

**September 17, 2013**  
**Medway Planning and Economic Development Board**  
**155 Village Street - Medway, MA 02053**

**BOARD MEMBERS PRESENT:** Andy Rodenhiser, Bob Tucker, Karyl Spiller-Walsh, Tom Gay, Matt Hayes and Associate Member Richard Di Iulio

**ABSENT WITH NOTICE:**

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

The meeting was opened at 7:00 pm.

There were no Citizen Comments.

**REPORTS/ANNOUNCEMENTS**

Susy Affleck-Childs announced that the Board of Selectmen had voted on 9/16/2013 to appoint Richard Di Iulio as an associate member to the Planning and Economic Development Board.

Susy Affleck-Childs also reported that the BOS approved a contract with RKG Associates as a consultant to do an assessment of the Town's land use departments and also on how the town operates in regards to customer service. The goal is to get ideas on how we can make things work better.

The Town will likely enter into contract with the Collins Center at UMASS Boston to assist the town with the search process for the Town Administrator. Suzanne Kennedy is retiring in June 2014.

The Chairman updated the Board regarding the September 11, 2013 EDC meeting. He presented a memo from the Economic Development Committee recommending a change to the sign bylaw to allow changeable copy signs. Both the Town Administrator and Board of Selectmen chairman Glenn Trindade were present to discuss the economic development director position. They will be looking for a full time person but for the time being they would consider contracting on a part-time basis.

The Town of Medway Tercentennial parade is set for Saturday, September 21, 2013.

The approval of minutes for the September 10, 2013 meeting will be held over until the next meeting.

The Board was made aware that Conservation Agent Karon Skinner-Catrone has resigned. She took another part-time job in Randolph which is closer to her home. The position is posted and advertised.

### **ENGINEERING CONSULTANT REPORT – Dave Pellegrini, Tetra Tech**

#### **25 Summer Street Subdivision (Summer Valley Lane)**

The Board is in receipt of observation reports dated August 26, 27, 28, 29, and 30, 2013 from Tetra Tech.

Dave Pellegrini reported that the utilities have been laid out. There was discussion with the DPS about revising the layout of one of the water services. The contractor began to excavate the roadway and he encountered ledge. There was a sieve analysis done. The results and information will be provided at the next meeting.

#### **Charles River Village (Charles River Lane)**

The Board is in receipt of the observation reports dated August 23, 26, 27, 28, 29, 30, September 3, 4, and 5<sup>th</sup>, 2013 from Tetra Tech.

The contractor installed the water line from the end of Cherokee. The erosion is being monitored. The screening of the loam is taking place on site.

### **CUMBERLAND FARMS Special Permit and Site Plan - Public Hearing Continuation**

The Chairman reviewed the ground rules of the hearing. The topics to be discussed tonight are stormwater and traffic.

#### **Items Included in Board Packet**

- Email communication dated 9/10/2013 from Jason Plourde at Tighe and Bond with crash data from the Medway Police Department for the intersection of routes 109/126 for the period of January 1, 2010 – December 31, 2012. **(See Attached.)**
- Letter dated 9/6/2013 from Jason Plourde at Tighe and Bond with updated sight distance evaluation of the CF site. **(See Attached.)**
- Review letter dated 9/11/2013 from Mike Hall, Tetra Tech re: the *CF Traffic Impact and Access Study* prepared by Tighe and Bond. **(See Attached.)**
- Citizen comment email communication dated 8/28/2013 from Tracy Stewart. **(See Attached.)**
- Letter dated 9/11/2013 from Phil Henry, Civil Design Group, in response to the Tetra Tech plan review letter dated 8/8/2013. **(See Attached.)**

- Revised Cumberland Farm site plan (15 sheets only) dated 8/30/2013 by Civil Design Group. NOTE – This plan set does NOT include the revised canopy elevations previously provided at the 8/27/13 public hearing.
- CONFIDENTIAL email dated 9/4/2013 from Town Counsel Barbara Saint Andre re: common victualler's license
- Citizen comment email communication dated 9/11/2013 from Sheila Marshall, 65 Summer Street. (See Attached.)

A handout was distributed (See Attached) which included information about the Commercial V Zoning District – map of district and text of the zoning bylaw language.

### Stormwater Discussion

The applicant's engineer Phil Henry of the Civil Design Group began the presentation on stormwater. He informed the Board that there had been communication with Consultant Pellegrini. The watershed map was presented. An overview of the stormwater was presented. The applicant is planning to treat and mitigate the stormwater by addressing the local regulations and DEP regulations. The applicant is requesting a stormwater drainage connection on Summer St. The CF project area has 1.5 acres, but the entire 3.6 acres of the site were evaluated. The area was broken into seven watersheds. The analysis included where the water leaves the site. This is a linear run-off line. The existing water was shown on Ex1A. The water flows to Summer ST and goes to the catch basin and into the manhole. Ex1B is a small watershed area where the water is collected and flows via pipe. This water is collected. ExC is southwesterly off to 109 and flows west. No catch basin is there. ExC3 is small and flows to the adjacent property. The crest was referenced. ExC4 is very small land and water flows to the southeast. ExC5 flows south to adjacent land. ExC6 flows south to Summer Street. The analysis of each was completed and the mitigation was done. The target peak rate of run-off was noted and mitigated by reducing the area of where the water is flowing. This is decreased off site in the five noted areas. The six analysis points were noted and are not part of the lease areas. PR1A, PR1B, and PR1A are the three areas impacted by proposed development. This will need to be mitigated. PR1B is .8 acres in size and majority is impervious and the water will be collected through catch basins and through the underground system. The underground storage tanks are boxes 8 ft. by 14 ft. and allow water to pass through freely; the boxes store the water and detain it. Downstream, the manhole and wall are designed with specific heights and water will meter through. The peak rates in all six points were detained. The analysis shows it can handle the stormwater in the 100 year storm.

Engineer Henry noted that there is an increase of .45 acres of impervious surface resulting from the proposed development.

Member Tucker wanted to know what the release time of the structure is.

Consultant Pellegrini informed all that there was an existing line of flow and he did not see signs of flooding. The analysis shows that there will not be increased flow. The water quality will be

better with the structures in place. The water quantity it will not be worse, but will be better. This will be an improvement. There is a deep sump which will trap the suspended solids.

Member Di Iulio wanted to know how often this will be cleaned.

Engineer Phil Henry responded that the catch basins will only need to be cleaned. There is an operation and maintenance schedule. Key is to clean the catch basin to catch oil and sediment.

AJ Barbeto for the applicant further explained that if gasoline is spilled at a pump, there is specific containment plan. There are grooves in the pavement which contain the spillage from a gas pump. The in-house team is trained to manage the spills. These grooves can hold 7 gallons.

One of the residents asked if the detained stormwater can be re-used onsite.

Engineer Phil Henry responded that the plan is to not re-use the water on site, but they can take a look at this.

Medway resident Tracy Stewart is concerned that if the sewer was installed to code, would this be taxing on the current system.

DPS Deputy Director Dave D'Amico responded that tying into Town's stormwater system will involve a fee. Tying into Summer St., there are has no issues, but the northern side has issues. The forthcoming MS4 regulations from the EPA and the State indicate that a private entity can't tie into a public stormwater system. The only consideration would be for properties where there was no other choice. Other options need to be looked at and investigated. The maximum amount of mitigation must be provided on site. This is a separate permit from the Medway DPS.

Member Spiller-Walsh wanted to know if this could it be a combination of both.

Engineer Phil Henry responded that Cumberland Farms welcomes mitigation however, with the ledge in the area, the water cannot infiltrate.

Consultant Dave Pellegri responded that what the applicant is proposing is better than the existing stormwater runoff situation.

The purpose of the connection to the Town's system is to collect the stormwater so it can be treated. There is no place for the water to go to within the ground due to the ledge.

Abutter, 8 Freedom Trail wanted clarity on the containment system in regards to gas spills. Will gas spills go into the stormwater system?

Engineer Phil Henry explained that there are boxes underground and the groves can handle 7 gallons of fuel. The average speed of the gas dispenser is 10 gallons per minute. If there were a big spill, the DEP and other State agencies would be notified. There are emergency response plans from minor spills to larger spills. A big spill would go to a catch basin with a sump invert.

Each CF store has an emergency response plan if spilled fuel goes beyond the concrete pads. The run off goes in, the sediment goes to bottom, and the oil goes to the tops. If there is a big rain storm, the water held in the underground system and this will be drained within a day.

Consultant Pellegrini reviewed the design and the drainage calculations and had a number of comments. The applicant made the modifications and provided further calculations. Another stormwater quality unit has been added along with a French drain. This project is considered a “redevelopment” project by Mass DEP; the state does not require full compliance with the stormwater regulations, but to the maximum extent possible. Strict compliance with the new MS4 regulations would preclude any development on this site beyond what is presently there.

Dave D’Amico noted that the burden is on the applicant to prove to the Medway Department of Public Services that there are no other alternatives to connecting with the Town’s stormwater system.

Resident Pat Jensen, Waterview Drive - Ms. Jensen responded that the whole parcel is not asphalt right now and the parcel will change when there is more asphalt. This will create a worse situation.

The Chairman responded that the applicant cannot have any more water leave the site than what exists today.

Susy Affleck-Childs informed all that the scope of plans for Medway Gardens for the rest of the site is not known at this time.

The Chairman responded that the current regulations do not prohibit this.

Engineer Phil Henry responded that the spirit of the regulations as he reads it is to prohibit connection to the town’s stormwater system for mere convenience. Cumberland Farms is improving the area by mitigating the flow.

The Chairman informed the applicant that any reuse of stormwater which can be used for mitigation would be beneficial.

**Traffic Assessment:**

Jason Plourde of Tighe and Bond, the traffic engineer for the applicant, was present to explain the traffic study and traffic assessment report which has been reviewed by the Town’s consultant, Mike Hall of Tetra Tech.

Jason Plourde referenced a letter dated September 6, 2013 in which he provided site distance information for Summer Street at proposed Cumberland Farms site, Milford Street at Cumberland Farms Site, and Milford Street at proposed shared driveway.

The traffic analysis was completed in May when the schools were still in session. This report includes analysis of weekday mornings from 7:00am -9:00am and from 4:00 pm to 6:00 pm. It

further included Saturday analysis from 11:00 am – 2:00 pm. This is when the majority of the people are on the road.

Jason Plourde reported that he had communicated with the Medway police, MA DOT officials and town officials. This information was included within the traffic report. The report takes into consideration a five year future design for community development. The year 2013 was used as the baseline and the new build out will be to 2018.

The results of the study show an increase of 4 to 33 cars/hour. Conservative numbers were used.

Jason Plourde explained that they believe 63% of the trips to the CF site will be from existing pass by travelers.

The analysis also included looking at the site distances of shared driveway and supplemental information was provided.

Senior Project Manager Mike Hall from Tetra tech presented his review of the applicant's traffic analysis. He found that the study area and limits were appropriate as well as the hours which were evaluated. Mike indicated that the report from the applicant was well prepared and met the expectations and state standards. The month of May which was used to collect the traffic counts is an above average month and therefore a seasonal adjustment is not required.

Between 2008 and 2010 accidents range 3 to 6 per year per Mass DOT. The accident rate during the 2010-2012 period falls in the same range and there is no change in trends. The calculations included looking at cars entering the intersections. Crash calculations were also included. This was done by the applicant. This intersection's performance falls below the MASS DOT state-wide and District 3 average rates for signalized intersections. He did speak with the Medway Safety Officer and there were no obvious concerns. The results also indicated that there is adequate sight distance at each of the three driveways for the posted speed limits.

It was recommended that the driveways be modified in order to create a better alignment with Rustic Road. There are clear sight lines between Summer Street driveway and Rustic Road.

The access road from the Medway Garden Center to Milford Street will connect to the Cumberland Farms eastern driveway. It will be gated to limit use of the access road to truck deliveries to the Garden Center. The gate should be as close as possible to the end of the pavement.

Abutter John Flanagan 12 Little Tree RD - The question asked was whether the rating levels of the intersection are changing from what they are now to what they will be with the CF development. He also communicated that there is currently a need to have a patrolman out there during specific times of the year (when Medway Gardens is very busy). This traffic is real and it is a concern.

Engineer Jason Plourde responded that the current rating of the intersection under the existing conditions is level C during morning and late afternoon and it is level B on Saturday. He reported that Safety Officer Watson did not express a concern with the improvements.

Susy Affleck-Childs will check to see if the Board has received a review letter from Sergeant/Safety Officer Jeff Watson.

Resident, 13 Independence Lane – She is concerned with the amount of traffic at the end of the school day. The high school exits at 2:30 pm. There is a lot of concern about this intersection.

Jason Plourde responded that there was an automatic traffic recorder to compile daily volumes.

The Chairman responded that a circumstance happening at the high school is not something that the applicant needs to solve. Perhaps the traffic guard at the high school is not aware of the back-up that occurs at the 109/126 intersection.

The residents were informed that there will not be a drive through at this site but the applicant has proposed to have tables outside.

Tracy Stewart stated that she believes this facility will be a destination for gas and for the outdoor seating.

Pat Jensen, Water View Drive - She indicated that this will be a disaster waiting to happen. There will be more traffic than indicated from the trip generation study. This is a pull in and pull out area. Medway Garden is a destination spot. These are two totally different types of facilities. The CF use will generate much more traffic than Medway Gardens.

Member Gay informed the residents that Medway had more gas stations years ago when there were far less people who lived in Medway.

Resident, Noreen Murphy, 13 Tulip Way - She does not believe the traffic data and wants to know why do we need this there?

The Chairman reminded all that people have the right to develop their property.

A resident asked if the traffic study could include Tulip Way.

Consultant Mike Hall does not think so; the analysis makes sense to him. The 109/126 intersection is used by 18,000 vehicles per day.

Resident, Wes Truscott: 98 Winthrop St - He wanted to know if the traffic study took into account the cross lane entrances and the egresses from various driveways. Is there a plan to have a bypass lane if Route 109 is ever reconstructed?

There was a question whether the Cumberland Farms station in Bellingham on Route 126 is closing. If so, there would be more traffic coming to this site.

Attorney Peter Paulousky for the applicant reported that the CF facility in Bellingham is not shutting down.

A resident from Little Tree wanted to know what benefit this type of business brings to the Town. He currently goes to other communities to shop due to all the traffic problems in Medway.

Chairman Rodenhiser noted that the Town would receive increased tax revenues from such a development.

Donna Hainey, 6 Little Tree Road – Our road is already used as cut through. How will this be addressed? She asked how the accident data for the intersection compares with other intersections in Medway.

Traffic engineer Jason Plourde indicated that the traffic data is broken down by the MASS DOT district. He suggested that a monitoring study could be done in the future to evaluate the concern. It would be done at 1 year after opening.

Member Matt Hayes wanted to know if there is adequate width for one car to pass another for southbound traffic on route 126. Is there room for a left turn lane into the CF site and for a thru lane?

It was indicated that any stacking was taken into consideration into the signal. The applicant's engineer will provide the road width information.

Ms. Stewart wants to know if the deliveries of fuel can be regulated and could there be left and right turn limitations?

Ruthann McCarthy, the representative of Cumberland Farms who is the district manager indicated that this would be a right hand turn and this was gone over in detail. Cumberland Farm drivers work with a specific schedule for the delivery of groceries and fuel to limit the impact. We have complete control of when and how things are delivered to the site by our in-house staff. We do not have 100% control of outside vendors. Vendor delivery is typically done during business hours. Gasoline is done through Cumberland Farms office.

It was recommended that we speak with the Town Planner in Bellingham to ask about how their decision was written in regards to gas deliveries for the Cumberland Farms in Bellingham.

Ms. Stewart wanted to know what are the revenue projections for people going in and out of the store. Is there data available? What does CF project for the number of customers?

Attorney Peter Paulousky responded that the revenue information is based on State and Federal studies for all over the country. This is a generalization.

AJ Barbato said that when CF evaluates a site, they look at the existing traffic count.



Traffic consultant Mike Hall stated he was not concerned about the impact of the additional trips on this intersection. He indicated it would be 74 trips /hour during the peak period using all 3 driveways. He noted that he felt the driveways were far enough away from the intersection.

Selectmen Dennis Crowley, 6 Hill St - He does not want the traffic to be backed up and wants to know what will happen with traffic when someone takes route 109 west out of the facility. He also wanted to know what has changed with this application since the last time it was submitted. Lastly, if all of the zoning is met, what is the town's legal status if they meet all regulations? Does the town have to authorize and approve this to go forward?

The Chairman responded that the design has changed from the previous submittal. The zoning has changed in this area which enables this use through special permit. The Board will need to make a defensible decision whichever way we vote. We must gather all the information.

Dennis Crowley communicated that we are a small community. We have a small tax base and a high tax rate. The tax rate will go up and up if we do not get more business development. If we do not let the town grow, the taxes are going to be sky high. We need to look at how to grow the town.

Ms. Stewart does not think this is the case. She does not mind something commercial in the Town of Medway, but a gas station is not the right thing to have here.

Ms. Stewart also asked why the community couldn't receive email notices about land use development proposals.

Ms. Jenson responded that we elected you as planning board members, and it is your job to enhance the community. The quality of life for residents and safety is important. This gas station is not an enhancement. There are 8 pumps and 24 parking spaces. This is not better for the community. We do not need outdoor seating or another gas station. Reduce the number of pumps and the number of parking spaces.

Member Gay responded that it is his job as a member of the Board to hold the applicant to the standards which were adopted and voted on by the residents of Medway.

Ms. Stewart asked how this development will impact property values.

Resident, 1 Freedom Trail - She responded that if it were known that there was going to be a gas station on this property, she would have never purchased her home. She feels the value of her home will go down.

Member Spiller-Walsh responded that this is an extremely competent Planning Board and if this project passes, it will be like no other and will have incredible architecture and the landscaping plan will be spectacular.

One resident wanted to know the timeframe to build the project.

Attorney Paulousky responded that he can't give a specific answer. If there are only three more meetings, this could be a spring job. The building of this is a relatively quick process, but much will depend on the extent of the conditions. It would take about a year to construct.

Ms. Stewart wanted to know if the Redbox movie outlet is on the plan.

It was indicated that some of the CF facilities do have Redboxes and that CF does want to have a Redbox at this site.

**Follow-up Information to be provided for next public hearing**

- How quickly will the detained stormwater flow to Summer ST? – Phil Henry
- Stormwater Operation and Maintenance Plan schedule – Phil Henry
- Consider ways the detained stormwater could be recycled on site to water the landscaping – Phil Henry
- What else can be done to manage stormwater on site? – Phil Henry
- How much does each detention structure hold? – Phil Henry
- Roadway width at Summer and Milford St. for room for pull around and left turn – Jason Plourde
- Bellingham CF decision language relative to delivery hours - Susy Affleck-Childs
- Get more info on how the forthcoming MS4 regulations will impact the project – Susy Affleck-Childs
- Projected tax revenues bring into Medway – Susy Affleck-Childs
- Hours of operation for other gas stations in town – Susy Affleck-Childs
- Draft of easements with property owner for use of the driveway on the eastern edge of the site – AJ Barbato/Peter Paulousky
- Review letter from Safety Officer Watson – Susy Affleck-Childs

Susy Affleck-Childs noted that the applicant should hold off on further plan revisions until all information and comments are gathered.

There was a question about the access road from Milford Street (at the eastern edge of the site) to Medway Gardens. This will need to be documented. The pavement will end at a specific point. The ground lease is pre-arranged and the easement and recording can be done. The Board would like a draft of the easement. The Board would like improvements to this included on the plan. The approved site plan set would have to meet the plan which goes to the building inspector.

Susy Affleck-Childs suggested that the Board consider having the Town's Consulting Engineer do some inspections of the stormwater installation.

The fence on the property line with the Bains extends from edge of property to end. This will be 8 feet high. There will be evergreen trees planted.

It was announced that the lease for this property is for greater than 50 years.

The Board announced receipt of 15 emails regarding the project. (See **Attached list and all emails.**)

Dennis Crowley noted that the Town's relationship with the current Cumberland Farms in Medway has not been a good one. Cumberland Farms has not been community friendly or addressed issues which the Town brought up to them in the past.

It was noted that the hours of the store/gas pumps can be addressed within the special permit.

Attorney Peter Paulousky submitted a written request to extend the deadline for the Board's action on the proposed Cumberland Farms development to November 30, 2013. (See **Attached.**)

**Continuation Hearing:**

**On a motion made by Matthew Hayes and seconded by Tom Gay, the Board voted unanimously to continue the public hearing for Cumberland Farms to October 8, 2013 at 7:45 pm.**

NOTE - The applicant is scheduled to meet with the DRC on September 23<sup>rd</sup> re: revised building elevation drawings to reflect the revised landscape plan. The hope is that the DRC will then be able to provide a Letter of Recommendation for the project for the next CF public hearing during the 10/8/2013 PEDB meeting.

**Extension Request:**

**On a motion made by Bob Tucker and seconded by Matthew Hayes, the Board voted unanimously to approve the applicant's request for extension the action deadline for the Cumberland Farm application until November 30, 2013.**

NOTE - Member Tucker leaves the meeting at 10:00 pm

**OTHER BUSINESS**

Susy Affleck-Childs reported that Dick Steinhoff, the developer of the 146 Main Street property had called. They are seeking an occupancy permit from the Town. The amended AUOD special permit decision includes language that a construction account needs to be established if an occupancy permit is sought prior to all the work being done. The applicant is aware that all the work is not completed. The Main Street sidewalk has not been resolved. She asked Dave Pellegrini for a price quote to prepare a punch list and a bond estimate. The quote dated 9-17-2013 was for \$900.00 to prepare the estimate and set a bond amount. (See **Attached.**) Mr. Steinhoff was aware of this.

**On a motion made by Matthew Hayes, and seconded by Tom Gay, the Board voted unanimously to set \$900.00 as the construction fee for 146 Main Street.**

The other issue is in regards to the sidewalk construction on Main Street. The applicant can do the work themselves or put money into the sidewalk fund. The town has not signed contract with MA DOT for the Route 109 reconstruction work. We are obligated to enforce item 6B of

decision and must collect \$6938 to put into sidewalk fund. Town Counsel did reference that if this were to be amended, the whole process would need to begin again. If he wishes to seek relief from this condition, he must petition the Board to modify the decision.

Dave Pellegrini will email about the results of his research about soil testing in general and this will be added as an agenda item to a future meeting.

The Chairman is troubled by what is going on at Industrial Rd. with Fasolino and the Rosenfelds. The piles of debris will never leave. There is debris, asphalt, cones. This is blight. It is privately owned. There are more antennae and this is regulated by the FCC. There are 30 antennae. There was a site plan from 10 years ago. This only required a fence. The use has evolved from what it initially was. This could be a zoning enforcement issue. The Board discussed where is the dirt from and there is dumping on this site.

Susy asked if the issues of enforcement are such that the Board wants to have a sit down/workshop meeting to discuss some of the issues which have been happening in town.

Karyl Spiller-Walsh communicated that the DRC did meet with Building Commissioner John Emidy about the signs.

Susy agreed to set up a workshop with John Emidy for Tuesday October 1, 2013 at the Senior Center at 7:30 pm.

**Zoning Issue: Temporary Signs:**

The Board next discussed signs in town. Real estate signs are exempt and one per lot is allowed. There is no definition of what a real estate sign.

Susy supplied the Board with a copy of a draft zoning bylaw amendment re: temporary community event signs that she had drafted after discussing with John Emidy. **(See Attached)** The little temporary event signs such as the current one promoting cow chip bingo are really illegal as there is no provision for them in the bylaw; they are neither specifically allowed nor exempted.

It was suggested to include a date with time range for how long a temporary sign could be up.

It was noted that the Community Farm signs around town are not date specific events. They really are off premises signs. The idea is to say certain temporary signs are allowed or are exempted. The Board thought this would be beneficial to circulate with the Medway Business Council. The Board reviewed at the definition of political signs. It was noted that there are a lot of signs in Medway promoting events from other towns such as the Holliston Craft Fair.

There was language which was presented to the Board by Andy Rodenhiser regarding a vote taken by the EDC to amend the zoning bylaw to allow changeable copy signs. **(See Attached)**

Board members were not comfortable with the idea of completing allowing any business to have a changeable copy sign.

The Board would like to see a nice sign at Cassidy Corner for community announcements.

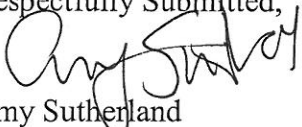
The Board would like the Chairman of the Planning Board to ask the Town Administrator to request that the Building Inspector be present to discuss the issues with the Board. There needs to be action taken when a problem arises with violations.

**Adjourn Meeting:**

**On a motion made by Karyl Spiller-Walsh and seconded by Tom Gay, the Board voted unanimously to adjourn the meeting at 10:45 pm.**

The meeting adjourned at 10:45 pm.

Respectfully Submitted,



Amy Sutherland  
Recording Secretary

Edited by,



Susan E. Affleck-Childs  
Planning and Economic Development Coordinator



G-0616-1  
September 6, 2013

Mr. AJ Barbato  
Vice President of Real Estate  
Gershman Brown Crowley, Inc.  
14 Breakneck Hill Road, Suite 101  
Lincoln, RI 02865

RECEIVED  
SEP 06 2013

TOWN OF MEDWAY  
PLANNING BOARD

Re: **Updated Sight Distance Evaluation  
Cumberland Farms – 38 Summer Street  
Medway, Massachusetts**

Dear AJ,

Based on coordination efforts with the Town of Medway's traffic peer review consultant (Tetra Tech, Inc.), Tighe & Bond has prepared this letter to provide additional sight distance information related to the proposed Cumberland Farms development to be located at 38 Summer Street in Medway, Massachusetts. The site currently consists of Medway Garden Center and two residences on Milford Street. As proposed, the existing Medway Garden Center will be reduced and located on the southern portion of the property, the two residences on Milford Street will be razed, and the Cumberland Farms will be constructed on the northern portion of the property.

### Sight Driveways

Access to the site is currently provided via three driveways on Milford Street and an approximate 100 foot wide curb cut along Summer Street. The two westernmost driveways on Milford Street are proposed to be consolidated to provide a full access driveway for Cumberland Farms. The existing wide curb cut on Summer Street is proposed to be modified to create a more defined access for the proposed Cumberland Farms development.

As part of the reduced Medway Garden Center project, the easternmost driveway on Milford Street is planned to provide truck egress for the reduced Medway Garden Center nursery and associated office. In addition, this driveway is planned to provide a shared access for Medway Garden Center and Cumberland Farms. Truck egress from Medway Garden Center is planned to be controlled through an employee-manned gate to the south of the internal connection with Cumberland Farms.

### Sight Distance Evaluation

As provided in the June 14, 2013 *Traffic Impact and Access Study* that was prepared for the proposed Cumberland Farms development, sight distances were evaluated at the two proposed Cumberland Farms site driveway locations to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for



approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)<sup>1</sup>. In addition and as requested, a sight distance evaluation has been conducted at the proposed Milford Street driveway that will provide shared access for Medway Garden Center and Cumberland Farms.

As indicated in Table 1, available sight distances at the proposed driveways exceed the minimum and desirable sight distance requirements for safe operation. To provide the safe and efficient flow of traffic to and from the site, proposed plantings, vegetation, landscaping, and signing along the site frontage are recommended to be kept low to the ground or set back sufficiently from the edge of the roadways so as not to inhibit the available sight lines.

Should you have any questions or require additional information, please feel free contact me at (603) 433-8818.

Very truly yours,

**TIGHE & BOND, INC.**



Jason R. Plourde, P.E., PTP  
Project Manager

J:\G\G0616 Gershman Brown Crowley Medway, MA Cumberland Farms\LTR\G0616 Sight Distance Letter 090613.doc

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<sup>1</sup> *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2004.

**TABLE 1**  
Sight Distance Summary

Location/Direction	Stopping Sight Distance (feet)			Intersection Sight Distance (feet)		
	Measured	Minimum Required <sup>a</sup>	Desirable <sup>b</sup>	Measured	Minimum Required <sup>c</sup>	Desirable <sup>b</sup>
<b>Summer Street at Proposed Cumberland Farms Driveway:</b>						
<i>North of intersection</i>	450+	200	283	450+	283	423
<i>South of intersection</i>	450+	200	220	450+	220	357
<b>Milford Street at Proposed Cumberland Farms Driveway:</b>						
<i>East of intersection</i>	350	250	250	350	250	324
<i>West of intersection</i>	450+	250	283	450+	283	423
<b>Milford Street at Proposed Shared Driveway:</b>						
<i>East of intersection</i>	350+	250	250	350+	250	324
<i>West of intersection</i>	450+	250	283	450+	283	423

<sup>a</sup> Values based on AASHTO requirements for posted speed limit of 30 mph on Summer Street and 35 mph on Milford Street.

<sup>b</sup> Values based on AASHTO requirements for observed 85<sup>th</sup> percentile speeds (as presented in the *Traffic Impact and Access Study*) on Summer Street (38 mph for southbound travel and 32 mph for northbound travel) and on Milford Street west of site driveway (38 mph for eastbound travel). Values for Milford Street east of the driveways are based on the posted speed limit since the 85<sup>th</sup> percentile speed (29 mph) was observed to be lower than the posted speed limit (35 mph).

<sup>c</sup> Values based on SSD requirements for vehicles driving at 85<sup>th</sup> percentile speeds (as presented in the *Traffic Impact and Access Study*) for Summer Street and for Milford Street west of the site driveways. Values for Milford Street east of the driveways are based on the posted speed limit since the 85<sup>th</sup> percentile speed (29 mph) was observed to be lower than the posted speed limit (35 mph).



Susan Affleck-Childs

RECEIVED  
SEP 10 2013

**From:** Jason R. Plourde [JRPlourde@tigheBond.com]  
**Sent:** Tuesday, September 10, 2013 3:49 PM  
**To:** Susan Affleck-Childs; Michael J. Hall  
**Cc:** AJ Barbato; Peter J. Paulousky  
**Subject:** Medway, MA - Cumberland Farms Local Crash Data  
**Attachments:** Local PD Data Summary.pdf; Medway Police Dept Incident Log 090413.pdf; Crash Rate Worksheet\_Local - Summer+Milford.pdf

TOWN OF MEDWAY  
PLANNING BOARD

Susy and Mike,

During our discussions with Mike and due to a resident's correspondence to the Medway Planning and Economic Development Board, we have been conducting a further assessment of safety within the vicinity of the proposed Cumberland Farms development. Based on coordination efforts with Sergeant Watson of the Medway Police Department, we have obtained crash data within the study area that were collected by the Medway Police Department for the most recent complete 3 year period (January 1, 2010 through December 31, 2012). Attached is a tabulated summary of these data, the Incident Log for this time period, and a Crash Rate worksheet developed based on these data. Below is a summary of our findings for the Milford Street and Summer Street signalized intersection:

- 5 incidents were reported in 2010, 4 incidents in 2011, and 5 incidents in 2012, for an average of 4.7 collisions/year.
- 93% of these incidents (13 of 14) resulted in property damage only, 1 incident resulted in personal injury, and no fatalities were reported.
- 64% of these incidents (9 of 14) were identified as rear-end-type collisions, 29% (4 of 14) were identified as cross-movement/angle collisions, and the type of collision for 1 incident was not identified.
- 36% of the incidents (5 of 14) occurred during the weekday AM or weekday PM commuter peak periods (i.e., on a weekday between 7-9 AM or between 4-6 PM).
- The weather and roadway conditions during the times of the reported collisions were not identified.
- To determine the significance of collision occurrence, a local data Crash Rate was calculated. The Crash Rate (0.63 collisions/million entering vehicles [c/mev]) is well below the MassDOT statewide average (0.80 c/mev) and the district-wide average (0.89 c/mev) for signalized intersections.

In summary, the severity and type of collisions reported at this intersection are typical of signalized intersections. The collision data and the calculated Crash Rate do not indicate that a safety concern exists. In addition, these data do not indicate a particular collision pattern correctable by engineering measures.

Please let me know if you have any questions or require additional information.

Thank you,  
Jason

**Jason R. Plourde, P.E., PTP, NH LPA** | Project Manager

**Tighe & Bond** | 177 Corporate Drive | Portsmouth, NH 03801 | 603.433.8818 x53 | 603.801.4657 (cell)

[www.tighebond.com](http://www.tighebond.com)

**Tighe & Bond**

**Medway Police Department  
Incident Log Summary**

Between January 1, 2010 and December 31, 2012/1/10  
Search Inquiry: 34-38 Summer Street and 42-48 Milford Street

Intersection	Incident #	Date	Time	Severity	Collision Type	Description
Milford Street and Summer Street	2010000000410	1/13/2010, Wed	8:00:00 AM	PD	Rear-End	Milford St WB approach
	2010000004615	5/10/2010, Mon	10:34 AM	PD	Rear-End	Summer St SB approach
	2010000006428	6/20/2010, Sun	12:09 PM	PD	Rear-End	Summer St NB approach
	2010000007284	7/14/2010, Wed	1:23 PM	PD	Cross-Movement/Angle	Summer St SB left & NB through
	2010000011892	11/18/2010, Thu	7:11 AM	PD	Rear-End	Milford St WB approach
	2011000000143	1/5/2011, Wed	8:40 AM	PD	Rear-End	Milford St WB approach
	2011000006349	7/5/2011, Tue	10:38 AM	PD	Rear-End	Milford St EB approach
	2011000008064	8/17/2011, Wed	9:16 PM	PD	Cross-Movement/Angle	Milford St EB left & WB through
	2011000012128	12/13/2011, Tue	9:48 PM	PD	Cross-Movement/Angle	Summer St NB left & SB through
	2012000000929	1/27/2012, Fri	4:52 PM	PI	Rear-End	unknown
Summer Street and Medway Garden Center	2012000001758	2/25/2012, Sat	9:01 AM	PD	Cross-Movement/Angle	Summer St SB left & NB through
	2012000005084	6/5/2012, Tue	10:13 AM	PD	Rear-End	Milford St EB approach
	2012000008845	9/14/2012, Fri	3:42 PM	PD	Rear-End	Summer St NB approach
	2012000009094	9/20/2012, Thu	4:07 PM	PD	Not Identified	unknown
	2012000004587	5/20/2012, Sun	11:48 AM	PI	Rear-End	Summer St SB approach
	2010000008614	8/17/2020, Mon	4:23 PM	PD	Not Identified	unknown
	2010000012688	12/8/2010, Wed	7:28 AM	PD	Not Identified	unknown
	2010000008673	8/19/2010, Thu	4:25 PM	PD	Not Identified	unknown
42 Summer Street	2012000007951	8/21/2012, Tue	10:56 AM	PD	Not Identified	unknown

# Medway Police Department

## Incident Log

Print Date: September 04, 2013

Printed By:

From Date:01/01/2010 to:09/04/2013

Incident No	Date / Time	Alt Reference No	Reported As	Status	Location	Action Taken	CAD No
2010000000410	01/13/2010 20:00		ACCIDENT - MV NOT INVESTIGATEI	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000000403
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI		Primary	Reported	Yes			
<u>Officer Involvement</u>							
McLaughlin, John		Reporting Officer					
Meincke, John		Reporting Officer					
Meincke, John		Reporting Officer					
20100000005042	05/19/2010 16:22		ACC MV NO INJURY	Open	45 MILFORD ST MEDWAY, MA	LOGGED	20100000004835
<u>Incident Type</u>							
ACC MV NO INJURY		Primary	Reported	Yes			
<u>Officer Involvement</u>							
McLaughlin, John		Reporting Officer					
Meincke, John		Reporting Officer					
Meincke, John		Reporting Officer					
20100000006255	06/15/2010 12:20		ACCIDENT - MV NOT INVESTIGATEI	Open	45 MILFORD ST MEDWAY, MA	LOGGED	20100000005998
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI		Primary	Reported	Yes			
<u>Officer Involvement</u>							
Rojee, John		Reporting Officer					
20100000006428	06/20/2010 12:09		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	20100000006169
<u>Incident Type</u>							
ACC MV NO INJURY		Primary	Reported	Yes			
<u>Officer Involvement</u>							
Grimes, Donald		Reporting Officer					
Grimes, Donald		Reporting Officer					
Rojee, John		Reporting Officer					
20100000008614	08/17/2010 16:23		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	20100000008285
<u>Incident Type</u>							
ACC MV NO INJURY		Primary	Reported	Yes			
<u>Officer Involvement</u>							
McLaughlin, John		Reporting Officer					
McLaughlin, John		Reporting Officer					

# Medway Police Department Incident Log

Print Date: September 04, 2013

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2010000008673	08/19/2010 16:25		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	TOWED VEHICLE	2010000008942
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
Brennan, Jason							
<u>Officer Involvement</u>							
Reporting Officer							
2010000010710	10/14/2010 21:53		ASSIST OTHER POLICE DEPARTM	Open	45 MILFORD ST MEDWAY, MA	REPORT	2010000010304
<u>Incident Type</u>							
ACCIDENT-MV INJURY							
ASSIST OTHER POLICE DEPARTMEI							
<u>Involved Officers</u>							
Meincke, John							
Meincke, John							
Mitchell, Stephen							
O'Neill, Robert							
Watson, Jeffrey							
2010000011892	11/18/2010 07:11		ACC MV NO INJURY	Open	45 MILFORD ST MEDWAY, MA	REFUSAL SIGNED	2010000011419
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
MacDougall, Joseph							
MacDougall, Joseph							
McSweeney, David							
2010000012688	12/08/2010 07:28		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000012172
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
MacDougall, Joseph							
MacDougall, Joseph							
McSweeney, David							
20100000143	01/05/2011 08:40		ACCIDENT - MV NOT INVESTIGAT	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000000132
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							

# Medway Police Department

## Incident Log

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2011000006349	07/05/2011 10:38		ACC MV NO INJURY	Open	45 MILFORD ST MEDWAY, MA	REPORT	2011000006006
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
Grimes, Donald							
Grimes, Donald							
<u>Alt Reference No</u>							
2011000008064							
<u>Date / Time</u>							
08/17/2011 21:16							
<u>Reported As</u>							
ACC MV NO INJURY							
<u>Status</u>							
Open							
<u>Location</u>							
44 MILFORD ST MEDWAY, MA							
<u>Action Taken</u>							
REPORT							
<u>CAD No</u>							
2011000007686							
<u>Involved Officers</u>							
Brennan, Jason							
Fasolino, Peter							
Mitchell, Stephen							
Mitchell, Stephen							
<u>Alt Reference No</u>							
2011000009305							
<u>Date / Time</u>							
09/21/2011 07:41							
<u>Reported As</u>							
ACC MV NO INJURY							
<u>Status</u>							
Open							
<u>Location</u>							
45 MILFORD ST MEDWAY, MA							
<u>Action Taken</u>							
LOGGED							
<u>CAD No</u>							
2011000008910							
<u>Involved Officers</u>							
Grimes, Donald							
MacDougall, Joseph							
Simard, Richard							
Simard, Richard							
<u>Alt Reference No</u>							
2011000012128							
<u>Date / Time</u>							
12/13/2011 21:48							
<u>Reported As</u>							
ACC MV NO INJURY							
<u>Status</u>							
Open							
<u>Location</u>							
45 MILFORD ST MEDWAY, MA							
<u>Action Taken</u>							
REPORT							
<u>CAD No</u>							
2011000011724							
<u>Involved Officers</u>							
McRoberts, David							
McRoberts, David							

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
201200000929	01/27/2012 16:52		ACCIDENT-MV INJURY	Open	42 MILFORD ST MEDWAY, MA	TRANSPORT	201200000923
<u>Incident Type</u>							
ACCIDENT-MV INJURY			Yes				
AMBULANCE			No				
FIRE - INVESTIGATION			No				
<u>Involved Officers</u>							
Fasolino, Peter							
Fasolino, Peter							
Reardon, Matthew							
Reardon, Matthew							
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000001758	02/25/2012 09:01		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2012000001751
<u>Incident Type</u>							
ACC MV NO INJURY			Yes				
<u>Involved Officers</u>							
Kingsbury, William							
McLaughlin, PaulT							
McLaughlin, PaulT							
McSweeney, David							
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000004243	05/09/2012 20:20		ACCIDENT - OTHER	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2012000004215
<u>Incident Type</u>							
ACCIDENT - OTHER			Yes				
<u>Involved Officers</u>							
Reardon, Matthew							
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000005084	06/05/2012 10:13		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	LOGGED	2012000005055
<u>Incident Type</u>							
ACC MV NO INJURY			Yes				
<u>Involved Officers</u>							
Simard, Richard							

# Medway Police Department

## Incident Log

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2012000008845	09/14/2012 15:42		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	LOGGED	2012000008666
<b>Involved Officers</b>							
Fasolino, Peter							
Fasolino, Peter							
<b>Officer Involvement</b>							
Reporting Officer							
Responding Officer							
2012000009094	09/20/2012 16:07		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	REPORT	2012000008901
<b>Involved Officers</b>							
Brennan, Jason							
Brennan, Jason							
Meincke, John							
Meincke, John							
Ober, Ryan							
<b>Officer Involvement</b>							
Reporting Officer							
Reporting Officer							
Reporting Officer							
Reporting Officer							

# Medway Police Department Incident Log

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2010000001161	02/04/2010 06:09		ACC MV NO INJURY	Open	42 SUMMER ST Medway, MA	ASSISTED PARTY	2010000001154
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Officer Involvement</u>							
McLaughlin, John McLaughlin, John							
2010000004615	05/10/2010 10:34		ACCIDENT - MV NOT INVESTIGAT	Open	38 SUMMER ST MEDWAY, MA	LOGGED	2010000004434
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							
2010000005359	05/26/2010 09:38		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	REPORT	2010000005138
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Officer Involvement</u>							
McLaughlin, PaulT McLaughlin, PaulT Simard, Richard							
2010000007284	07/14/2010 13:23		ACC MV NO INJURY	Open	38 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2010000007012
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Officer Involvement</u>							
McLaughlin, PaulT McLaughlin, PaulT McSweeney, David Simard, Richard							
2010000010632	10/12/2010 08:53		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	LOGGED	2010000010229
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Officer Involvement</u>							
Simard, Richard							



# Medway Police Department Incident Log

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From Date: 01/01/2010 to: 09/04/2013

<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
<del>2010000010666</del>	10/13/2010 14:36		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2010000010261
<u>Incident Type</u>		<u>Primary</u>	<u>Reported</u>				
ACC MV NO INJURY		Yes	Yes				
<u>Officer Involvement</u>							
MacDougall, Joseph Responding Officer							
Rojee, John Reporting Officer							
Rojee, John Responding Officer							
<del>2010000010691</del>	10/31/2011 07:50		ACCIDENT - MV LEAVING THE SC	Open	42 SUMMER ST Medway, MA	LOGGED	2010000010289
<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
ACCIDENT - MV LEAVING THE SCEN			ACCIDENT - MV LEAVING THE SCEN	Open	42 SUMMER ST Medway, MA	LOGGED	2010000010289
<u>Incident Type</u>		<u>Primary</u>	<u>Reported</u>				
ACCIDENT - MV LEAVING THE SCEN		Yes	Yes				
<u>Officer Involvement</u>							
Smyard, Richard Reporting Officer							
Smyard, Richard Responding Officer							
<del>2012000004587</del>	05/20/2012 11:48		ACCIDENT-MV INJURY	Open	38 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2012000004559
<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
ACCIDENT-MV INJURY			ACCIDENT-MV INJURY	Open	38 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2012000004559
<u>Incident Type</u>		<u>Primary</u>	<u>Reported</u>				
ACCIDENT-MV INJURY		Yes	Yes				
AMBULANCE		No	No				
<u>Officer Involvement</u>							
McLaughlin, Paul T Reporting Officer							
McLaughlin, Paul T Responding Officer							
<del>2012000006142</del>	07/07/2012 13:36		ACCIDENT - MV NOT INVESTIGATEL	Open	42 SUMMER ST Medway, MA	LOGGED	2012000006113
<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
ACCIDENT - MV NOT INVESTIGATEL			ACCIDENT - MV NOT INVESTIGATEL	Open	42 SUMMER ST Medway, MA	LOGGED	2012000006113
<u>Incident Type</u>		<u>Primary</u>	<u>Reported</u>				
ACCIDENT - MV NOT INVESTIGATEL		Yes	Yes				
<u>Officer Involvement</u>							
McLaughlin, Paul T Reporting Officer							
McLaughlin, Paul T Responding Officer							

# Medway Police Department

## Incident Log

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<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2012000006254	07/10/2012 13:18		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2012000006225
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Primary</u>							
Yes							
<u>Officer Involvement</u>							
McSweeney, David Reporting Officer							
Rojee, John Reporting Officer							
Rojee, John Reporting Officer							
2012000007067	07/30/2012 12:19		ACC MV NO INJURY	Open	42 SUMMER ST Medway, MA	LOGGED	2012000006999
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Primary</u>							
Yes							
<u>Officer Involvement</u>							
McLaughlin, Paul T Reporting Officer							
2012000007951	08/21/2012 10:56		ACCIDENT - MV NOT INVESTIGAT	Open	42 SUMMER ST Medway, MA	LOGGED	2012000007825
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							
<u>Primary</u>							
Yes							
<u>Officer Involvement</u>							
Boultenhouse, William Reporting Officer							
Reardon, Matthew Reporting Officer							
Reardon, Matthew Reporting Officer							

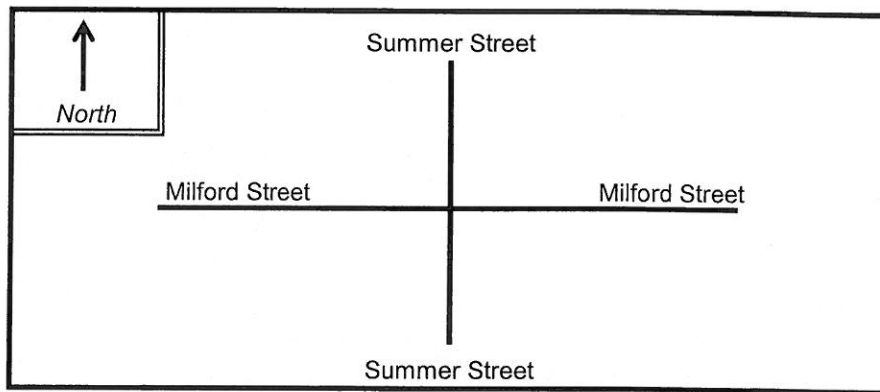
### INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 5/7/2013  
DISTRICT : 3 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Milford Street (Route 109)  
MINOR STREET(S) : Summer Street (Route 126)

INTERSECTION  
DIAGRAM  
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	265	569	602	448		1,884

"K" FACTOR : 0.093 INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : 20,258

TOTAL # OF CRASHES : 14 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( A ) : 4.67

CRASH RATE CALCULATION : 0.63 RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : Collision data provided from Medway Police Department Incident Log  
Project Title & Date : Proposed Cumberland Farms - Medway, Massachusetts



September 11, 2013

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

**Re: Cumberland Farms  
38 Summer Street (Route 126)  
Medway, Massachusetts  
Traffic Impact and Access Study Review**

Dear Mr. Rodenhiser:

On behalf of the Medway Planning and Economic Development Board, Tetra Tech (TT) has performed a review of the June 14, 2013 Traffic Impact and Access Study prepared by Tighe & Bond, Inc. for the proposed Cumberland Farms project located at 38 Summer (Route 126) at the southeast corner of the Route 126/Route 109 intersection in Medway, Massachusetts. We have also reviewed the project Site Plans prepared by the Civil Design Group, LLC, dated June 28, 2013.

As we understand it, the proposed project includes the construction of a 4,500 sf convenience store and retail gasoline facility on a 3.6 acre site. The project includes 24 parking spaces and 4 fueling dispensers with eight (8) vehicle fueling positions. The project will also result in a reduction in size of the existing Medway Garden Center facility (from 11,569 sf to 4,816 sf).

In addition to the Traffic Impact and Access Study and the Site Plans, TT has received and reviewed the following information from Tighe & Bond, Inc.:

1. Supplemental Sight Distance Data (Tighe & Bond Letter dated September 6, 2013)
2. 2010 – 2012 Crash Data from the Medway Police Department (Tighe & Bond e-mail dated September 10, 2013)
3. Updated MassDOT traffic data (2009 – 2011) for seasonal adjustments and traffic growth rates
4. ITE Trip Generation data sheets for Land Use Code 583 (Convenience Market with Gasoline Pumps)
5. Summer Street (Route 126)/Milford Street (Route 109) Traffic Signal Plans
6. Synchro Traffic analysis models for the Existing, No-Build and Build scenarios

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

### **Future Traffic Projections (non-project)**

- Future traffic volumes were projected for a five year time horizon (2018) and existing volumes were increased by 1 percent per year (approximately 5 percent in total). The future time horizon used in the study is consistent with professional practice and state guidelines for the preparation of traffic studies. The growth rate used in the study is appropriate and supported by the supplemental MassDOT traffic data which was provided by Tighe & Bond.

### **Project Trip Generation**

- The trip generation estimates in the study were based on data from the ITE *Trip Generation* publication, Land Use Code (LUC) 583 Convenience Market with Gasoline Pumps. This is an appropriate LUC to estimate trip generation for this project.
- The trip generation estimates for the weekday AM and PM peak hours were determined based on the “variable” of adjacent street traffic, while the Saturday peak hour estimate was based on the number of proposed fueling stations (ITE does not provide trip rates based on adjacent street traffic for the Saturday peak). The methodologies used in the study to estimate trip generation are reasonable and appropriate.

Note: As a cross-check for the AM and PM peak hours, TT performed a trip generation analysis using the variable of fueling positions instead of adjacent street traffic volumes. The results using fueling positions were similar to those reported/analyzed in the traffic study, with the number of trips being slightly fewer in the AM Peak hour and slightly more in the PM peak (133 vs. 146 and 153 vs. 132, respectively). These results confirm the reasonableness of the trip generation assumptions made by Tighe & Bond for the study.

- The study assumed a Pass-By rate of 25 percent. This is a reasonable, if not conservative, assumption for the type of project proposed.
- A trip reduction credit was used in the study to account for the reduction in size of the existing Medway Garden Center in the future. For the circumstances of this project, application of a trip reduction credit that is proportional to the reduction in size of the garden center is reasonable and appropriate.

### **Project Trip Distribution**

- The study assumed a distribution pattern based on the existing traffic volume pattern at the Route 126/Route 109 intersection. As the proposed use will likely draw much of its customers from the existing traffic streams, the distribution assumptions are reasonable and appropriate.

### **Intersection Operational Analysis**

- The intersection capacity and queuing analyses presented in the study were performed in accordance with the 2010 *Highway Capacity Manual* and are consistent with professional practices in Massachusetts.

monitoring vehicular conflicts at the proposed Summer Street driveway after the project is open.

- We understand that the access road from the Medway Garden Center to Milford Street (Route 109) that will connect to the Cumberland Farms eastern driveway will be gated to limit use of the access road to truck deliveries to the Garden Center. If so, the proposed gate should be located as close as possible to the end of the pavement on the Cumberland Farms site to minimize driver confusion.

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

Very truly yours,



Michael J. Hall  
Senior Project Manager

Cc: Dave Pellegrini, Tetra Tech

Attachments: 9/6/13 Tighe & Bond Letter (supplemental sight distance data)  
9/10/13 Tighe & Bond e-mail (Medway Police Department crash data)  
MassDOT traffic data  
ITE Trip Generation data sheets  
Summer Street/Milford Street Signal Plans

approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)<sup>1</sup>. In addition and as requested, a sight distance evaluation has been conducted at the proposed Milford Street driveway that will provide shared access for Medway Garden Center and Cumberland Farms.

As indicated in Table 1, available sight distances at the proposed driveways exceed the minimum and desirable sight distance requirements for safe operation. To provide the safe and efficient flow of traffic to and from the site, proposed plantings, vegetation, landscaping, and signing along the site frontage are recommended to be kept low to the ground or set back sufficiently from the edge of the roadways so as not to inhibit the available sight lines.

Should you have any questions or require additional information, please feel free contact me at (603) 433-8818.

Very truly yours,

**TIGHE & BOND, INC.**



Jason R. Plourde, P.E., PTP  
Project Manager

J:\G\G0616 Gershman Brown Crowley Medway, MA Cumberland Farms\LTR\G0616 Sight Distance Letter 090613.doc

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<sup>1</sup> *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2004.

## Hall, Michael

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**From:** Jason R. Plourde <JRPlourde@tigheBond.com>  
**Sent:** Tuesday, September 10, 2013 3:49 PM  
**To:** Susan Affleck-Childs; Hall, Michael  
**Cc:** AJ Barbato; Peter J. Paulousky  
**Subject:** Medway, MA - Cumberland Farms Local Crash Data  
**Attachments:** Local PD Data Summary.pdf; Medway Police Dept Incident Log 090413.pdf; Crash Rate Worksheet\_Local - Summer+Milford.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Susy and Mike,

During our discussions with Mike and due to a resident's correspondence to the Medway Planning and Economic Development Board, we have been conducting a further assessment of safety within the vicinity of the proposed Cumberland Farms development. Based on coordination efforts with Sergeant Watson of the Medway Police Department, we have obtained crash data within the study area that were collected by the Medway Police Department for the most recent complete 3 year period (January 1, 2010 through December 31, 2012). Attached is a tabulated summary of these data, the Incident Log for this time period, and a Crash Rate worksheet developed based on these data. Below is a summary of our findings for the Milford Street and Summer Street signalized intersection:

- 5 incidents were reported in 2010, 4 incidents in 2011, and 5 incidents in 2012, for an average of 4.7 collisions/year.
- 93% of these incidents (13 of 14) resulted in property damage only, 1 incident resulted in personal injury, and no fatalities were reported.
- 64% of these incidents (9 of 14) were identified as rear-end-type collisions, 29% (4 of 14) were identified as cross-movement/angle collisions, and the type of collision for 1 incident was not identified.
- 36% of the incidents (5 of 14) occurred during the weekday AM or weekday PM commuter peak periods (i.e., on a weekday between 7-9 AM or between 4-6 PM).
- The weather and roadway conditions during the times of the reported collisions were not identified.
- To determine the significance of collision occurrence, a local data Crash Rate was calculated. The Crash Rate (0.63 collisions/million entering vehicles [c/mev]) is well below the MassDOT statewide average (0.80 c/mev) and the district-wide average (0.89 c/mev) for signalized intersections.

In summary, the severity and type of collisions reported at this intersection are typical of signalized intersections. The collision data and the calculated Crash Rate do not indicate that a safety concern exists. In addition, these data do not indicate a particular collision pattern correctable by engineering measures.

Please let me know if you have any questions or require additional information.

Thank you,  
Jason

**Jason R. Plourde, P.E., PTP, NH LPA** | Project Manager

Tighe & Bond | 177 Corporate Drive | Portsmouth, NH 03801 | 603.433.8818 x53 | 603.801.4657 (cell)

[www.tighebond.com](http://www.tighebond.com)

Tighe & Bond



# Medway Police Department Incident Log

Print Date: September 04, 2013

Printed By:

From Date: 01/01/2010 to: 09/04/2013

<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2010000000420	01/13/2010 20:00		ACCIDENT - MV NOT INVESTIGATEI	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000000403
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							
<u>Reported</u>							
Yes							
20100000005042	05/19/2010 16:22		ACC MV NO INJURY	Open	45 MILFORD ST MEDWAY, MA	LOGGED	20100000004835
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Reported</u>							
Yes							
<u>Officer Involvement</u>							
McLaughlin, John Reporting Officer							
Meincke, John Reporting Officer							
Meincke, John Reporting Officer							
20100000006255	06/15/2010 12:20		ACCIDENT - MV NOT INVESTIGATEI	Open	45 MILFORD ST MEDWAY, MA	LOGGED	20100000005998
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							
<u>Reported</u>							
Yes							
<u>Officer Involvement</u>							
Rojee, John Reporting Officer							
20100000006428	06/20/2010 12:09		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	20100000006169
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Reported</u>							
Yes							
<u>Officer Involvement</u>							
Grimes, Donald Reporting Officer							
Grimes, Donald Reporting Officer							
Rojee, John Reporting Officer							
20100000008614	08/17/2010 16:23		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	20100000008285
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Reported</u>							
Yes							
<u>Officer Involvement</u>							
McLaughlin, John Reporting Officer							
McLaughlin, John Reporting Officer							

# Medway Police Department Incident Log

Print Date: September 04, 2013

Printed By:

From Date: 01/01/2010 to: 09/04/2013

<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
2010000008673	08/19/2010 16:25		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	TOWED VEHICLE	2010000008342
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
Brannan, Jason							
<u>Officer Involvement</u>							
Reporting Officer							
2010000010710	10/14/2010 21:53		ASSIST OTHER POLICE DEPARTM	Open	45 MILFORD ST MEDWAY, MA	REPORT	2010000010304
<u>Incident Type</u>							
ACCIDENT-MV INJURY							
ASSIST OTHER POLICE DEPARTMEI							
<u>Involved Officers</u>							
Meincke, John							
Meincke, John							
Mitchell, Stephen							
O'Neill, Robert							
Watson, Jeffrey							
<u>Officer Involvement</u>							
Reporting Officer							
Responding Officer							
Responding Officer							
Responding Officer							
Responding Officer							
2010000011892	11/18/2010 07:11		ACC MV NO INJURY	Open	45 MILFORD ST MEDWAY, MA	REFUSAL SIGNED	2010000011419
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
MacDougall, Joseph							
MacDougall, Joseph							
McSweeney, David							
<u>Officer Involvement</u>							
Reporting Officer							
Responding Officer							
Responding Officer							
2010000012688	12/08/2010 07:28		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000012172
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
MacDougall, Joseph							
MacDougall, Joseph							
McSweeney, David							
<u>Officer Involvement</u>							
Reporting Officer							
Responding Officer							
Responding Officer							
2010000000143	01/05/2011 08:40		ACCIDENT - MV NOT INVESTIGATEI	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2010000000132
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEI							

# Medway Police Department Incident Log

Print Date: September 04, 2013

Printed By:

From Date: 01/01/2010 to: 09/04/2013

<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
201200000929	01/27/2012 16:52		ACCIDENT-MV INJURY	Open	42 MILFORD ST MEDWAY, MA	TRANSPORT	201200000923
<u>Incident Type</u>							
ACCIDENT-MV INJURY			Reported				
AMBULANCE			Yes				
FIRE - INVESTIGATION			No				
			No				
<u>Involved Officers</u>							
Fasolino, Peter			<u>Officer Involvement</u>				
Fasolino, Peter			Reporting Officer				
Reardon, Matthew			Reporting Officer				
Reardon, Matthew			Reporting Officer				
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000001753	02/25/2012 09:01		ACC MV NO INJURY	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2012000001751
<u>Incident Type</u>							
ACC MV NO INJURY			Reported				
			Yes				
<u>Involved Officers</u>							
Kingsbury, William			<u>Officer Involvement</u>				
McLaughlin, PaulT			Reporting Officer				
McLaughlin, PaulT			Reporting Officer				
McSweeney, David			Reporting Officer				
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000004243	05/09/2012 20:20		ACCIDENT - OTHER	Open	42 MILFORD ST MEDWAY, MA	LOGGED	2012000004215
<u>Incident Type</u>							
ACCIDENT - OTHER			Reported				
			Yes				
<u>Involved Officers</u>							
Reardon, Matthew			<u>Officer Involvement</u>				
			Reporting Officer				
<u>Incident No</u> <u>Date / Time</u> <u>Alt Reference No</u> <u>Reported As</u> <u>Status</u> <u>Location</u> <u>Action Taken</u> <u>CAD No</u>							
2012000005084	06/05/2012 10:13		ACC MV NO INJURY	Open	44 MILFORD ST MEDWAY, MA	LOGGED	2012000005055
<u>Incident Type</u>							
ACC MV NO INJURY			Reported				
			Yes				
<u>Involved Officers</u>							
Simard, Richard			<u>Officer Involvement</u>				
			Reporting Officer				

# Medway Police Department Incident Log

Print Date: September 04, 2013

Printed By:

From Date: 01/01/2010 to: 09/04/2013

<u>Incident No</u>	<u>Date / Time</u>	<u>Alt Reference No</u>	<u>Reported As</u>	<u>Status</u>	<u>Location</u>	<u>Action Taken</u>	<u>CAD No</u>
<del>2010000001161</del>	02/04/2010 06:09		ACC MV NO INJURY	Open	42 SUMMER ST Medway, MA	ASSISTED PARTY	2010000001154
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
McLaughlin, John McLaughlin, John							
<del>2010000004615</del>	05/10/2010 10:34		ACCIDENT - MV NOT INVESTIGAT	Open	38 SUMMER ST MEDWAY, MA	LOGGED	2010000004434
<u>Incident Type</u>							
ACCIDENT - MV NOT INVESTIGATEL							
<del>2010000005359</del>	05/26/2010 09:38		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	REPORT	2010000005138
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
McLaughlin, PaulT McLaughlin, PaulT Simard, Richard							
<del>2010000007284</del>	07/14/2010 13:23		ACC MV NO INJURY	Open	38 SUMMER ST MEDWAY, MA	TOWED VEHICLE	2010000007012
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
McLaughlin, PaulT McLaughlin, PaulT McSweeney, David Simard, Richard							
<del>2010000010632</del>	10/12/2010 08:53		ACC MV NO INJURY	Open	42 SUMMER ST MEDWAY, MA	LOGGED	2010000010229
<u>Incident Type</u>							
ACC MV NO INJURY							
<u>Involved Officers</u>							
Simard, Richard							

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 5/7/2013

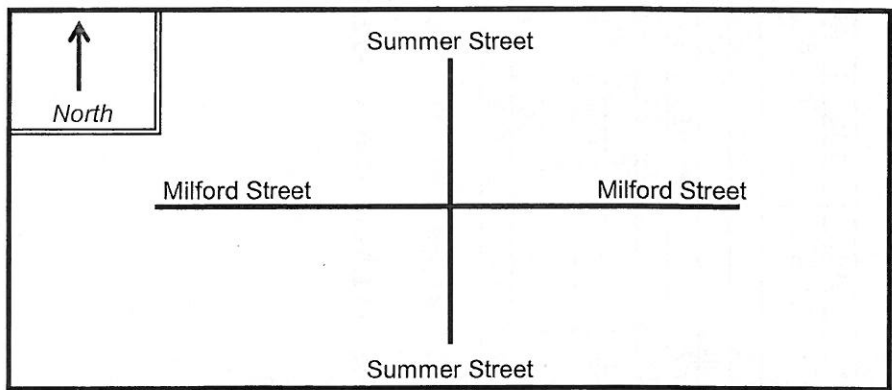
DISTRICT : 3 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Milford Street (Route 109)

MINOR STREET(S) : Summer Street (Route 126)

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	265	569	602	448		<b>1,884</b>

"K" FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

CRASH RATE CALCULATION :  RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : Collision data provided from Medway Police Department Incident Log  
 Project Title & Date : Proposed Cumberland Farms - Medway, Massachusetts

## Convenience Market with Gasoline Pumps (853)

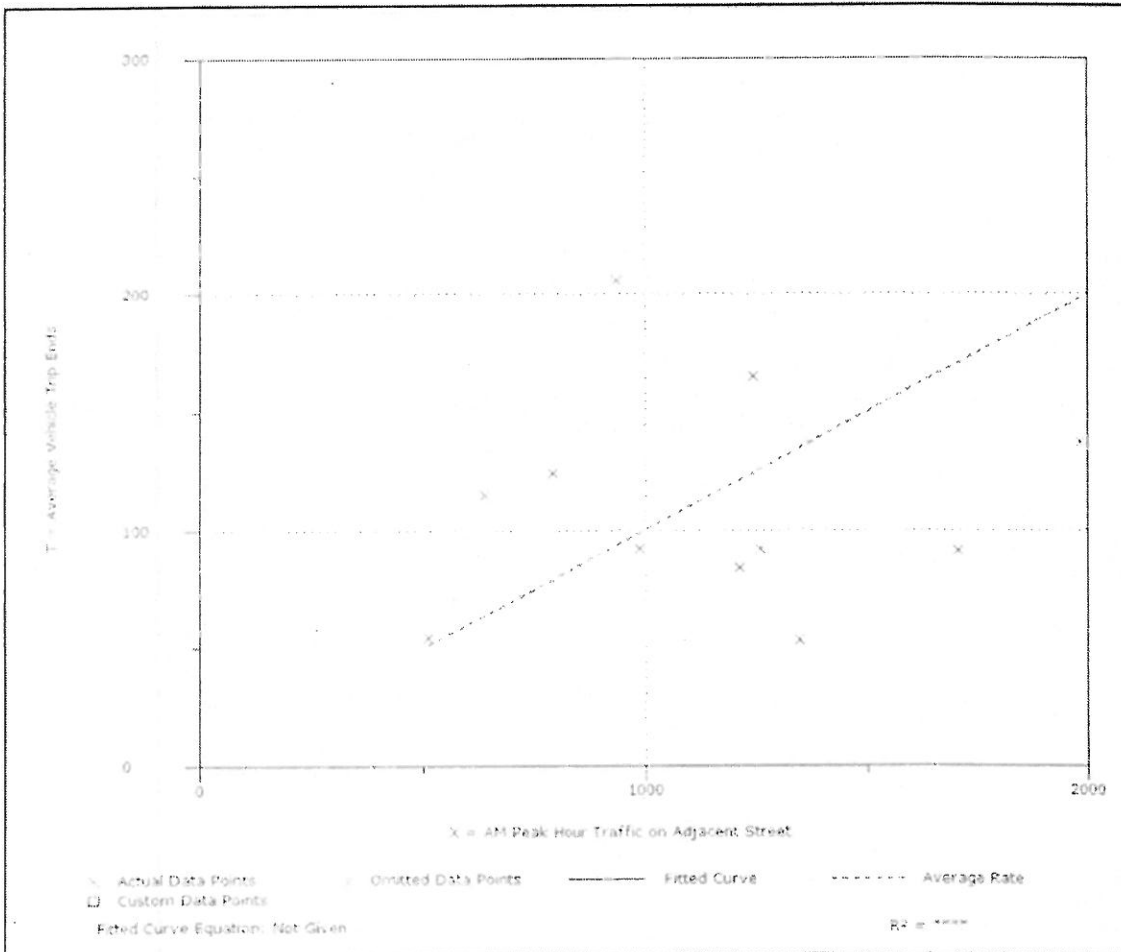
**Average Vehicle Trip Ends vs: AM Peak Hour Traffic on Adjacent Street**  
**On a: Weekday**  
**Peak Hour of Adjacent Street Traffic**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 11  
 Avg. AM Peak Hr. Traf. on Adj. Street: 1146  
 Directional Distribution: 51% entering, 49% exiting

### Trip Generation per AM Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.10	0.04 - 0.22	0.11

### Data Plot and Equation



The Geospatial Information

## Convenience Market with Gasoline Pumps (853)

**Average Vehicle Trip Ends vs: Vehicle Fueling Positions**  
**On a: Saturday**  
**Peak Hour of Generator**

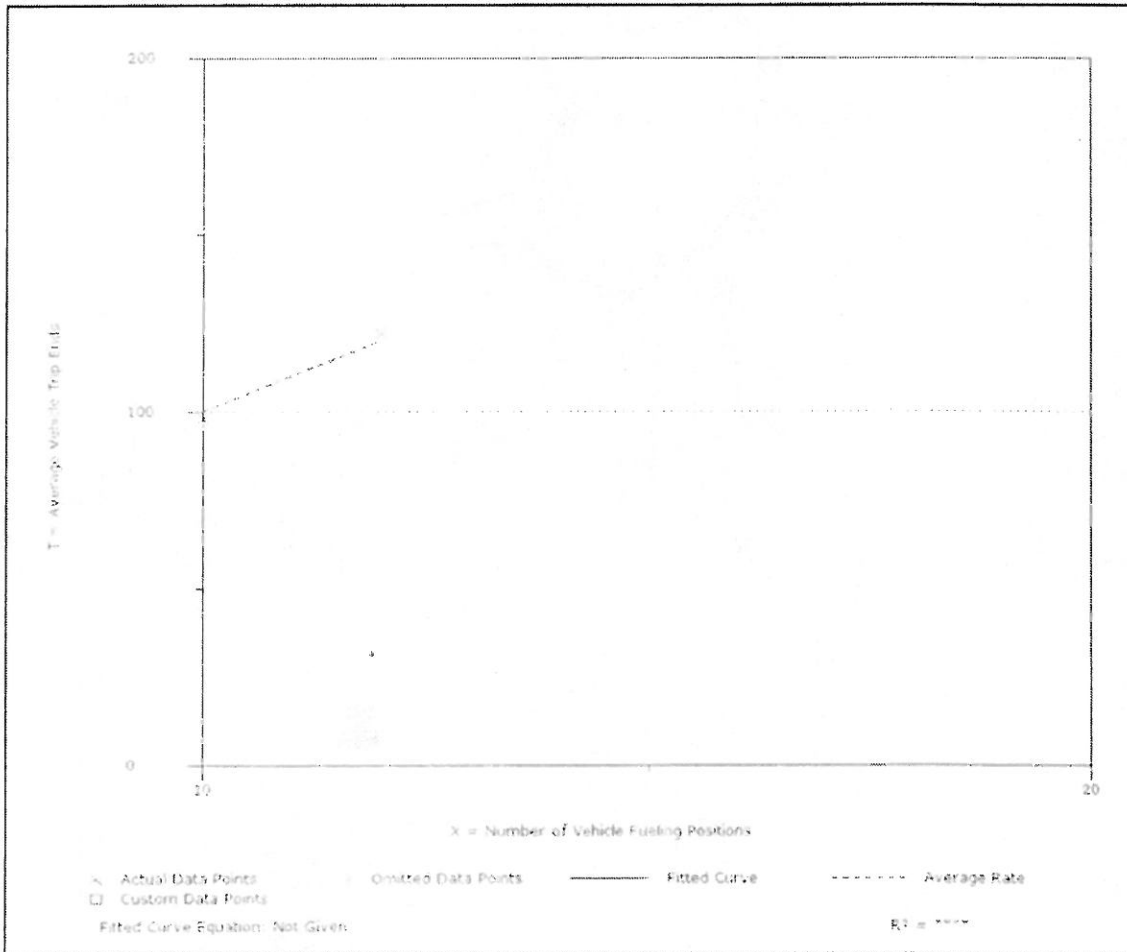
Number of Studies: 2  
 Average Vehicle Fueling Positions: 11  
 Directional Distribution: 51% entering, 49% exiting

### Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.00	9.50 - 10.17	-

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



Trips Generated: 853

# EPAC All Data

Intersection Name: Summer St. @ Milford St.

Intersection Alias: 070704

Access Code: 9999 Channel: 1 Address: 0 Revision: 3.33e

**Access Data**

Port 2 Comm :9600 Baud  
Port 3 Comm :1200 Baud

**Phase Data**

Vehical Basic Timings							Vehical Density Timings			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
2	6	2.0	30	30	4.0	1.0	0.0	0	0	0	0	0.0
3	6	2.0	10	10	4.0	1.0	0.0	0	0	0	0	0.0
4	10	2.0	40	40	4.0	1.0	0.0	0	0	0	0	0.0
6	6	2.0	30	30	4.0	1.0	0.0	0	0	0	0	0.0
8	10	2.0	40	40	4.0	1.0	0.0	0	0	0	0	0.0

Pedestrian Timing					General Control					Miscellaneous					
Phase	Ped Walk	Flashing Clear	Extended Ped Clear	Actuated Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Passage	Car Service	Conditional	No Simultaneous Gap Out
2	0	0	No	0	No	Inactive	None	None	None	0	Yes	Yes	No	No	No
3	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
4	0	0	No	0	No	Green	None	Soft	None	0	Yes	Yes	No	No	No
6	0	0	No	0	No	Inactive	None	None	None	0	Yes	Yes	No	No	No
8	0	0	No	0	No	Green	None	Soft	None	0	Yes	Yes	No	No	No

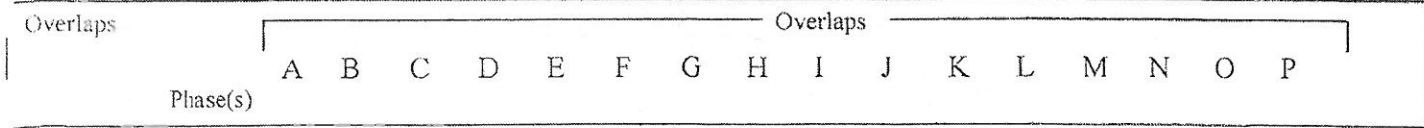
Special Sequence Default Data	Vehical Detector Phase Assignment				
	Assigned Phase	Mode	Switched Phase	Extend	Delay
	Vehical Detector Channel :1	2	Veh	0	0
	Vehical Detector Channel :2	2	Veh	0	0
	Vehical Detector Channel :3	6	Veh	0	0
	Vehical Detector Channel :4	6	Veh	0	0
	Vehical Detector Channel :5	3	Veh	8	0
	Vehical Detector Channel :6	4	Veh	0	0

Pedestrian Detector	Special Detector Phase Assignment				
	Assign Phase	Mode	Switched Phase	Extend	Delay
Pedestrian Detector Channel :1	1	Ped	0	0.0	0
Pedestrian Detector Channel :2	2	Ped	0	0.0	0
Pedestrian Detector Channel :3	9	Ped	0	0.0	0
Pedestrian Detector Channel :4	4	Ped	0	0.0	0
Pedestrian Detector Channel :5	5	Ped	0	0.0	0
Pedestrian Detector Channel :6	6	Ped	0	0.0	0
Pedestrian Detector Channel :7	7	Ped	0	0.0	0
Pedestrian Detector Channel :8	8	Veh	0	0.0	0

**Unit Data**

General Control			
Startup Time: 5sec	Startup State: Flash	Red Revert: 4sec	
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	
ABC connector Input Modes: 0	Input	Output	
ABC connector Output Modes: 0	Ring	Respons	Selection
	1	Ring 1	Ring 1
D connector Input Modes: 0	2	Ring 2	Ring 2
D connector Output Modes: 0	3	None	None
	4	None	None

Remote Flash			
Test A = Flash No	Channel	Flash Color	Flash Alternat
Flash Entry	2	Red	Yes
Flash Exit	4	Yellow	No
Phase	6	Red	Yes
2	8	Yellow	No
4			
6			
8			





AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det.	Det.	Det.	Dimming	Special Function Outputs								
				1	2	3	Diag. D1	Rpt. D2	Mult100 D3		1	2	3	4	5	6	7	8	
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 2 Max2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 3 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 4 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 5 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 6 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 7 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 8 Max2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 1 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 2 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 3 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 4 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 5 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 6 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 7 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase 8 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph Track	Dwell	Cycle	Ovlp Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

**Default Data**

**Default Data**

**Default Data**

**System/Detectors Data**

Local Critical Alarm: Revert to Backup: 15 1st Phone:  
 Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:  
 Local Flash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor: No  
 Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

**Traffic Responsive**

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Detectors	Detectors	Factor

**Default Data**

**Default Data**

**Default Data**

Sample Interval: Queue: 1 Input Selection: 0=Average Queue:  
 Detector Failed Level : 0 Level Enter Leave Dial / Split / Offset  
 Queue: 2 Input Selection: 0=Average //  
 Detector Failed Level : 0

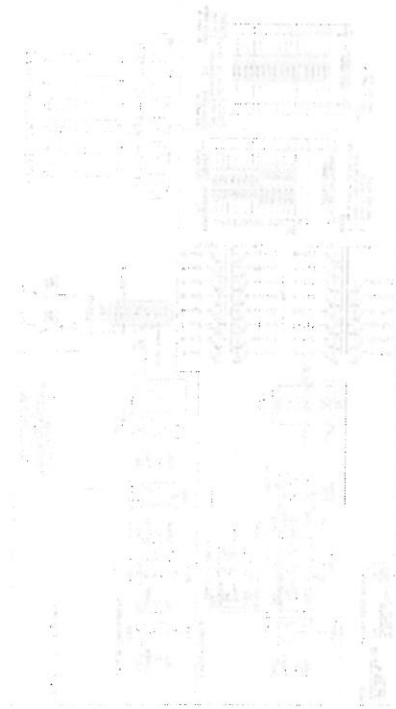
**Default Data**

Vehical Detector	Vehical Detector	Special Detector
Diagnostic Value 0	Diagnostic Value 1	Diagnostic Value 0
Max No Erratic	Max No Erratic	Max No Erratic
Detector Presence Activity Count	Detector Presence Activity Count	Detector Presence Activity Count

**Default Data - Diag 0 Values**

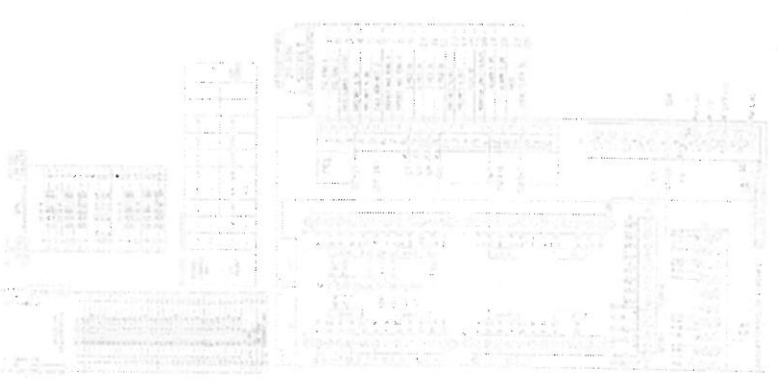
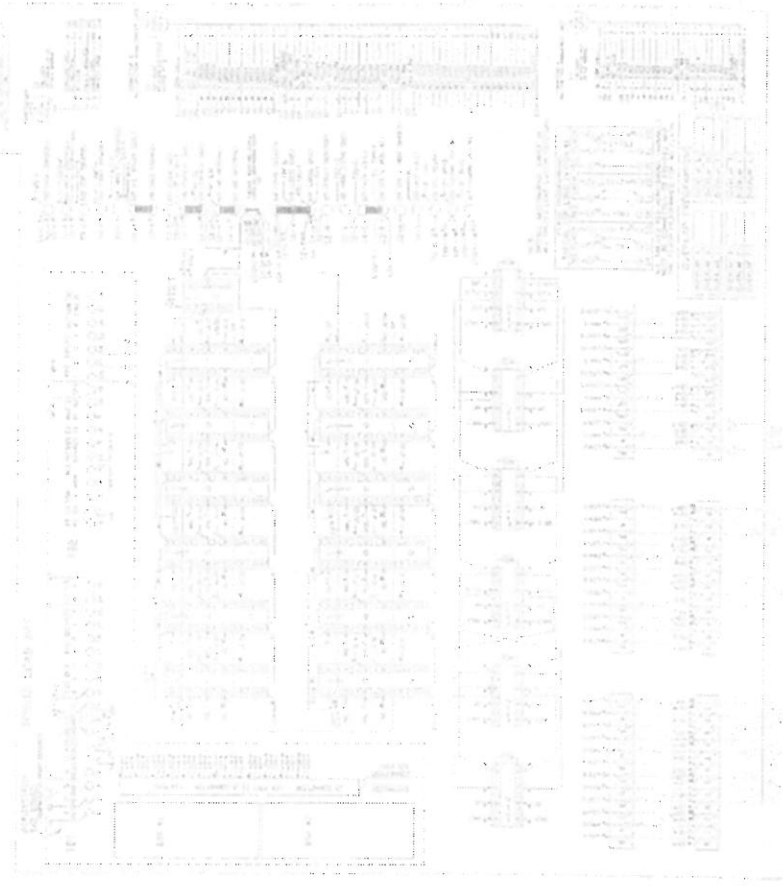
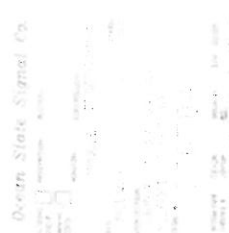
**Default Data - No Diag 1 Values**

**Default Data - No Diag 0 Vali**



Room No.	Room Name	Area (sq. ft.)
101	Office	100
102	Office	100
103	Office	100
104	Office	100
105	Office	100
106	Office	100
107	Office	100
108	Office	100
109	Office	100
110	Office	100
111	Office	100
112	Office	100
113	Office	100
114	Office	100
115	Office	100
116	Office	100
117	Office	100
118	Office	100
119	Office	100
120	Office	100

Room No.	Room Name	Area (sq. ft.)
201	Office	100
202	Office	100
203	Office	100
204	Office	100
205	Office	100
206	Office	100
207	Office	100
208	Office	100
209	Office	100
210	Office	100
211	Office	100
212	Office	100
213	Office	100
214	Office	100
215	Office	100
216	Office	100
217	Office	100
218	Office	100
219	Office	100
220	Office	100



**Susan Affleck-Childs**

**RECEIVED**  
AUG 28 2013

**From:** Tracy Stewart [tracystewart903@gmail.com]  
**Sent:** Wednesday, August 28, 2013 12:06 PM  
**To:** Susan Affleck-Childs; Mary Jane White; Rob Condon; zcomeau@wickedlocal.com; Dennis crowley; John Foresto; T A  
**Subject:** proposed Cumberland Farms at Summer Street and Milford Street  
**Attachments:** CumberlandFarms\_summerST\_proposal\_08213.pdf

**TOWN OF MEDWAY  
PLANNING BOARD**

Please submit my letter to all board members of both the Selectmen and Planning board and also note it is for public distribution.

**ATTENTION: Medway Planning and Economic Development Board, Selectmen and Residents**

**SUBJECT: Cumberland Farms Proposal**

**As a life-long resident of Medway I attended the August 27<sup>th</sup> 2013 hearing tonight as a resident who wants to see our "small town" stay smart and small.**

**I have read the traffic study, reviewed the proposal and so forth and do not submit my input blindly or without consideration. (for those who would like to review for themselves, please see: [http://www.townofmedway.org/Pages/MedwayMA\\_Bcomm/PlanEcon/ApplicationsDocs/Cumberland](http://www.townofmedway.org/Pages/MedwayMA_Bcomm/PlanEcon/ApplicationsDocs/Cumberland) )**

**The current proposal for the Cumberland Farms location is simply a monstrosity. With a Cumberland Farms Gas Station and Convenience store exactly .94 miles away over the Bellingham border I ask ?WHY?. Why do we need, want or are even considering such a large scale commercial property that will bring traffic to an area that is already managing 4 corners of entrances and exits for Dunkin Donuts, our Fire Station, a restaurant that has been a corner stone of our town for many decades and a Garden Center that has MUCH less volume than the proposed Cumberland Farms Gas Station. (?)**

**I am completely against this plan. The idea of adding to the already existing traffic in that area especially at a time when we will be facing the burden of the RT.109 redesign is not acceptable. The current traffic study submitted covers the years 2008-2010. They study openly states that the casino proposal is not factored into this traffic study.**

**I have great concern for the residents of our town as I look at numbers between 80 and 150 as it relates to the number of cars coming in and out of the location on a weekday morning or afternoon.**

**Have we learned nothing from the cluster and cramming of commercial property in own town? The Dunkin Donuts locations are both traffic hazards and road cloggers.**

**Also, was it not a clear message from the residents at the May 2013 town meeting when we said NO to the proposed rezoning in that area of Summer Street? NO more commercial building, NO more shouldering residential property. Mr. Jesse Bain and his family could possibly have this project as a direct neighbor, having to be exposed to the activity that will be happening at this approximately FOUR-acre project at all hours.**

**I asked at the public hearing: what will the hours be? Responses were that Cumberland Farms would like 24 hrs but would most likely apply for 5AM to midnight. Not only is this a concern for the residents**

in that area but also with the proposed casino and RT 109 project this location could easily become a magnet for activity.

The traffic, the hours and lastly, it does not seem that the equation of bringing jobs to a location are a benefit to our community. A four-acre proposal that would NOT bring 50-100 jobs but most likely 8-20 jobs. The tax revenue is not worth the additional headache residences will confront on a day-to-day basis.

Our town has 4 gas stations, 2 of them have significant "convenience stores" as a part of their business. NO MORE.

With this and future proposals it is my opinion that the board members and selectmen involved need to weigh heavily the consideration of the residents as WE are Medway. WE are not a business, WE are people who reside here to raise our families and stay here because of the small town Medway is. The permanency of commercial property both occupied and not is what WE have to live with in a financial and physical manner.

Thank you,

Tracy Stewart

September 11, 2013

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

RECEIVED  
SEP 11 2013

TOWN OF MEDWAY  
PLANNING BOARD

**Re: Cumberland Farms  
38 Summer Street (Route 126)  
Site Plan Review  
Medway, Massachusetts  
Response to comments**

Dear Mr. Rodenhiser:

On behalf of the applicant, CF GC New England, LLC, Civil Design Group, LLC (CDG) is in receipt of Tetra Tech's (TT) review letter, dated August 8, 2013. CDG's responses are provided in **bold** below the TT's comments and supporting plans are enclosed herein:

1. The site plan shall be prepared, stamped, signed and dated by qualified professionals. (Ch. 200 §204-4(A))

**The civil site plan sheets were stamped in the original submission. The associated architectural, lighting and signage plans were not stamped as part of the original submission, however, since modifications to these plans are anticipated, we respectfully request that a full set of stamped plans be withheld until the final submission to the PEDB.**

2. The Applicant shall verify if the Planning and Economic Development Board (PEDB) approved the site plan scale of one (1) inch equals forty (40) feet or such other scale that has been approved in advance. (Ch. 200 §204-4(B))

**The original site plan set was submitted at 1-inch equals thirty (30) feet, which is larger than the minimum required scale of forty scale.**

3. The Applicant shall verify all existing and proposed elevations refer to the North American Vertical Datum of 1988 (NAVD88). (Ch. 200 §204-4(D))

**The existing and proposed elevations do refer to the NAVD88. A note indicating the same has been added to the ALTA/ACSM Land Title Survey.**

4. All site plan sheets shall contain a Board of Selectmen's endorsement signature block and stamp of registered professional responsible for the content of said sheet. (Ch. 200 §204-4(F))

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**The site plan sheets have been modified to include the Board of Selectmen's endorsement signature block.**

5. The cover sheet shall include the Board of Selectmen's endorsement signature block. (Ch. 200 §204-5(A))

**The cover sheet included the Board of Selectmen's endorsement signature block in the original submission.**

6. All easements (utility, conservation and other) shall be provided. (Ch. 200 §204-5(B-5))

**A shared access easement for the easterly curb and associated driveway on Route-109 between Cumberland Farms and Medway Gardens is part of the lease agreement.**

7. An Existing Landscape Inventory shall be prepared by a Professional Landscape Architect licensed in the Commonwealth of Massachusetts. (Ch. 200 §204-5(C-3))

**The ALTA/ACSM Land Title Survey indicates three (3) noteworthy existing trees. Since this project is, in part, a redevelopment project and our proposed landscape plan includes the addition of over fifty (50) new trees and three-hundred and fifty (350) new shrubs and ground cover, we respectfully request a waiver from this requirement.**

8. Horizontal sight distances on the public way(s) at all entrances in both directions shall be provided (Ch. 200 §204-5(D-14)).

**Horizontal sight distances on the public ways are provided at the proposed entrances in both directions as depicted within the Traffic Report. As indicated on the plan, there is sufficient horizontal sight distance for all movements.**

9. The Planning Board to verify if the lights spill onto the street of Milford/Summer Street entry/exit is acceptable. (Ch. 200 §205-2(O))

**To be discussed with PEDB.**

10. Curb cuts for contiguous commercial areas may be limited to one per street. (Ch. 200 §205-3(A-2a))

**As previously discussed at the PEDB hearing, one (1) curb cut on Route-126 and the westerly curb cut on Route-109 lie within the Cumberland Farms' lease area and are designated for vehicular use by the same. The easterly curb cut lies outside of the Cumberland Farms' lease area and is primarily provided for the use of the Medway Garden's delivery trucks. There are two (2) internal vehicular access connections between the Cumberland Farms and the easterly driveway shown to provide additional onsite circulation for Cumberland Farms customers and delivery trucks.**

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

**The slope of the paved entrance at the easterly curb cut on Route-109 does not exceed two (2) percent for the first twenty-five (25) feet; however, every effort has been made to meet this requirement for the additional two (2) curb cuts given the substantial grade change for the site. As such, the slope of the paved entrance at the westerly curb cut on Route-109 does not exceed 2% for the first 25 feet measured from the edge of travelled way and the slope of the paved entrance at the Route-126 curb cut is 3% measured from the edge of travelled way.**

12. A waiver has been requested for the requirements to recharge ground water with swales and detention areas. (Ch. 200 §205-4(D))

**No action required. To be discussed with PEDB.**

13. A waiver has been requested for the number of spaces/stalls. (Ch. 200 §205-6(G-2))

**No action required. To be discussed with PEDB.**

14. The contractor shall verify piled snow will not affect visibility and sight distance of vehicles entering and exiting the site at the Milford Street north entrance. (Ch. 200 §205-7)

**Snow storage areas are shown outside of the sight distance triangles at all access points.**

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

**The plantings proposed in the Landscape Plan (CFG 8.0) satisfy this requirement.**

16. The Impervious Areas denoted in Figure 5 that correspond to the impervious areas used in the Weighted TSS Removal Calculation on page 5 of the Stormwater Management Report do not match. Revise as required.

**The impervious areas denoted in Figure 5 represents the total area of the watershed (impervious + pervious). As such, the impervious areas provided in the Weighted TSS Removal Calculation table are correct.**

17. The Hydraflow Storm Sewer calculations show that CB-1 has less than 0.5 CFS directed to it in the 25 year storm event. Why is a double catch basin proposed in this location?

**Similar to DCB-2, DCB-1 is shown as a double catch basin (oriented perpendicular to the curb) to maximize the catchment area of surface runoff upstream of the 8% access drive leading to Route-126.**

18. The roof leader connection from the pump island canopy should not be tied directly into DCB-1 because the inflows from the canopy will likely re-suspend the TSS in the sump of the catch basin. The pipe should be tied into DMH-3 or wyed into the HDPE trunk line the same way the RL from the proposed building is connected to the proposed HDPE trunk line.



**The roof leader connection from the gas canopy has been modified and is shown connecting into the HDPE trunk line via a wye connection.**

19. In the Proposed HydroCAD model, the storage volume of the precast concrete galley subsurface detention system is exceeded in the 100-year storm event. The storage volume is contained within elevation 255-259. The 100-year peak elevation is 259.06. Additional chambers should be added to accommodate the 100-year flood volume.

**The hydrocad modeling for the subsurface detention system (galleys) have been modified such that the 100-year peak elevation is now 258.95. This change was accomplished by lowering the weir elevation in the downstream outlet control structure (OCS-1) by 0.10 feet to El. 258.80. Post development peak flow rates are still mitigated for all storm events.**

20. In order to better understand the projects compliance with the MADEP Stormwater Management Standards, a section should be added to the Stormwater Management Report that organizes the ten (10) standards in one section that describes the projects compliance with each standard.

**A section has been added to the Stormwater Management Report that describes the projects compliance with the ten (10) MA DEP Stormwater Management Standards.**

21. Although the project is a mix of a new and redevelopment and soil conditions/bedrock allow for the project to meet some of the MADEP Stormwater Management Standards to the maximum extent practical, some of the required documentation per Volume 3 of the Massachusetts Stormwater Handbook was not provided (ie. Water Quality Volume calculations).

**The provided TSS removal rates are, in part, based on the removal rates of the Stormceptor unit (STC-450i). The given rate of the Stormceptor unit is based on the flow rate of the 1" storm. Calculations have been provided.**

22. As stated above, the redevelopment portion of the project is required to meet the MADEP Stormwater Management Standards to the maximum extent practical, however the regulations state that within reason, efforts should be made to meet all the standards. Two (2) specific areas of concern were identified in our review where we believe additional measures could be implemented that would allow the project to achieve compliance with the MADEP Stormwater Management Standards.
- a. The current design does not achieve the required 80% TSS removal rate. Substituting a water quality inlet (STC-450i) for CB#4 in the western entrance would allow the project to achieve in excess of the required 80% TSS removal rate. Additionally, as currently graded, the western entrance allows a large portion of the driveway to sheet flow into Summer Street (Rt.-126). If the entrance driveway was crowned and a CB was added to the northern side of the driveway the revised drainage design would capture the majority of the runoff that is currently proposed to sheet flow into Summer Street.

**CB-4 has been modified and is now specified to be a stormceptor unit (STC-450i). Due to the horizontal curvature of the driveway, the preference would be to super-elevate the driveway as originally proposed. Consideration was given to crowning the road, however, there is only approximately 930 square of area that is not being captured. We estimate that crowning the road would capture approximately half of the area that is currently flowing onto Summer Street, as such, we do not think the benefit of crowning the road outweighs the benefit of superelevating the driveway.**

- b. As currently designed, stormwater runoff from the entire eastern driveway is excluded from the proposed stormwater management design. The driveway is graded to sheet flow in a south easterly direction along a monolithic concrete curb where it will concentrate and flow across a concrete sidewalk ramp and discharge as a point discharge at the south easternmost pavement limit onto a gravel roadway on an abutting property. Without stormwater mitigation controls at this location, the current design will likely result in excessive erosion on the abutting property. The driveway should either be regraded to direct the runoff to the 4 proposed CB's or an additional catch basin should be installed to intercept this runoff and direct it to the proposed subsurface detention system.

**The runoff from the easterly driveway is excluded from the proposed stormwater management, however, this area was minimized due to a proposed ridge line that is consistent with the proposed lease line. Furthermore, the proposed grading for this driveway is consistent with the slope and direction of the existing topography, thereby mitigating peak rates of runoff in the post-development condition. Based on my phone conversation with Mr. Pellegrini on August 20<sup>th</sup>, the grading and drainage plan (CFG5.0) has been modified to depict a 'french' drain and drywell to assist in collecting stormwater runoff associated with the easterly driveway.**

23. A waiver has been requested for license to connect to the Town of Medway Drainage System. (Art. III)

**No action required. To be discussed with PEDB.**

24. A note shall be added stating that all pipes fittings, and appurtenances shall meet AWWA and Department standards. (Art. V §4)

**A note indicating the same as described above has been added to sheet CFG 7.0, Site Utility Plan.**

25. Contractor shall add a note stating "DIG SAFE shall be called before beginning work". (Art. V §25 & VI §15)

**A note indicating the same as described above was included in the original submission plans as Note #1 on the Site Demolition Plan.**

26. Contractor shall verify that saddles be used in making taps on PVC pipe or CLDI Class 50 or less. (Art. V §25 & VI §15)

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**As shown on CFG 9.2, a saddle connection is used for the water service connection.**

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

**CDG reached out to the Water Department on August 26, 2013 and confirmed that adequate water pressure exists proximate to the site.**

28. It appears that the edge of pavement on Route 109 is not shown adjacent to the site. It appears on the Existing Conditions Plan but not on additional sheets in the set.

**The edge of pavement/curb on Route-109 is shown throughout the original plan set, however, there is a substantial driveway/curb cut for the industrial building to the northeast of our site.**

29. Is there any erosion control (Silt Bags) necessary along Route 109 east of the site?

**Per my conversation with Mr. Pellegrini on August 20<sup>th</sup>, silt bags are not necessary along Route-109 east of the site.**

30. Is there a reason the painted pavement arrows appear as two different symbols on the plan, one a solid black and the other with only an outline?

**The solid arrows denote arrows to be painted; the hollow arrows are shown for representation purposes and are denoted 'not to be painted' as indicated in the legend on Sheet CFG4.0.**

31. Is it possible to provide a grass buffer between the back of curb and the proposed sidewalk along Route 109? There appears to be potential conflicts with utility poles but it may be possible in other areas.

**The new sidewalks along Route-109 are shown adjacent to the proposed curb, which is consistent with the existing sidewalk locations at the intersection. Furthermore, providing a grass strip as described above may result in a portion of the sidewalk on private property as well as decrease the available area for snow storage and plantings within the onsite landscape strip. As such, it is the applicant's preference to leave the sidewalks as currently proposed.**

32. Are any easements required for the section of proposed sidewalk along Route 109 that extends onto private property (at the entrance).

**Portions of the new sidewalks on Route-109 encroach onto the site to avoid existing utility poles. CDG will coordinate with the Department of Public Services (DPS) as to whether easements are required.**

33. Coordinate with the Town on typical maintenance requirements for the three painted crosswalks at the driveways. Who is responsible for maintenance given that two are within the Town ROW and one is within the applicant's property.

---

**CDG will coordinate with DPS as to the maintenance responsibilities of the three painted crosswalks.**

34. A crosswalk may be required across the access road on the east side of the site leading to the loading area.

**A crosswalk has been added across the easterly access road as shown on CFG4.0.**

35. Are ramps required along the pedestrian path through the landscape island adjacent to the loading area or is this proposed as flush.

**Ramps are not required along the pedestrian path through the landscape island adjacent to the loading area. The running slope of the sidewalk is less than 5%, therefore, ramps are not required.**

36. There are two pads in the loading area (around the tanks and dumpsters). Is the material between these two pads proposed as bituminous concrete?

**The material between the two concrete pads is proposed to be bituminous. However, for constructability purposes, the site plan has been revised such that the entire loading area will be concrete.**

37. There is a label on the plans in front of the proposed buildings for proposed bollards, however there does not appear to be a symbol for the bollards.

**The bollards were shown to scale (4" diameter) in the original submission and were difficult to see, however, the site plan has been revised to reflect larger bollard sizes for representation purposes.**

38. Is it possible to move ramp away from the end of the island near the northwest corner of the building, adjacent to the parking stall numbered 13 on the plan.

**The accessible ramp has been relocated adjacent to parking stall 13. The grading proximate to this area has been revised such that a ramp is not required to provide accessible access.**

39. There is an existing well designated to remain. Will this have to be raised or lowered to accommodate finish grade?

**The existing well designated to remain will not need to be raised or lowered. As indicated on the grading and drainage plan (CFG 5.0), existing grade is achieved at approximately elevation 260.**

40. It seems as if the bike racks would be difficult to find if the adjacent parking stalls are filled.

**There are limited areas to install the bike racks. They were located with convenient proximity to the C-Store in mind while maintaining clear pedestrian paths in front of the store.**

41. There appear to be two types of retaining walls specified on the south side of the site including a concrete and modular block type. Why not utilize the more aesthetically pleasing modular block for both?

**Two retaining walls were utilized for this site because the concrete retaining wall behind the C-Store will be substantially hidden from the Route-126 due to the existing greenhouse to remain. The retaining wall that will be seen from Route-126 will be the more aesthetically pleasing wall. Furthermore, the modular block retaining wall will be replaced with a stone veneer retaining wall to match the stone finish at the base of the C-Store, outdoor seating area, gas pumps and monument sign.**

42. Could you discuss the anticipated circulation patterns of Medway Gardens? How will they utilize the secondary access off Route 109?

**As discussed at the August 13<sup>th</sup> PEDB hearing, the easterly curb cut on Route-109 will primarily be used for exiting trucks delivering goods to the Medway Garden Center.**

43. There were discussions during previous meetings about the need for three entrances to the site. Please discuss the need for the three entrances as opposed to potentially eliminating one of the Route 109 entrances.

**As described above and at the August 13<sup>th</sup> PEDB hearing, one (1) curb cut on Route-126 and the westerly curb cut on Route-109 lie within the Cumberland Farms' lease area and are designated for vehicular use by the same. The easterly curb cut lies outside of the Cumberland Farms' lease area and is primarily provided for the use of the Medway Garden's delivery trucks. There are two (2) internal vehicular access connections between the Cumberland Farms and the easterly driveway shown to provide additional onsite circulation for Cumberland Farms customers and delivery trucks.**

44. In the large island in front of the site, is it possible to direct more of the runoff towards the existing catch basin in Route 126 north of the proposed site entrance to minimize runoff across the entrance?

**The grading and drainage plan has been revised to direct more runoff towards the existing catch basin on Route-126 north of the proposed site entrance to minimize runoff across the entrance.**

45. Does the landscaping plan take into account the steep slope on the southern side of the proposed Route 126 entrance?

**The landscape plan does take into account the slope on the southerly side of the proposed Route-126. The proposed trees are intended to be planted at the top of slope.**

46. We assume that blasting will be required for this site. All appropriate state and local permits shall be obtained.

**Agreed. Appropriate state and local permits will need to be obtained prior to blasting.**

47. Applicant shall confirm the adequate condition of existing drainage manhole in Route 126 where the connection is proposed.

**A note has been added to the grading and drainage plan for the contractor to verify adequate condition of the existing manhole prior to connection.**

48. Where is runoff from the western most entrance to the site collected in Route 109? It appears to flow west of the site but then it's not clear where it will be collected. Please confirm that there are no drainage issues associated with this drainage route.

**Runoff from the westerly portion of the Route-109 frontage is conveyed in the gutter and collected into the existing catch basin on the easterly side of Route-126, south of the Route-109/126 intersection. Drainage issues are not anticipated with this route.**

49. The existing flow arrows on Sheet CFG6.0 north of the proposed filling stations appear to be shown in the wrong direction.

**The flow arrows depicted on Sheet CFG6.0 are intended to show proposed stormwater flow, consistent with the grading and drainage plan.**

50. There is a note on Sheet CFG7.0 to connect the sewer to the brick invert however it appears that there is no existing manhole in this location. Is a wye connection proposed?

**The sewer connection is intended to wye into the existing sewer main. Reference to the brick invert has been removed.**

51. Is a tapping sleeve required for proposed 2" service connection? This appears it would be a typical service connection.

**As shown on CFG 9.2, a saddle connection is used for the water service connection.**

52. Is it possible to utilize existing water and sewer services? Are new services required?

**A note has been added to the Sheet CFG7.0 indicating the contractor shall verify if existing sewer and water services are suitable for reuse and notify the engineer of the same for potential plan modification.**

53. The existing fire hydrant shall be shown on CFG7.0 Site Utility Plan in relationship with water infrastructure system.

**The existing hydrant on the north side of Route-109 has been added to sheet CFG7.0.**

54. I would suggest additional plantings along eastern most property line to block headlights from neighboring properties. There are sufficient evergreen trees in this location however smaller bushes filling in the gaps may be helpful.

---

**Additional low-lying plantings and an 8-foot white vinyl fence have been added to the landscape plan.**

55. Will the evergreen trees along the eastern most property line conflict with the snow storage proposed in this area. Why not propose snow storage further to the south in the mulch area?

**The snow storage area has been revised on the plans and additional snow storage area has been provided farther to south.**

56. In the planting table there is a planting designated as GT\*. What does the asterisk designate?

**The asterisk symbolizes a specimen-sized tree.**

57. For the Stabilized Entrance Detail, is the stone size sufficient to prevent rutting of stone? With smaller stone sizes we have seen rutting occurring which then causes the edge of pavement in the roadway to become damaged.

**The stabilize construction entrance detail has been revised to reflect 4" stone size to be placed at minimum thickness of 8".**

58. Typical Vertical Granite Curb Detail does not match Medway's Vertical Granite Curb (Medway Construction Details CD-12)

**Applicable construction details have been modified to match applicable Medway Construction Details.**

59. A detail should be added to show roadway reconstruction and/or utility trench construction within Route 109 and 126 meeting town standards including flowable fill.

**A detail depicting the same is included in the revised plan set, sheet CFG 9.4.**

60. Typical Drain Manhole Detail sump does not match Drain Manhole Detail (Medway Construction Details CD-21)

**As discussed with Mr. Pellegrini at the August 27<sup>th</sup> PEDB hearing, the onsite drain manhole does not need to match the Medway Drain Manhole Construction Detail.**

61. The applicant shall obtain approval from the Medway DPS for the installation of an exterior sewer drop. (Medway Construction Details CD-22)

**CDG reached out to DPS on August 26, 2013 and confirmed that the exterior sewer drop is acceptable because it is located onsite.**

62. Contractor shall provide Thrust Block Details (Medway Construction Details CD-28)

**As discussed with Mr. Pellegrini on August 20<sup>th</sup>, thrust blocks are not needed for the 2" water service, therefore, details of the same are not provided.**

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ENGINEERING. LAND USE. PLANNING. PERMITTING.

21 High Street, Suite 300A  
North Andover, MA 01845  
Tel 978.794.5400  
www.cdengineering.com

63. The maximum building height is 40' on the zoning information but on sheet A3.1, the ridge shows a height of 50'-10". The applicant shall request a waiver for building height limits as necessary.

**The building height was shown as 30'-10" at the ridge on sheet A3.1 in the original submission. A waiver is not required.**

64. Please provide a detail for the proposed concrete pad below the gas pumps.

**Sheet CFG 14.7 (enclosed) is provided depicting the detail for the proposed concrete pad below the gas pumps.**

65. The property lines should be shown on the Photometric Plan to ensure no spillage of light. It appears in the current design that there is slight spillage over property lines.

**A revised photometric plan is provided depicting the property lines for the site.**

We trust the responses provided above and the enclosed plans sufficiently address the comments expressed by TT. Please feel free to contact our office if you have any questions or required further clarification.

Sincerely,

CIVIL DESIGN GROUP, LLC



Philip R. Henry, P.E.  
Principal

cc: Mr. Dave Pellegrini, P.E. (TT) via email  
Mr. AJ Barbato (GBC) via email  
Mr. Manny Paiva (CFI) via email  
Mr. Peter Paulousky, Esq. via email

Enclosures



## Susan Affleck-Childs

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**From:** Sheila Marshall [tesseractsam@yahoo.com]  
**Sent:** Thursday, September 12, 2013 7:57 PM  
**To:** Susan Affleck-Childs  
**Subject:** Proposed Cumberland Farms Gas Station/Convenience Store

To The Planning & Economic Development Board,

I would like to go on record saying that I am opposed to the proposed Cumberland Farms Gas Station and Convenience Store at the corners of Route 126 and 109 in the Town of Medway. This commercial proposal is way too large a scale for this residential area. Traffic will increase. People activity will increase especially if it closes at midnight. Should the Milford Casino go in this gas station/convenience store will attract the casino patronage and thereby increase traffic even more. And there's already a Cumberland Farms Gas Station and Convenience Store less than a mile away so it doesn't even make sense to have another so close.

This piece of property would be better suited to another smaller scale commercial property but not a gas station/convenience store.

Thank you.

Sheila Marshall  
65 Summer Street  
Medway, MA 02053

*I have said these things to you, that in me you may have peace. In the world you will have tribulation. But take heart; I have overcome the world." John 16:33*

RECEIVED  
SEP 17 2013

TOWN OF MEDWAY  
PLANNING BOARD

Medway Planning Board:

We write this letter in opposition to the proposed Cumberland Farms location at the intersection of 109 and 126 in Medway. We are the only residential property that will be directly touching this new development other than the Avolino family who owns the land where the proposed Cumberland Farms will be. We are saddened and disappointed with the prospect of a convenience store and gas station next to our home when there is another Cumberland Farms with a gas station under a mile away on 126. The traffic problems on 109 and 126 abound with no relief in sight and this would make the situation far worse. We feel that the location of the entrance and egress on 109 are dangerous and will lead to more accidents.

Our largest concern is the blasting that will be required for this property of ledge to be brought down to street level and below to house the fuel tanks. Our home is a slab foundation we fear the resulting damage from the blasts that will take place only feet from our home. We want to know how damages to our home will be handled as we are sure to have some, the extent of which remains unknown.

Privacy seems to be a complete loss if this site is approved. There is clearly an easement area that is outside of the Cumberland Farms leased space that will remain a Medway Gardens access road and this issue must be addressed. That entrance/egress will probably be the most heavily used and is directly next to our lot line. We expect an eight foot fence to be installed with a berm and natural tree line on the Cumberland Farms side in the hopes that the trees will shelter the trespassing of light from the pole/store lights and the fence will shelter our master bedroom from car headlights as they turn to egress onto 109. The lighting of the proposed Cumberland Farms is a major concern for us. Our master bedroom, kitchen, and living room will all be subject to light trespassing. If you were to stand in our driveway or backyard as it is now in the late evening hours you would see black skies and even better you wouldn't hear much other than the dull sound of cars driving by. This situation will surely change.

The hours of operation are very concerning to us. We understand that the request is for 5am-12am to be the hours of operation and this is unacceptable and troublesome. Currently the Dunkin Donuts on the opposite corner of this site closes at 10pm which leaves the intersection very quiet and peaceful for the remainder of the night. If this site is allowed to remain open until 12 AM we will have little peace or dark hours at our home at all. We feel that nothing good will come of being open that late and will only draw a seedy crowd, especially if the casino in Milford is built. We hope that the planning board leans towards keeping Medway the small town feel and closing this location at 10pm at the latest. The outdoor seating area just welcomes loiterers and how can you be considered a loiterer if you are in an area designed for it? We hope that the planning board leans towards keeping Medway the small town feel and closing this location at 10pm at the latest, although we wish you would decline the application completely.

Trash is another issue. Currently our frontage is littered with all sorts of trash. A lot of the trash in our frontage is from Dunkin Donuts but Medway Gardens certainly holds a good percentage as well. We have multitude of their plastics, planter pots, and miscellaneous trash on our frontage and back yard (even with our yard being fenced in). The amount of trash on our property will certainly increase and we need this to be mitigated as it is bad enough already.

To close, we feel that this additional gas station is unwanted and unnecessary. We already have four gas stations in Medway and an existing Cumberland Farms gas station under a mile away on 126. The advantages to the town are unseen and minor at best. The resulting degradation will certainly be noticed.

Thank you for taking your time to enter this in the record. Please decline this proposal and keep Medway with the small town feel that we love so much.

Regards,

Jesse & Teigan Bain

37 Milford Street



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

9/17/2013

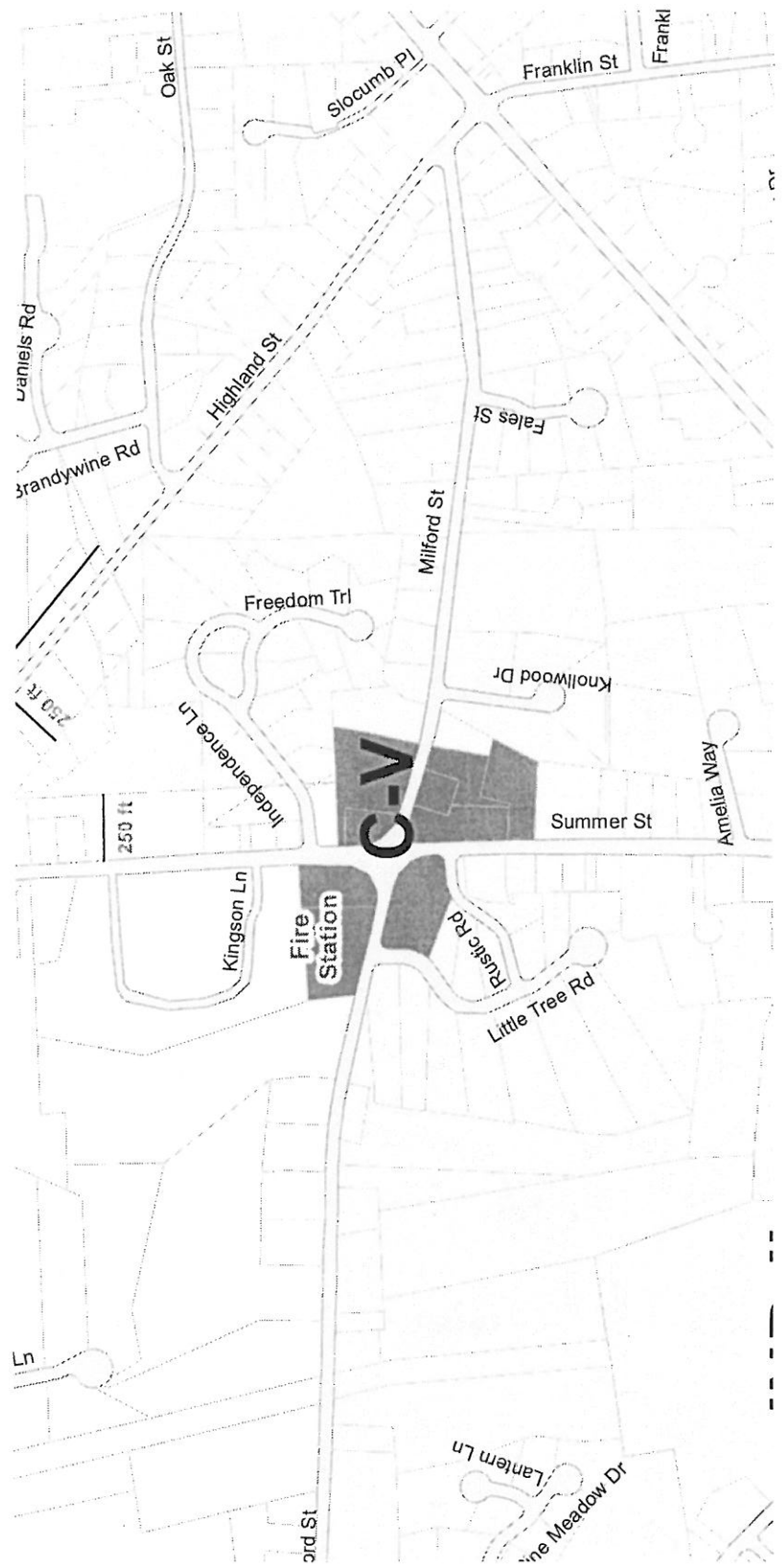
## **Commercial V Zoning District**

- Medway's Commercial V zoning district was created by vote of the May 2004 Town Meeting. The property at the corners of Routes 109 and 126 was rezoned from Agricultural/Residential II to the new Commercial V district. *See attached map.* 3 of the 4 corners already had business uses on them and Medway's main fire station was located on the 4<sup>th</sup> corner. Among other uses, the new Commercial V zoning allowed for retail businesses "by right".
- In May 2007, the Medway Town Meeting amended the Zoning Bylaw's provisions for the Commercial V zoning district to require a **special permit** from the Planning and Economic Development Board before any drive-thru facility or a combined convenience store/gas station could be developed in this area. A special permit provides the Board with the ability to impose conditions, limitations and safeguards on a project. With that zoning bylaw change, additional language was included to limit the size of a gas canopy and the number of gas pumps, and to specify that the architecture had to comply with New England style as described in the Medway Design Guidelines. *See attached copy of the Commercial V. section of the Medway Zoning Bylaw.*

Telephone: 508-533-3291

Fax: 508-321-4987

planningboard@townofmedway.org



**K. COMMERCIAL DISTRICT V**

1. Buildings, structures and premises may be used for any of the following purposes and uses customarily accessory thereto but no others, subject to the regulations and conditions enumerated herein:

- a) Municipal, public utility, federal or state use.
- b) Retail Sales *(Revised May 14, 2012)*
- c) Restaurant or other establishment providing food and beverages within the building.
- d) Office for business or professional use.
- e) Studio for artists, photographers, interior decorators and similar design-related uses.
- f) Personal care services such as barber shops, beauty parlors and nail salons.
- g) Nursery and florist.
- h) Greenhouse.
- i) Undertaking establishment or funeral home.
- j) Bank or other financial institution.
- k) Warehouse and distribution.
- l) Any of the following uses if authorized by special permit of the Planning and Economic Development Board:
  - 1) Local Convenience Retail store with associated gasoline sales, up to a maximum of four (4) pumps. No special permit shall be granted unless all of the following conditions are met:
    - a. The convenience store is a minimum of 4,000 square feet;
    - b. Any canopy over the gasoline pumps shall not exceed 2,200 sq. ft. in area and shall not exceed 60 feet in length unless a greater length is otherwise authorized by the Planning and Economic Development Board. The canopy shall be either an architecturally integral part of the local convenience retail store building or a separate structure located to the rear or side of the local convenience retail store. No separate canopy shall be located closer to an intersection than any part of the convenience store building, nor closer than fifty feet (50') to any lot used for residential purposes;
    - c. Design of the convenience store and any canopy shall reflect, in the opinion of the Planning and Economic Development Board, traditional New England architectural styles and generally comply with the Planning and Economic Development Board's *Design Guidelines*.
  - 2) Drive-Thru Facility, provided that:

- a. the window at which vehicles stop is covered by a roof that extends a minimum of 10 feet from the building, and is integrated architecturally with the main building; and
  - b. the roof and any associated signage, menu board, ordering facility or other functional component associated with the drive-thru facility shall reflect, in the opinion of the Planning and Economic Development Board, traditional New England architectural styles and generally comply with the Planning and Economic Development Board's Design Guidelines.
- 3) Any combination of three or more by-right uses listed in Paragraph 1, items a) through k) above.
- (Paragraph 1. 1) added May 14, 2007)*
- m. Kennel when authorized by a special permit from the Zoning Board of Appeals
- (Added May 14, 2012)*
2. Permitted and allowable uses shall comply with the following dimensional regulations:
- a) Minimum lot size: 20,000 sq. ft.
  - b) Maximum lot coverage, including accessory buildings: 30%
  - c) Minimum continuous frontage: 100 ft. *(Revised May 14, 2012)*
  - d) Minimum front-yard setback: 50 ft. of which the first 10 ft. nearest the street line shall not be used for the parking or storage of vehicles.
  - e) Minimum side-yard and rear-yard setback: 15 ft. of which the first 10 ft. nearest each lot line, if the adjacent use (*within the Commercial V district*) is residential in whole or in part, shall not be used for the parking or storage of vehicles but shall be suitably landscaped.
  - f) Residential buffer: Side or rear lot lines that abut a residentially-zoned district shall maintain a suitably landscaped buffer zone of at least 15 feet, unless the buffer area includes an existing alternative egress or access for the principal use. However, if in the opinion of the Planning and Economic Development Board, an access/egress from a second way is necessary, the buffer zone may be used for this purpose.
  - g) Maximum building height: 40 ft.
  - h) Off-Street parking:
    - 1) For every 200 sq. ft. of gross retail floor space, at least one off-street parking space. For every 250 sq. ft. of gross floor space for business or professional offices, at least one off-street parking space.
    - 2) For each employee, an off-street parking space; and for each three seats in restaurants or other establishments providing food and beverages, at least one off-street parking space.

- 3) For all other permitted uses, off-street parking as required by the Planning and Economic Development Board.
  - 4) All off-street parking spaces shall be located on the same lot as the principal use they are intended to service and each space shall consist of approximately 300 sq. ft. of appropriate dimensions for the parking of an automobile, including maneuvering area and
3. No residences may hereafter be erected in this district.

*(New Commercial V district added May 10, 2004)*



## Citizen Comments - Cumberland Farms

NAME	Address	Date Comments Received
Allesandri, Susan	8 Dean Street	9/17/2013
Anderson, Burke	15 Rockwood Road	9/17/2013
Antonellis, Jill	21 Oak Street	9/17/2013
Bain, Jesse & Teigan	37 Milford Street	9/17/2013
Bell, Chris	8 Little Tree Road	9/15/2013
Bellino-Rivera, Pamela Rivera-Bellino, Madelyn	2 Knollwood Road	8/13/2013
Carney, Angela	163 Summer Street	9/17/2013
Cornwall, Johanna & Ron	7 Waterview Drive	9/17/2013
Dhole, Vikas	5 Little Tree Road	9/17/2013
Dwyer, Nicole & Matt	2 Mishasaum	9/17/2013
Evers, Andrew & Jennifer	4 Waterview Drive	9/17/2013
Ferrari, Jodi	2 Freedom Trail	9/17/2013
Flanagan, John	12 Little Tree Road	9/17/2013
Green, Tanya	1 Independence Way	9/17/2013
Grossman, Karen	15 Slocum Place	9/17/2013
Hainey, Bob & Donna	6 Little Tree Road	9/17/2013
Kerr, Andrea	37 Waterview Drive	9/17/2013
Lynch, Sean	15 Little Tree Road	9/16/2013
Reynolds, Sally & Neil	2 Fawn Road	9/17/2013
Stewart, Tracy	21 Lovering Street	8/28/2013
9/17/2013 - sac (as of 6:00 p.m.)		

## Susan Affleck-Childs

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**From:** Dhole, Vikas [Vikas.Dhole@aspentech.com]  
**Sent:** Tuesday, September 17, 2013 2:41 PM  
**To:** Susan Affleck-Childs  
**Subject:** Proposed Cumberland Farms Hearing - Very Concerned Medway Resident

Dear Ms Affleck-Childs,

Unfortunately I will not be able to attend the hearing today regarding the proposed Cumberland Farms. If you could please pass this email to the committee that would be much appreciated.

I am resident of Medway (5 Little Tree Road) and I am very concerned about this development. From a town planning perspective it makes absolutely no sense to me. We have several gas stations in an around the proposed location. The access roads (109 & 126) are small roads and have regular school bus and resident traffic. The proposed gas station will only have a detrimental impact on the character and working of Medway as a peaceful small town and increase pollution and risk for accidents. The traffic on the small roads will increase due to additional visitors from 495 coming to the gas station. The noise levels as well as bright lights from the gas stations will destroy the quiet community life at least in the adjacent communities. I would like to suggest an alternative business establishment that still provides the business benefits but fits the character of our town.

I am not sure what rights do we have as residents of Medway to stop this development. Please take this email as a voice of strong disagreement with the proposed plan.

Kind regards  
Dr Vikas Dhole

Vikas Dhole

||| Vice President, Eng Product Management  
Aspen Technology, Inc. ||| +1 781-221-5269 ||| fax: +1 781-221-5242 ||| [www.aspentech.com](http://www.aspentech.com)



**Susan Affleck-Childs**

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SEP 17 2013

**From:** Karen Grossman [karen.grossman2@verizon.net]  
**Sent:** Tuesday, September 17, 2013 1:33 PM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland farms

TOWN OF MEDWAY  
PLANNING BOARD

I can not attend tonight's meeting, but I do not want a 24 hour Cumberland farms in Medway. There is a Cumberland farms less than a mile away in Bellingham. Please do not support this and put my name down as a non supporter.

Thank you ,

Karen Grossman  
15 Slocumb Place

Sent from my iPhone

## Susan Affleck-Childs

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**From:** Angela Carney [a.carney@minuteman.org]  
**Sent:** Tuesday, September 17, 2013 12:18 PM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms Project

RECEIVED  
SEP 17 2013

TOWN OF MEDWAY  
PLANNING BOARD

Dear Ms. Affleck-Childs,

I would like to express my concerns for the Cumberland Farms proposal to be forwarded to the committee to be read at tonight's meeting. I am sorry I cannot attend but I am working a Back to School night for my work tonight. I live at 163 Summer Street where we have excessive speeders, ranging from cars and motorcycles all the way up to eighteen wheelers flying down our street. Our speed limit increased when they re-paved the road even though the Town Selectman told us otherwise at early meetings when we voiced our concerns. I soon found out that if they do a speed study they just increase the speed to the average of what people are driving, not what is appropriate for the people who live there. A convenience store on our street would only increase the amount of traffic and in turn the speed they are driving at.

We are living in fear of, but have no vote in, a major casino going into Milford which will create more traffic from people in neighboring towns heading there. There are gas stations/convenience stores from one to two miles in all directions of that site. Medway needs to be smart about how it develops. Our town was made fun of on WCVB Chronicle because of how ugly our section of Route 109 is in comparison to other towns on 109. I love Medway. The people are great but the development has not always been well thought out. We do not need another convenience store, nor do we need another plaza downtown but that's a discussion for another day. We need to fill the empty stores we have in all the current plazas. We need design regulations to change to make them look more in keeping of a small New England town we are. I strongly recommend you do not accept this proposal. Thank you for your time.

Regards,  
Angela Carney

*Angela M. Carney*  
Career Counselor/Guidance Counselor  
[a.carney@minuteman.org](mailto:a.carney@minuteman.org)

**Minuteman High School**  
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## Susan Affleck-Childs

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**From:** Susan Alessandri [salessandri@suffolk.edu]  
**Sent:** Tuesday, September 17, 2013 11:32 AM  
**To:** Susan Affleck-Childs  
**Subject:** 24-hr Cumberland Farms in Medway

Good morning,

I'm writing to express my great concern over the proposed Cumberland Farms at the corner of Routes 126 and 109.

I am a resident of Medway (since 2008) and have come to LOVE the charm and character of this town. Further, I believe Medway has most of what residents need without the constant stress of traffic and petty crime that comes along with having an abundance of convenience stores, gas stations and late-night retailers. I believe a 24-hour Cumberland Farms/gas station is serving the drivers on Route 495 rather than the residents of Medway, and I think the negative fallout from having a 24-hour store there would be detrimental to the town and its residents.

If there is a gas station planned for that location, I hope the Planning Board seriously weighs the proposal and decides that a less "extreme" gas station or other retail option is better suited to the town and its parking, traffic situation as well as its rural character.

Thank you,  
Susan  
8 Dean Street  
Medway

Susan Westcott Alessandri, Ph.D.  
Associate Professor  
Department of Communication & Journalism  
Suffolk University  
41 Temple Street  
Boston, MA 02114  
[salessandri@suffolk.edu](mailto:salessandri@suffolk.edu)  
Office: 617-994-6452

Book Review Editor: *Journal of Advertising Education*

## Susan Affleck-Childs

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**From:** andrea kerr [spadaia@hotmail.com]  
**Sent:** Tuesday, September 17, 2013 10:51 AM  
**To:** Susan Affleck-Childs  
**Subject:** Agenda Item for Meeting Tonight

Greetings Mrs. Affleck-Childs,

I can not guarantee that I will be in attendance for tonight's Planning and Economic Development Board meeting, but wish to express my opinion against the proposed Cumberland Farms at the intersection of route 109 (Milford Street) and route 12 (Summer Street) in Medway that is intended to be in operation 24/7. I believe the focus of the meeting will address the traffic, which is already challenging at this potential location. I am concerned with the traffic and safety of our community, particularly with our main fire house located diagonal to the site. In a town that already has access to four gas stations, another Cumberland Farms station less than a mile away in Bellingham Avenue, another larger gas station only 2 miles away in Bellingham on Hartford Avenue that operates 24/7 and two more two gas stations immediately off of exit 19 in Milford that operate 24/7 just over 2 miles away.

It begs the question of why does a small town like Medway in such close proximity to a major highway with access to gas stations that operate 24/7 need one in their small town. Furthermore, is the development of this land into another gas station the best use of land for our community and what value will it add? I would like to know the straight out tax benefit of such a type of business. If we are going to add value and appeal to our community, I do not believe it is through gas stations and convenience stores.

I would appreciate further meetings on this particularly site development and all future town meetings broadcast through the town's email blast system to really get the community involved, particularly for the development of this land. We have the ability to email blast for a broad range of community based items, from activities like Medway 300 celebrations to school based issues, why not use the tools available to us to broadcast to the larger public and really have a community vested in its well being. If not for a chain of emails going around regarding this issue, I would not have been aware of it.

To summarize my email, I am firmly against a gas station of any type at the proposed Milford street/Summer street location. I believe the community should have the ability to vote on this special permit to ensure the true betterment of their community.

Thank you for your time.

Andrea S. Kerr, AIA

**Susan Affleck-Childs**

RECEIVED  
SEP 17 2013

**From:** E. Burke Anderson [banderson@nan.com]  
**Sent:** Tuesday, September 17, 2013 5:38 PM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms Medway 24x7

TOWN OF MEDWAY  
PLANNING BOARD

To Whom It May Concern:

I am a nearly 15 year Medway resident living on Rockwood Road. I am **not** in favor of the 24 hour Cumberland Farms and in agreement with the concerns of another resident regarding the "charm" of Medway. There are indeed plenty of after-hours services available nearby.

The users of such an establishment would be varied and include residents of Medway and individuals that pass through Medway. However, what concerns me personally are the users of the establishment **after normal hours** – these would, I believe, be heavily weighted towards people who are NOT residents of Medway and only passing through the town to other destinations. Increased traffic during those hours would result in increased pressure on Medway's infrastructure to certainly include the Police Department and potentially the Fire Department and the Public Works Department. This is not in the best interest of the residents of Medway, which are collectively, the Town of Medway.

Again, I oppose any kind of convenience store at that location, but would be less opposed to an operation with set hours and a covenant that prohibits expansion of hours for 25 years and only after further approval by the town. I respect the right of the land owner to maximize value of their property, but not at the detriment to the town and its residents.

There was also mention about the benefit to the town in regards to revenue – I am not expert, but my thoughts are there would be very little benefit though I would further have to research that statement to present it properly.

I can be reached with further questions at the contact information below.

*15 Rockwood Road*

**e burke anderson**  
president & ceo  
**north atlantic networks**  
email: [banderson@nan.com](mailto:banderson@nan.com)  
office: 508.339.0482 x1234  
fax: 508.339.0176



16 mason avenue, suite one | north attleborough, ma 02760 | [www.nan.com](http://www.nan.com)

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## Susan Affleck-Childs

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**From:** Nicole Dwyer [Nicole.Dwyer@KornFerry.com]  
**Sent:** Tuesday, September 17, 2013 10:32 AM  
**To:** Susan Affleck-Childs  
**Cc:** Matt and Nicole Dwyer  
**Subject:** Cumberland Farms Project

Dear Susan,

I am unable to attend the Public Hearing tonight, however, I wanted to express my concerns with a Cumberland Farms coming to Medway.

I feel that the location being looked at for this 24 hour business will hurt the value of our town and cause increased and unnecessary traffic in that area.

Sincerely,  
Nicole and Matt Dwyer



## Susan Affleck-Childs

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**From:** johnflan89 . [johnflan89@gmail.com]  
**Sent:** Tuesday, September 17, 2013 10:26 AM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms @ 126/109

Planning and Economic Development Coordinator,

I live on Little Tree Road in Medway and I was very surprised that Medway was considering the build out of another gas station at the corner of routes 16 & 109 in Medway.

I just wanted to take a moment and share my concerns and reasons why I am opposed to this type of development and I would like to as that you share this email with the Planning and Economic Board Development.

1. There is already a Cumberland Farms in South Bellingham which is only 0.7 miles away from the proposed corner of routes 126 & 109. There are 4 others in Medway and several close by in Milford.
2. Traffic Safety - There is already a considerable amount of stop & go traffic at that intersection with people coming and going thru Dunkin donuts, Restaurant 45 and the Medway Gardens, as well as coming and going from the Medway high school. Many of the residents of Little Tree have small children who utilize the street and Cul de Sac for riding bikes and other toys, the gas station could invite additional traffic thru the neighborhood that would make the neighborhood unsafe for such activities.
3. Health concerns - Several web sites express concerns regarding the proximity of gas stations to homes due to increased gas emissions, gas spillage and run off.
4. Water contamination - Threats to water contamination, especially due to down hill slope and run off down into the Little Tree neighborhood.
5. Crime - Convenience stores can be a magnet to troubled teens seeking some place to hang out. Nearby homes could become targets for burglary type activity, where as today they are not.

I would hope that the town can respect the wishes of the nearby Little Tree neighborhood and decline Cumberland Farms proposal for a gas station at the 109/126 intersection.

Thank You, John Flanagan  
12 Little Tree Road.

## Susan Affleck-Childs

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**From:** sjreynolds705@verizon.net  
**Sent:** Tuesday, September 17, 2013 10:06 AM  
**To:** Susan Affleck-Childs  
**Subject:** Proposed Cumberland Farm at corner of Summer and Milford Streets

Good Morning,

I have been a resident of Medway for 8 years now. My husband and I moved here somewhat reluctantly, we had come from Holliston which we feel is an idyllic community with little congestion, few strip malls and a low key feeling. Once we got here, we realize how wrong we were. Medway is an idyllic, simple place. We know that Main Street has some commerce and service businesses, but that is the only place in this town, and it is necessary and contained in that area. That's fine. However, if a Cumberland Farm is put in place of Medway Gardens, I think that Medway will be stepping onto a slippery slope. Who is to say that Cumberland Farms will lead to further development in time, ruining the character it has? Traffic on rt 109 has already begun to grow, why do we want it to get worse?

Why would we need another Cumberland Farms anyway? There is already one up the street, why another gas station? There are 2 within 2 miles of that location, not to mention 2 miles the other direction in Milford.

Please, consider my thoughts as well as many other families in the area. Let's not ruin Medway!!

Thank you,  
Sally Reynolds  
Neil Reynolds

## Susan Affleck-Childs

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**From:** Jill Antonellis [jill.antonellis@comcast.net]  
**Sent:** Tuesday, September 17, 2013 11:57 AM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms Project: Concerned Resident

Hello Susan.

I would like to echo the comments made by Johanna and Ron Cornwell. I am not in favor of a Cumberland Farms in that location. I would very much appreciate you letting me know when the residents of Medway will have a chance to vote on this topic.

Thank you,  
Jill Antonellis

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

**From:** Johanna Cornwell [mailto:johannacornwell@gmail.com]  
**Sent:** Monday, September 16, 2013 9:06 PM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms Project: Concerned Resident

Hello Susan,

Today I learned about the Cumberland Farms Project and I would like to voice my concern regarding this proposal. I truly believe a 24 hour Cumberland Farms, in that location, will hurt the value and the charm of Medway. We enjoy a small community and have 3-4 other gas stations and convenience stores within a miles drive, this is not something we need. I see many negative consequences that will come as a result, including increased and unnecessary traffic in an area that is residential, and an area our school busses and high school drivers are commuting through. I am sure this is a lucrative move for the town but many residents who enjoy a small, quiet, charming community will begin to relocate if proposals like this are approved - this will have a significant negative impact on Medway if we proceed.

I cannot attend the Public Hearing tomorrow night, 9/17. Is the meeting tomorrow informative in nature or is this an opportunity for residents to vote for or against the proposal? If you wouldn't mind forwarding my message to the Committee I would appreciate it.

Thank you,  
~Johanna and Ron Cornwell

## Susan Affleck-Childs

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**From:** Sean Lynch [sl151515@comcast.net]  
**Sent:** Saturday, September 14, 2013 12:28 PM  
**To:** Susan Affleck-Childs  
**Subject:** Planning and Economic Development Board meeting on 9/17

Susan,

I will not be able to make the meeting on 9/17, but I would like my opposition to the plan to add a gas station at the current location of Medway Gardens added to any public records.

One of the most appealing characteristics of living in Medway is that it maintains a small town feel. Addition of a fifth gas station open 24 hours takes away from that small town feel. As a resident in immediate proximity of the proposed site, I have concerns about the added traffic, and late night noise a gas station will bring.

In addition, there have been multiple studies that have linked consistent access to gas fumes to health issues. As a father of two children, the potential of health issues is particularly concerning to me. It is one thing to move into a neighborhood adjacent to a gas station, you do so understanding and evaluating the pro's and con's. It completely different to have the area rezoned and add a gas station against the wishes of all the surrounding residence.

Please note that I am not against commercial development on this site and would be supportive of a plan that does not create such a negative impact on surrounding residence.

Thank you,

Sean Lynch  
15 Little Tree Road

Sent from my iPhone

## Susan Affleck-Childs

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**From:** cbell@warroomdoc.com on behalf of Chris Bell [cbell@warroomdoc.com]  
**Sent:** Monday, September 16, 2013 3:50 PM  
**To:** Susan Affleck-Childs  
**Subject:** Re: Cumberland Farms

Ms. Affleck-Childs, Please submit this to the committee.

Thank you

To whom it may concern,

My name is Chris Bell and I reside at 8 Little Tree Rd. I am strongly opposed to a gas station being built at this location, especially on the scale and design that is proposed. It is an unnecessary addition to the Town of Medway. There is already a Cumberland Farms gas station less than 1 mile away, and many other gas stations to choose from in town.

The idea of anything that operates 24 hours in Medway is senseless. This town is one of the best towns in the area for a reason, let's not deviate from that by inviting late night traffic and everything else that comes with late night activity. Take the Hess station in Bellingham for example. They lock their doors at night and disperse items through the thick glass as one might find in a less desirable area or city setting.

In addition, the layout appears to provide an entrance/exit that is positioned directly across Rte 126 from Rustic Rd. This is inviting traffic into a small neighborhood to avoid the traffic light. This will put the 30 plus children that reside in this neighborhood in more danger.

The layout encourages loitering with an isolated outside seating area on the side of the building facing a residential development. Coupled with late hours of operation, this is a problem.

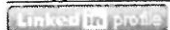
The height and scale of this building with the oversized canopy, lighting and layout will create numerous problems for surrounding residents and the town as a whole. The already congested route from Medway center to Milford and the southwest portion of town, including the High School, will become a real problem.

Thank you,  
Chris Bell

--

Chris Bell  
Managing Partner

WarRoom Document Solutions  
1-855-WAR-ROOM  
[cbell@warroomdoc.com](mailto:cbell@warroomdoc.com)



## Susan Affleck-Childs

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**From:** Tanya Green [sunbeammoonshine@yahoo.com]  
**Sent:** Tuesday, September 17, 2013 4:11 PM  
**To:** Susan Affleck-Childs  
**Cc:** John Green  
**Subject:** Cumberland Farms proposal

Dear Susan,

I would like my voice my position on the Cumberland farms proposal for the intersection of rtes.126 and 109 as a Medway community member for public record. I am not in favor of this proposal.

My address is 1 Independence Lane, Medway.

Kind regards,  
Tanya Green  
508-533-0741

Sent from my iPhone

**Susan Affleck-Childs**

**From:** Donna Hailey [dlhailey@comcast.net]  
**Sent:** Tuesday, September 17, 2013 4:44 PM  
**To:** Susan Affleck-Childs  
**Subject:** Cumberland Farms

RECEIVED  
SEP 17 2013

TOWN OF MEDWAY  
PLANNING BOARD

To Susie and Planning and Economic Development committee

Please share this with the committee. We are not in favor of a Cumberland Farms gas station on the corner of 109 and 126 in the current Medway Gardens location.

We feel this project will have a negative impact on the community of Medway for various reasons.

1. Safety and Traffic. High school students come to this intersection in the morning and afternoon and now will be met with additional traffic in many directions and in some cases tanker trucks getting to the station. We also have to consider delivery trucks for food orders at the convenience store. In addition, students get the bus in the morning and return in the afternoon on Rt. 109. As well as the fire station and the need to get out in a hurry for fire, etc. Dunkin Donuts traffic is a problem now. People will use Little Tree and Rustic as a way to get out of traffic and again we have a bus loading and unloading in the development and these cars are speeding thru.
2. Sewer problems. Our development was not constructed according to code as we were told in a meeting. So now we are putting more stress on a system that could potentially be a problem.
3. Other issues. There are 3 gas stations in Medway already (2 have convenience stores) and then another 2 in Bellingham both with convenience stores and another 2 in Milford with convenience stores. Most have 2 to 3 pumps so do we need to have 4 if this project goes forward. The canopy itself is not an enhancement of the property. An issue was raised at one meeting concerning items outside the store such as red box, ice machine, garbage bins, etc. This is a corner that folds up around 9 or 9:30 each night. So, do we need something opened 24 hrs. with lights etc. Are there any criminal studies given for facilities opened so late. Why do we have to worry about that. Perhaps there is something else that can be located on this corner that doesn't jeopardize children or adults. We favor anything but a gas station.
4. The demolition and tank storage. There is a lot of shale and rock they plan to demolish. Have they investigated thoroughly whether they will be able to bury the tanks with such rock and the deeper they go the more problems we as neighbors may have to our homes

We hope before you vote you take our concerns and the concerns of others into advisement. We on Little Tree are always in a position to defend our community and the effect on our town of Medway. Hopefully, you will see our views. How would some of you feel if a gas station was on your corner.

Bob and Donna Hailey  
6 Little Tree Road



Susan Affleck-Childs

RECEIVED  
SEP 17 2013

From: Andrew Evers [aevers@meditech.com]  
Sent: Tuesday, September 17, 2013 5:54 PM  
To: Susan Affleck-Childs

TOWN OF MEDWAY  
PLANNING BOARD

Dear Susan,

Could you please forward this e-mail to the members of the Planning and Economic Development Board in regards to this evenings public hearing for the application to construct a Cumberland Farms convenience store and gas station at the corner of Summer and Milford Street.

As a citizen of Medway and the father of two elementary age children I believe that another gas station will only degrade the value and charm that we so enjoy in Medway. We already has four gas stations and the existing Cumberland Farms in Bellingham is one mile away. Do we really need another gas station in Medway? I have lived in Medway since 1967 and allowing more business growth, in the form of a convenience store/gas station will only have negative consequences on the town.

People are attracted to Medway because of its excellent schools, safe neighborhoods, parks, open space and most importantly that "small town feeling". I feel this kind of business development lessens that kind of quality of life we have come to expect living in Medway. A 24 hour gas station is not an attribute that prospective home buyers are seeking when they are looking to relocate to Medway.

Sincerely,  
Andrew and Jennifer Evers

4 Waternew Drive

## Susan Affleck-Childs

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**From:** Pam Bellino [pambellino@aol.com]  
**Sent:** Tuesday, August 13, 2013 8:58 AM  
**To:** Planning Board  
**Subject:** Comments for public hearing

To whom it may concern, My name is Pamela Bellino-Rivera. Myself and Madelyn Rivera-Bellino own the property on 2 Knollwood Rd in Medway. We are unable to attend the public hearing this evening however we would appreciate if our comments could be considered. Our concern is related to lights, noise and trespassers that may be a result of the development of the Cumberland Farms and relocation and consolidation of the Medway garden center abutting our property. We request that a fence and a screen of natural evergreen trees and shrubs be utilized along the areas abutting the property of 2 Knollwood rd to minimize the lights, noise and potential trespassers. Also regarding snow pile and storm water drainage we are concerned about salt and sand run off and storm run off into our property and ask that attention is placed on this concern as well. Thank you for hearing our concerns.

Sincerely,

Pamela Bellino-Rivera and Madelyn Rivera-Bellino

Sent from my iPhone

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

09 17 13  
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 of GCCF New England, LLC d/b/o for:

Cumbeard Farms @ Intersection of Summer & Milford Streets  
\_\_\_\_ ANR (Approval Not Required/81P Plan)

\_\_\_\_ Preliminary Subdivision Plan

\_\_\_\_ Definitive Subdivision Plan (or modification)

Site Plan Approval (or modification)

\_\_\_\_ Scenic Road Work Permit

special permit and related waivers for Nte 26, Nte 109 -  
for the development project known as: Medway Gas-retail Store <sup>Proposed by wife</sup>

to the following date: November 30, 2013

Respectfully submitted,

Name of Applicant or official representative: Peter J. Paulowski  
course for Cumberland Farms @ GCCF

Signature of Applicant or official representative: [Signature]

\*\*\*\*\*

Date approved by Planning and Economic Development Board: 9-17-20

New Action Deadline Date: 11-30-2013

ATTEST: Susan E. Affleck Childs  
Susan E. Affleck-Childs  
Planning and Economic Development Coordinator



RECEIVED  
SEP 17 2013

TOWN OF MEDWAY  
PLANNING BOARD

September 17, 2013

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

**Re: Clerk of the Works  
146 Main Street  
Medway, Massachusetts**

Dear Ms. Affleck-Childs:

We are pleased to submit this Proposal to the Town of Medway (the Client) for professional engineering services associated with the proposed improvements at the 146 Main Street Site in Medway, Massachusetts (the Project). The objective of our services is to provide construction administration services as detailed below.

### **Scope of Services**

The following specifically describes the Scope of Services to be completed:

#### **Task 1 Plan Review and Site Inspection**

- Review the approved plan and permit decision.
- Perform a site inspection to identify items that have not yet been constructed.

#### **Task 2 Punch List and Bond Estimate**

- Prepare a punch list identifying items that remain to be constructed.
- Provide costs for the items identified in the punch list and submit to Town for review.

### **Cost**

Our cost for the above Scope of Services will be on a time and expenses basis in accordance with Tetra Tech Rizzo's and Medway's existing contract rates. Direct expenses will be billed at a fixed fee of three and a half (3.5) percent of labor costs. Please be advised that this estimate is based on our current understanding of the Project needs and is for budget purposes only.



The breakdown of this fee by task is as follows:

<b>Task</b>	<b>Task Description</b>	<b>Fee</b>
Task 1	Plan Review and Site Inspection	\$450
Task 2	Punch List and Bond Estimate	\$450
	Labor Subtotal	<b>\$900</b>
	<b>Total Fee</b>	<b>\$900</b>

### **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 comply with the projects needs. 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 is subject to the existing Terms and Conditions signed by Tetra Tech Rizzo and the Town of Medway. Should this proposal 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.

Please contact us with any questions, or if you require additional information.

Very truly yours,

A handwritten signature in black ink, appearing to read 'David R. Pellegrini'.

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

Date Approved by Medway Planning and Economic Development Board \_\_\_\_\_

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

## Revised Draft – 9/13/2013

### ARTICLE:

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw by adding a new item 28) to SECTION V. USE REGULATIONS, Sub-Section R. Sign Regulations, Paragraph 5. Signs Exempt from Regulation, sub-paragraph a) Exempt Signs in All Zoning Districts as follows:

- 28) Temporary, ground installed yard/lawn signs promoting community oriented/special events sponsored by local government, civic, or non-profit organizations, such as picnics, carnivals, bazaars, game nights, art fairs, craft shows, sporting events, parades, festivals, tournaments, fund-raisers, sport sign-ups, and other similar activities, not to exceed a total of six sq. ft. of sign surface area (both sides) per sign. Signs may be positioned on Town property with permission of the Board of Selectmen or its designee and on private property with the permission of the property owner. Signs may be installed up to two weeks before the event/activity and shall be removed within three days after its conclusion.

and to add a new item u) to SECTION V. USE REGULATIONS, Sub-Section R. Sign Regulations, Paragraph 6. Prohibited Signs as follows:

- u) Any sign affixed to a utility pole or street sign or the like which promotes a business, sale or special event.

Submitted by John Emidy and Susy Affleck-Childs

notice approved by GDC at 9/11/13 mtg.

Move to amend that portion of the sign bylaw to permit for municipal, religious, and commercial establishments, signs with moveable letters.

Electronic or digital signs with movable letters shall not be permitted under the revised bylaw.

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From AR 9-17-2013 -