center (The "Center"), to review the proposed changes along Main Street (Route 109). As you are aware, improvements are proposed along the corridor as part of the MassDOT Project Number 605657 and the proposed Tri Valley Commons retail development. As part of our effort, we have reviewed the numerous technical documents prepared by Green International Affiliates, Inc., who represents Tri Valley Commons project, GPI who represents the MassDOT/Town and Tetra Tech, who is the Planning and Economic Development Board's peer review consultant. In addition, to our field review of existing traffic conditions along the corridor during peak periods, VAI has attended the following meetings.

- April 23, 2013 Planning and Economic Development Board (the "Board") meeting
- May 1, 2013 MassDOT – 25% Design Review Public Hearing
- May 8, 2013 Planning and Economic Development Board Meeting
- May 16, 2013 meeting with Dave D'Amico (Deputy Director DPW) and John Diaz (GPI)

We have refrained from providing any comments to the Board during the hearing process as the Tri Valley Commons traffic studies have not been finalized and only at the May 8, 2013 hearing was the completed Saturday traffic analysis submitted to the Board.

Our comments are in two areas of the corridor including 1) the Medway Shopping Center section, and 2) the Tri Valley Commons intersection and are as follows:

1. Medway Shopping Center

MassDOT presented the corridor plan at the May 1, 2013 public hearing which provides for two traffic signals at the easterly and westerly ends of the Center. The owners of the Center strongly support this current plan and are committed to working with MassDOT and the Town on the necessary coordination for necessary on-site modifications to implement the proposed improvements. Should the Board, MassDOT and The Route 109 Design Committee permit the easternmost traffic signal to be relocated to Tri Valley Commons and that project is ultimately built, the owners of the

Center will work with the Town and MassDOT to determine the most appropriate location for a single signalized location serving the Center. This proposal was preliminarily discussed at our May 16, 2013 meeting with the Town. In this circumstance, Medway Realty LLC expects the sole cost and expense of any internal traffic reconfiguration necessary to accommodate a single traffic signal serving the Center would be the obligation of Tri Valley Commons, and the requirement for such mitigation must be included in any required approval for this change.

2. Tri Valley Commons Intersection

A traffic signal has been proposed at the Tri Valley Commons intersection with Route 109 opposite the Dunkin Donuts. This location is approximately 850 feet west of the Route 109/Holliston Street signalized intersection and, while providing improved access and egress to Dunkin Donuts, several design issues still remain unresolved. In a letter dated March 21, 2013 from the Route 109 Design Committee to the Planning and Economic Development Board, the Committee supported this new traffic signal only if the traffic signal was “contingent upon additional analysis paid for by the applicant and favorably reviewed by the Route 109 project engineers, GPI”. The vote also states “the additional analysis should focus upon the area to the west of the proposed relocated traffic signal”, meaning the Center. The final supporting analysis of the change was only submitted to the Town on May 8, 2013 and, at this time, is under review by GPI or Tetra Tech representing the Town. In order to assist in the review, we offer the following comments:

- Route 109 westbound right-turn lane at Tri Valley Commons Driveway

With peak hour right-turn volumes of 165 during the weekday evening peak and 223 during the Saturday midday peak hour, a right-turn lane is clearly warranted. Interesting to note the volumes are almost exactly the same as the right-turn volumes at Medway Commons where a right-turn lane was required by the Town. (Weekday evening Tri Valley Commons - 165 vehicles and Medway Commons - 168 vehicles; Saturday midday Tri Valley Commons - 223 vehicles and Medway Commons - 223 vehicles).

- Vehicle Queues – Route 109 Westbound at Tri Valley Commons traffic signal

The final queue analysis was made available at the May 8, 2013 meeting. The average and 95th percentile queues based upon the applicant’s submitted reports, are as follows:

Route 109 Westbound at Proposed Tri Valley Commons Traffic Signal

	Queue from Traffic Signal		Distance to Holliston Street (feet)
	Average Queue (feet)	95 th Percentile Queue (feet)	
Weekday Evening Peak Hour	577	925	850
Saturday Midday Peak Hour	831	1,070	850



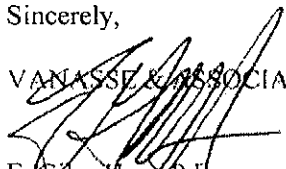
The attached figures depict the projected queues. As shown, with a distance of 850 feet between the Tri Valley Commons STOP-bar to Holliston Street and with projected vehicle queues in excess of this distance there will be severe operational problems which will impact the Route 109 and Holliston Street intersection. While there was discussion of a queue detector on Route 109 to minimize the queues, this may or may not work and we would suggest this needs to be fully analyzed and approved by both the Town's consultants, GPI and Tetra Tech. Questions which should be answered include:

- Where has this been implemented in other state locations other than highway ramps.
- Where exactly will the queue detector be placed and how many seconds will the signal override occur in order to eliminate the queues.
- What will the level of service be at the Tri Valley Commons and Route 109 intersection as this override phase will be a common occurrence especially during the Saturday midday peak hour where the average queue is 831 feet almost at Holliston Street which is 850 feet from the proposed signal.
- An analysis should be completed including level of service and queues to document the override phase conditions.

We support the Route 109 Design Committee's recommendation that this design must be reviewed and approved by the Town's consultants to insure that adequate traffic operations be maintained along Main Street. The traffic analysis to date, provided by the applicant's Engineer, indicates that the proposed traffic signal at Tri Valley Commons will result in unacceptable traffic operations and will negatively impact businesses along the corridor including the Medway Shopping Center.

We will be available at the May 28, 2013 Planning and Economic Development Board meeting to discuss our comments and answer any questions.

Sincerely,


VANASSE & ASSOCIATES, INC.

F. Giles Ham, P.E.
Managing Principal

FGH/mef

cc: P. LaPerriere – Medway Shopping Center
B. Bartlett – Sherin and Lodgen
S. Affleck-Childs – Town of Medway
D. D'Amico – Town of Medway
M. Hall – Tetra Tech
J. Diaz - GPI
W. Scully -- Green International Affiliates, Inc.



Figure 1
Projected Vehicle Queues
Build Peak Hour Traffic Volumes
Weekday Evening

VAI
Vannese & Associates, Inc.

Copyright © 2003 by VAI. All Rights Reserved.



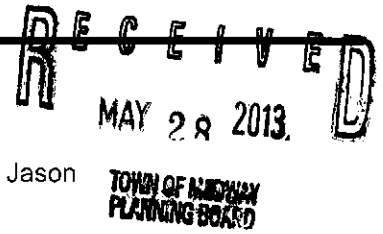
Figure 2
 Projected Vehicle Queues
 Build Peak Hour Traffic Volumes
 Saturday Mktday

Legend:
 Average Queue Length
 95th Percentile Queue

150 SCALING FEET
 VAI
 Vannese & Associates, Inc.

Susan Affleck-Childs

From: Diaz, John [jdiaz@gpinet.com]
Sent: Tuesday, May 28, 2013 5:53 PM
To: Hall, Michael; Thomas Holder
Cc: David Damico; Susan Affleck-Childs; Howie, Geoffrey; DeGray, Jason
Subject: Tonight's Meeting



To all

I am planning on being there tonight. While I have not done a comprehensive review of the materials to date, I did read through both the VAI and MDM comment letters as well as look at the Pavement Marking plans and took a quick look at the analysis. As of right now there still appear to be some major issues and concerns about the project. As I've said all along, my biggest concern are the queues between the Tri Valley Signal and Holliston Street as well as how the proposed pavement markings tie into our final design. This is what I still see as major concerns:

Pavement Markings

1. As all of you know, a major focus of the Route 109 project was to eliminate the Two Way Left Turn Lane (TWLTL). After many iterations of designs, the Route 109 Design Committee endorsed the plan that was presented at the MassDOT Public Hearing. That plan completely eliminated the TWLTL and with the proposed signal at the Shell Station, a dedicated left turn lane was provided westbound from approximately STA 170 to 163 (from approximately the start of the existing TWLTL on the east to the Shell Station on the West).

Since November 2012, GPI and the 109 Design Committee have asked to see how the proposed signal relocation resulting from the Tri Valley development would tie into the pavement markings and lane arrangements developed through the Route 109 Design. We just saw the proposed plans last week. The pavement markings proposed by GREEN for the final Route 109 configuration depict a TWLTL of more than 400' west of the Tri-Valley Signal. – This is NOT ACCEPTABLE and is in direct conflict with the goal of the Route 109 Corridor design to ELIMINATE the TWLTL. GPI cannot support the reintroduction of a TWLTL into the Route 109 Design.

Vehicle Queues

2. GPI has previously taken the position that a comprehensive review of the traffic analysis was more appropriately handled by the Tetra Tech as the Town's Planning Board Review consultant. However, based on the analysis it appears that the weekday PM and Saturday westbound queues will extend to the east and impact operations at the Holliston Street signal. GPI will leave the comprehensive review to Tetra Tech but we do concur with the findings in VAI's table on page 2 of the May 28, 2013 letter.

Signal/Intersection Operations

3. GPI has reviewed the AutoTurn analysis provided by Green and we remain concerned about the ability of EB and WB left turning vehicles to be able to simultaneously turn left in a safe manner. The turning templates indicated awkward movements are required to turn left simultaneously. Furthermore, the templates are shown for passenger vehicles only, any larger vehicle (Single Unit, etc.) would require additional maneuvering room and either conflict with oncoming turning vehicles or vehicles exiting from the side street approaches.
4. The Autoturn templates illustrated in MDM's May 23, 2013 letter are more typical of normal driver behavior and maneuvering patterns and indicate a conflict.
5. GPI concurs with MDM's assessment that a 4 second minimum GREEN time and 8 second splits for the Left Turn movements from Route 109 are below acceptable minimums used for the Route 109 Design. For the Rte. 109 Design a minimum GREEN of 6 Sec was used for left turn movements and a minimum of 10 sec GREEN used for the Route 109 through movements.

6. It should also be noted that the Green analysis uses a 5 second clearance (4 sec Yellow and 1 sec all RED). The Route 109 Design uses longer clearances that are calculated based on the intersection geometry and are in the range of 6.5 sec (3.5 Yellow and 3 RED). No justification has been provided supporting reduced clearance intervals
7. The Green analysis uses a split of 8 seconds for the Pedestrian phase. This is not realistic if an exclusive phase is proposed. A normal pedestrian phase would consist of a 7 sec WALK interval with approximately 14 sec Flashing Don't Walk Clearance PLUS an additional 1-2 sec of all RED time, resulting in a pedestrian interval of 22-23 seconds.
8. GPI has reviewed the conceptual design plan prepared by MDM that provides a shared access to the signal from Dunkin' Donuts and MetroWest Health. This is the type of conceptual plan we have been hoping to receive from the proponent that would foster discussion between the three property owners to design a more traditional signal with improved capacity and geometry.
9. The proposal to provide a queue detector along the WB approach is not practical. Queue detectors are generally not used along mainline approaches. (In 20 years of signal design, inspection, field work, etc. I've never seen one proposed or used in this application). Queue detectors are typically used on the side street approaches to OVERRIDE the mainline timing when queues reach a critical point (i.e. on a freeway ramp where the queues back up in to the freeway travel lanes, blocking of adjacent street traffic). If a queue detector is placed on the mainline, and in fact the queues are in the ranges shown for the weekday PM and Saturday analysis, the pre-empting override will basically be in operation throughout the peak hour. All the queue detector would be doing is essentially providing even longer GREEN times for Route 109 and increasing queuing and delays exiting the proposed development by shortening or potentially even skipping the side street phases. Furthermore, with a frequent override of the programmed timing plan, the coordination between the signals along the corridor would become ineffective as the signal would constantly be "out of step" with the other signals along the corridor.

I'm sure a lot will be discussed tonight, and I want to reiterate the request that GPI has been asking for since our initial meeting with the proponent in March of 2012 and subsequent meeting in November 2012. We need to see a design of the traffic signal and pavement marking plans and supporting engineering analysis, that demonstrate that relocating the signal will not have a negative impact on the traffic operations along Route 109 or at the Holliston Street intersection, and that the proposed design of the relocated signal provides safe and efficient operations. To date, particularly with the reintroduction of a TWLTL along Route 109, we do not feel that has been adequately provided to GPI, the Town or the Route 109 Design Committee.



John W. Diaz, PE, PTOE

Vice President / Director of Traffic Engineering

Greenman-Pedersen, Inc.
Engineering and Construction Services

181 Ballardvale Street, Suite 202, Wilmington, MA 01887

d 978.570.2953 | f 978.658.3044 | c 617.921.9606

jdiaz@gpinet.com | www.gpinet.com

An Equal Opportunity Employer

This communication and any attachments are intended only for the use of the individual or entity named as the addressee. It may contain information which is privileged and/or confidential under applicable law. If you are not the intended recipient or such recipient's employee or agent, you are hereby notified that any dissemination, copy or disclosure of this communication is strictly prohibited and to notify the sender immediately.

Susan Affleck-Childs

From: Pellegrini, David [david.pellegrini@tetrattech.com]
Sent: Friday, April 26, 2013 11:31 AM
To: Bob Poxon (rpoxon@guerriereandhalnon.com)
Cc: Susan Affleck-Childs
Subject: Tri Valley-Site Comment that arose during the Traffic Discussion

Hey Bob,

A question arose at the last hearing about providing a sidewalk up the main drive aisle into the project. Several people felt that it would be important to have access to the site without having to cross through the middle of the site. The Master Plan for this area includes connections to the Cassidy property to the North. If that property is developed the desire would be to link all of the adjacent developments together and more importantly to Route 109 and Holliston Street. The way the Tri Valley site is currently designed, pedestrian flow from the North would need to either walk in the access road to 109, or meander through your site which seems unlikely. Bill Scully stated that the reason there was not a walkway along the main drive aisle was because there was insufficient room between the Taco Bell drive-thru and the access road. That seems to be true, however the drive aisle to the east of the Taco Bell parking area is 30' wide. By reducing that width to 24' you could easily provide the width necessary for a walkway without sacrificing site elements. I don't think that would negatively impact your design in any way and I don't think it would be a difficult change that would require a lot of work on your end. Could you look into this and consider a modification please?

Thanks,
Dave

David R. Pellegrini, P.E. | Senior Project Manager
Direct: 508.503.2433 | Main: 508.503.2000 | Fax: 508.503.2001
david.pellegrini@tetrattech.com

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

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

Susan Affleck-Childs

From: Pellegrini, David [david.pellegrini@tetrattech.com]
Sent: Monday, May 06, 2013 8:40 AM
To: Susan Affleck-Childs
Subject: FW: Tri Valley Update
Attachments: cassidy response.pdf

Just thought I would forward this response over to you from Bob Poxon.

From: Bob Poxon [mailto:rpoxon@guerriereandhalnon.com]
Sent: Friday, May 03, 2013 2:29 PM
To: Pellegrini, David
Subject: RE: Tri Valley Update

Hi Dave,

I have not been directed to do anything by the applicant.
Attached, please find the response, to the Cassidy letter, prepared by attorney Antonellis.

From: Pellegrini, David [mailto:david.pellegrini@tetrattech.com]
Sent: Friday, May 03, 2013 2:17 PM
To: Bob Poxon
Cc: Susan Affleck-Childs (sachilds@townofmedway.org)
Subject: {Disarmed} Tri Valley Update

Hey Bob,

Are you planning on providing any additional information prior to the next Tri Valley hearing next Wednesday? The main things of my concern that appear to be outstanding are as follows:

1. Any remaining comments from our review letter. I know there's nothing major remaining but I believe there are still minor items outstanding.
2. Comments from Water/Sewer department regarding the water line layout.
3. Comments from the engineer hired by the Cassidy's. I believe Susy asked if you could provide a response to their comments.
4. Any other issues that have come up during the hearing process such as the retaining wall, landscaping, etc.
5. Comment about bringing a sidewalk up the main drive aisle of the site.

I'm just trying to get a feel for what to expect for Wednesday's meeting beyond the traffic discussion. Let me know what you think.

Thanks,
Dave

David R. Pellegrini, P.E., Senior Project Manager
Phone: 508.903.2400 | Main: 508.903.2000 | Fax: 508.903.2001
david.pellegrini@tetrattech.com

Tetra Tech | Engineering and Architecture Services
100 Pleasant St | Franklin Park, MA 01701 | **MailScanner has detected a possible fraud attempt from "www.tetrattechrizzo.com" claiming to be www.tetrattech.com**

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

**Request for Extension of Deadline
for Action by the
Medway Planning & Economic Development Board**

MAY 28, 2013
DATE

The undersigned Applicant (or official representative) requests an extension of the deadline for action by the Planning and Economic Development Board on the application for:

ANR (Approval Not Required/81P Plan)

Preliminary Subdivision Plan

Definitive Subdivision Plan

Site Plan Approval

Scenic Road Work Permit

for the development project known as: TRV VALLEY COMMONS

to the following date: AUGUST 16, 2013

Respectfully submitted,

Name of Applicant or official representative: CALARETE DEVELOPMENT

Signature of Applicant or official representative: [Signature]

Date approved by Planning and Economic Development Board: 5-28-2013

New Action Deadline Date: 8-16-2013

ATTEST: [Signature]

Susan E. Affleck-Childs
Planning and Economic Development Coordinator