

November 10, 2015
Medway Planning and Economic Development Board Meeting
155 Village Street
Medway, MA 02053

Members	Andy Rodenhiser	Bob Tucker	Tom Gay	Matt Hayes	Rich Di Iulio
Attendance	X	X	X	X	Absent with Notice

ALSO PRESENT:

Sean Reardon, Tetra Tech
Susy Affleck-Childs, Planning and Economic Development Coordinator
Amy Sutherland, Recording Secretary

The Chairman opened the meeting at 7:00 pm.

There were no Citizen Comments

Millstone Village ARCPUD Special Permit Modification - Public Hearing:

The Board is in receipt of the following documents: (See Attached)

- Notice of Public Hearing dated October 19, 2015
- Application to modify the previously approved ARCPUD special permit submitted by Millstone Village LLC dated October 16, 2015
- ARCPUD Special Permit Decision dated June 24, 2014

Millstone developer Steve Venincasa was present.

On a motion made by Bob Tucker and seconded by Matt Hayes, the Board voted unanimously to waive the reading of the public hearing notice to modify the Millstone Village ARCPUD special permit.

The Board was made aware that the application submitted by Mr. Venincasa pertains to modifying certain provisions of the previously approved Millstone ARCPUD special permit decision from 2014. In particular it pertains to changing the following:

- Condition #3 Phasing Plan
- Condition #19 Performance Guarantee
- Condition #21 Timetable for completion – issuance of building and occupancy permits.

There is also an additional waiver needed from the *Subdivision Rules and Regulations* to not require that sidewalks be completed before building permits are issued. The applicant has requested that the Board release units from the covenant to allow for construction of the dwelling units before the sidewalk binder has been fully completed. Instead, the developer has proposed to

have the sidewalk fully completed in front of each dwelling unit before the occupancy permit for that unit can be issued.

The Board is in receipt of draft text for the modification to the noted conditions. (See Attached).

This information was provided to the applicant and he is generally comfortable with the proposed language.

Susy noted that she had also included language in the modification decision to specify a schedule for completion of site amenities such as pathways and trails along with site landscaping.

The applicant does not think it is fair to have just brought this up. He has not discussed this item with his team. His company takes pride in the landscaping.

Susy informed Mr. Venincasa that this language was noted in the information she had provided to him last week.

The Board discussed adding language that the pathways and trails should be completed by the last occupancy permit of the phase.

Susy suggested keeping the hearing open and she will work on writing the decision for the Board to review and act on at the next meeting (11-24-15).

Millstone Public Hearing Continuation

On a motion made by Bob Tucker and seconded by Matt Hayes, the Board voted unanimously to continue the public hearing for Millstone Village to November 24, 2015 at 7:00 pm.

ANR Plan: 59 Winthrop Street:

The Board is in receipt of the following documents: (See Attached)

- An ANR application received 11-4-15.
- An ANR plan dated 10-29-15.
- Review letter from PGC Associates dated 11-6-15.

The application was reviewed by PGC Associates. It was explained that Lot 1 on the ANR plan has 180.5 feet of “Lot Frontage” south of Lot 2. Lot 2 clearly meets the requirements for “frontage” while Lot 1 meets the “Lot Frontage” dimensional requirements.

On a motion made by Bob Tucker and seconded by Matt Hayes, the Board voted unanimously to endorse the ANR Plan for 59 Winthrop Street.

Fall Town Meeting:

The Board is in receipt of the warrant for the November 16, 2015 town meeting. (See Attached)

Articles 16-25: These are the street acceptance and zoning bylaw amendment articles the Board drafted and submitted for the warrant.

On a motion made by Bo Tucker and seconded by Matt Hayes, the Board voted unanimously to recommend Town Meeting approval of Articles 16 through 25 as presented.

Article 7:

This article is for the acquisition of 54 R Adams Street using Community Preservation Act funds. This is for a 33 acre parcel that will provide another piece of the Medway Link Trail. This is recommended by the Community Preservation Committee and is supported by the Open Space Committee.

On a motion made by Matt Hayes and seconded by Bob Tucker, the Board voted unanimously to recommend Town Meeting approval of Article 7 as written.

Article 9:

This article is for \$35,000 from Community Preservation Act funds for trail design for another segment of the Medway Link Trail to extend the trail from Adams Street to Lovering Street. This is recommended by Community Preservation Committee, Conservation Commission, and Open Space Committee. Beals and Thomas will be doing the work.

On a motion made by Matt Hayes and seconded by Tom Gay, the Board voted unanimously to recommend Town Meeting approval of Article 9 as written.

Construction Reports:

The Board is in receipt of the following construction reports from Tetra Tech. (See Attached)

- Tri Valley Commons Report #13 (10/21/15)
- Tri Valley Commons Report #14 (10/16/15)
- Tri Valley Commons Report #15 (10/16/15)
- Tri Valley Commons Report #16 (10/16/15)
- Tri Valley Commons Report #17 (10/16/15)
- Charles River Village #56 (11/4/15)
- Millstone ARCPUD #58 (10/29/15)

The Willows ARCPUD Special Permit – Public Hearing Continuation

The Chairman opened the continued public hearing for the Willows.

The Willows representatives Jeff Robinson, Dario DiMare and Shane Oates were present.

The Board is in receipt of the following documents: (See Attached)

- Letter and documents from McMahon Associates dated 9/24/15.
- Review letter dated 11/2/15 from Mike Hall in response to McMahon letter dated 9/24/15.
- Letter dated 11/5/15 from Dario Designs and CHA Landscaping in response to questions from 10/27/15 hearing.

- Review letter dated 11/4/15 from PGC Associates in response to revised plans.
- Email communication dated 10/27/15 from Chief Jeff Lynch.
- Review letter dated 11/6/15 from Tetra Tech regarding revised plans.

Traffic Engineer Mike Hall of Tetra Tech was present to discuss his review letter of the additional information provided by the applicant's traffic consultant, McMahan and Associates. His review letter had been provided to the applicant. The issue regarding the traffic volume counts in March 2015 has been resolved due to the information provided by McMahan Associates. Safety data was provided regarding the intersection of Village Street and Franklin Street. The project is expected to increase traffic on Village Street by approximately 11% east and west of the site. The existing traffic on Village Street is approximately 6,300 vehicles per day. The applicant provided supportive sight distance documentation. This information indicated that there is adequate sight distance provided at both site driveways. Both consultants agree that there should be the installation of improved advance warning signage on each of the four approaches to the intersection. This could include the installation of the solar powered flashing stop signs. The increase of traffic east of the site will be 59 vehicles in the am peak and 70 vehicles in the pm peak. The delays were also reviewed and in the am, it will increase between 1 and 8 seconds per vehicle depending on approach, with queues increasing by 1 or 2 vehicles. In the pm, the delays will increase between 1 and 11 seconds per vehicle with queues increasing by 1 vehicle. This issue has been resolved. The applicant has provided in attachment G the information requested regarding input parameters for peak hour factors. The proposed site plans should have signage so that it does not impact sight distance looking east or west at either driveway. This has been addressed. There will be included two enhanced crosswalks (with associated RRFB signals) across Village Street at the proposed site driveways as part of the project's off-site traffic mitigation.

Dario DiMare reviewed the list of items addressed at the last meeting. It included the following:

- #1 Exhibit A: Email from Assessor and the addressing for the units is in progress.
- #2 Bicycle Spaces: 22 spaces. This exceeds code. The applicant will install a bike rack at the trail to front of site.)
- #3 Turn Around Lilac Path: Email from Fire Chief dated October 27, 2015. He is satisfied.
- #4: Seed Mix: Exhibit D provided by Bridget Graziano dated October 28, 2015.
- #5: Eastern side of property saving trees (This is in progress).
- #6: Retaining Wall: in progress see exhibit E.
- #7 Fence on east side, in progress.
- #8: There was discussion about a buffer between existing residences and the swale on the east side of the site. It was suggested that the landscape plans should show the swale. It was also suggested that the applicant talk with representatives of the Town about possibly having the Town catch the water at the ends of the streets and pipe it into their site. There was another suggestion to look if Waterside Run could be moved back from the property line at Narragansett Street.

Shane Oates next presented his updated information to the Board. He explained that Tetra Tech reviewed the first submission, and the second submission. Most of the issues were addressed. The applicant indicated that they provided a comparison table for run off volumes.

Tetra Tech indicated that in the Hydro CAD report the infiltration capacity should be taken below the lowest outlet. The applicant needs to confirm that the stormceptor units are capable of fully treating the water quality flow rate without bypass.

The Chairman read an email from Tom Holder regarding the stormwater coming down the street. It appears that there is a lot of dumping of leaf litter, grass and a Christmas tree from residents. In some areas it is five feet deep. The applicant indicated that he would clean up this area.

Shane Oates reviewed the items from the last meeting:

- Updated the Open Space calculations.
- Verify capacity of wetland crossing and culverts (in progress).
- Updated storm cepter calculations and will carry over calculations.
- Identified another vernal pool and will show on plan.
- Wildlife habitat study is being done.
- Details for wetland mitigation for compensatory areas are on same plan as recommended.
- Looking at moving retaining walls and grading into the 25' no touch. They need to meet with Conservation on this.
- Performing test pits next week and did 25 test pits last spring to verify soils.
- Added details for construction sequencing plan.
- At the eastern drainage, the applicant is looking to straighten the road and split the flow and put a straight culvert under the road. This still needs to be discussed further
- The tree inventory work was presented at the last meeting and has been incorporated into the new set of plans.

The applicant communicated that the goal is to make the drainage work and have as much natural buffer as possible.

Susy wants to start discussions with representatives of Salmon, Conservation and Town Counsel to address the covenant of the open space parcel.

Public Hearing Continuation:

On a motion made by Bob Tucker and seconded by Matt Hayes, the Board voted unanimously to continue the public hearing for the Willows ARCPUD special permit to Tuesday, December 8, 2015 at 7:15 pm.

Consultant Report:

Consultant Carlucci informed the members that there will be a SWAP meeting on Tuesday, November 17, 2015 from 9:30 – 11:00 in Medway. The topic is regional transportation.

PEDB Meeting Minutes:

October 27, 2015:

On a motion made by Bob Tucker and seconded by Matt Hayes, the Board voted unanimously to accept the minutes from the October 27, 2015 meeting as presented.

Pine Ridge/Candlewood and Hartney Acres (Newton Lane):

The Board is in receipt of the following documents: (**See Attached**)

- Letter from McClure Engineering dated November 9, 2015
- Overview of Pine Ridge OSRD (Pine Ridge Drive) dated November 5, 2015
- Overview of Hartney Acres Subdivision (Newton Lane) dated November 5, 2015

Paul Yorkis was present to discuss the status of the two developments. Paul explained that engineer David Faist is now part of McClure Engineering. The letter signed by David Faist identifies the remaining scope of work which needs to be completed. David Faist is in the process of creating a work schedule. The goal is to have all items on the list completed relatively soon so that Newton Lane will be in a position for street acceptance for the spring 2016 town meeting. Dan O'Driscoll (land surveyor) is working on conservation aspects regarding the Notice of Intent that has to be filed with Conservation. There has been a considerable amount of material dumped in a wetland area. They will be working with the Conservation Commission. Jim Smith (DPS Highway Superintendent) will be providing an inspection letter.

Susy explained that this needs to go through Tetra Tech for inspection. There needs to be a cost estimate for Tetra Tech's construction services work. Mr. Yorkis wants to contact Tetra Tech directly. Susy did inform Mr. Yorkis that there is no money in the construction account for Hartney Acres. The bounds still need to be installed at Hartney Acres. There will need to be a cost estimate for Hartney Acres construction services since the last inspection was in 2007 with VHB.

Newton Lane resident Ann Sherry was present and indicated that she appreciated all helping to make sure the process continues moving.

Siri Krishna Khalsa of 12 Candlewood Drive wanted to know about the emergence access and signs for the Candlewood/Pine Ridge area.

Mr. Yorkis responded that all work is done except for the emergency access between Candlewood Drive and Island Drive. It has been determined that there is a stream crossing in this area and they are looking into if this area is wide enough for a vehicle to go through in the manner specified by a prior Fire Chief. There will be follow-up relative to this item.

Paul Yorkis indicated that there is something in writing that Jimmy Smith does the inspections for Candlewood.

Susy does not recollect but asked Mr. Yorkis to provide that documentation.

Charles River Village Bond Reduction:

The Board is in receipt of the following documents: (**See Attached**)

- Punch list update and bond reduction estimate dated 11-5-15 prepared by Tetra Tech.
- Charles River Village Project Completion Checklist updated 11-6-15.
- Email from DPS Director Tom Holder dated November 10, 2015.

Paul Yorkis was present at meeting. He indicated that on behalf of the developer John Claffey, he is requesting a bond reduction. He indicated that this is the first request for a bond reduction for Charles River Village. The topcoat paving occurred on Wednesday, November 4, 2015. This was inspected by Steve Bouley who was on site. Mr. Yorkis indicated that an email was forwarded just that afternoon from Tom Holder regarding concerns along with photographs. Mr. Yorkis made the Board aware that this hole in Village Street was not created by his crew, but probably from the gas company trying to find a valve. Mr. Yorkis also communicated that many of the items on the punch list have been completed.

Susy asked the Board if they were interested in having a meeting with the condo association about the responsibilities they will have once this is turned over to them. The Board is not comfortable taking any action on this but would like to discuss in the future.

Charles River Bond Reduction:

On a motion made by Bob tucker and seconded by Tom Gay, the Board voted unanimously to reduce the bond for Charles River to \$40,000.00.

Susy will follow-up with a letter to Needham Bank informing them of the Board's action.

Other Business:

Pocket Parks

Mr. Yorkis explained that there is a new pocket park at Main and Mechanic Streets. This is a beautiful addition to our community. He is in the process of negotiating two other pocket parks. This will include coordination with the DPS and the Route 109 project. The support has been great. Mr. Yorkis indicated that the Design Review Committee will be consulted next time. Fred Sibley came up with the plans.

Route 109 Committee Report

Matt Hayes reported that there was discussion that the Medway Shopping Center will need to come to the Planning Board for site plan review for modifying their entryway and parking layout. There is concern about the turning radius for trucks and also the locations of the sidewalks and crosswalks. There will also need to be a discussion about landscaping and lighting. The Board is not aware of when any application will be submitted. It was suggested that there should be an informal, pre-application meeting with representatives of the Medway Shopping Center.

Planning and Economic Development Coordinator's Report:

- Meeting with Tom Gay about roll out of the Design Review Guidelines.
- Looking into pricing to print the Design Review Guidelines.

- Working on Sign Bylaw Review Task Force. Stephanie will have names for the PEDB to make appointments at the 11-24-15 meeting.
- Completing the briefing binder on warrant articles for Chairman Rodenhiser for Town Meeting.
- Continuing to work on street acceptance for Pine Meadow and Lantern Lane.
- Working with Dan Merrikin to make sure paperwork is complete before the Board endorses the Haven Subdivision plan.
- Approached about an old subdivision known as Lady Slipper Hollow. It makes sense to approach this as a plan modification.

Adjourn:

On a motion made by Matt Hayes and seconded by Tom Gay, the Board voted unanimously to adjourn the meeting.

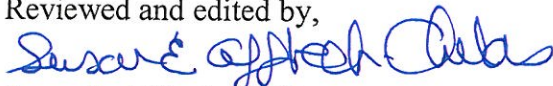
The meeting was adjourned at 9:37 p.m.

Respectfully Submitted,



Amy Sutherland
Recording Secretary

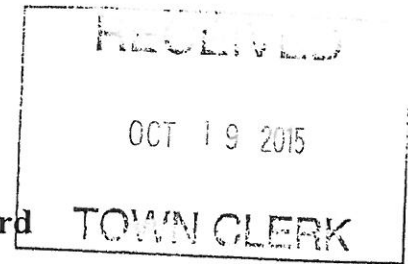
Reviewed and edited by,



Susan E. Affleck-Childs
Planning and Economic Development Coordinator



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



Andy Rodenhiser, Chairman
Robert K. Tucker, Vice-Chairman
Thomas A. Gay, Clerk
Matthew J. Hayes, P.E.
Richard Di Julio

October 19, 2015

NOTICE OF PUBLIC HEARING

Millstone Village - Adult Retirement Community Planned Unit Development (ARCPUD)
Special Permit MODIFICATION

In accordance with the Medway Zoning Bylaw, SECTION 8, SPECIAL REGULATIONS, Sub-Section 8.5 Adult Retirement Community Planned Unit Development, the Town of Medway Planning Board *Rules and Regulations for the Review and Approval of ARCPUD Plans and Issuance of ARCPUD Special Permits*, and the provisions of Massachusetts General Laws, Chapter 40A, Sections 9 & 11, notice is given that the Medway Planning and Economic Development Board will conduct a public hearing on ***Tuesday, November 10, 2015 at 7:00 p.m. in Sanford Hall at Town Hall, 155 Village Street, Medway, MA***, to consider the application of Millstone Builders LLC of Westborough, MA for approval of a modification to the previously approved Millstone Village Adult Retirement Community Planned Unit Development (ARCPUD) Special Permit issued by the Planning and Economic Development Board on June 24, 2014.

The 51 acre development site is located at 129R Lovering Street in the ARI zoning district (*Medway Assessors Map 20 – Parcel 4*) and is owned by Millstone Builders LLC of Westborough, MA. The development will include 80 condominium dwelling units in 53 buildings (35 single-family detached homes and 45 attached townhouses clustered into a mixture of duplexes and triplexes); 3,270 linear feet of privately owned roadway; stormwater drainage facilities; approximately 20.4 acres of dedicated open space to be owned by the Millstone Village Condominium Trust; and a community center for the development's residents. Site access and egress is from Winthrop Street.

The applicant proposes to modify Condition 21 e. of the special permit decision to allow sidewalk construction to be completed before building occupancy permits are issued. The applicant also seeks a waiver from Section 6.6.3. G of the *Subdivision Rules and Regulations* to not require that sidewalk binder be installed before the Board authorizes a partial release of subdivision security thus allowing for further dwelling unit construction. The Board may consider other permit modifications as may be needed.

Millstone Special Permit Modification
Public Hearing Notice – November 19, 2015

The application to modify the Millstone Village ARCPUD Special Permit is on file with the Medway Town Clerk and the Planning and Economic Development office at the Medway Town Hall, 155 Village Street, Medway, MA and may be inspected Monday through Thursday from 8:00 a.m. to 4:00 p.m. and Fridays from 8:00 a.m. to 1:00 p.m.

Any person or party who is interested or wishes to be heard on this proposal is invited to review the application, attend the public hearing, and express their views at the designated date, time and place. Written comments are encouraged and may be forwarded to the Medway Planning and Economic Development Board at 155 Village Street, Medway, MA 02053 or emailed to: medwayplanningboard@townofmedway.org.

Andy Rodenhiser, Chairman
Medway Planning and Economic Development Board

To be published in the *Milford Daily News*: Monday, October 26, 2015
Monday, November 2, 2015

cc: *Planning Boards* - Bellingham, Franklin, Holliston, Milford, Millis and Norfolk

Medway Town Officials/Departments

Affordable Housing Committee & Trust
Board of Selectmen
Board of Assessors
Board of Health
Building Inspector/Zoning Enforcement Officer
Conservation Commission
Council on Aging
Design Review Committee
Fire Department
Open Space Committee
Police Department
Public Services Department
Town Administrator
Tree Warden

14. **Modification Description Narrative** - Attach a separate document. Provide a detailed description of your proposal to modify the ARCPUD Special Permit and/or Plan. Be very specific and reference page and conditions of the Decision and/or Plan. Explain why these changes needed. Also, please specify the waivers from the *Subdivision Rules and Regulations* you are requesting and provide a Form Q Waiver Request for each waiver you seek.

SIGNATURES

I hereby certify, under the pains and penalties of perjury, that the information contained in this application is true and complete to the best of my knowledge and belief. [If applicable, I hereby authorize _____ to serve as my Official Representative to represent my interests before the Medway Planning and Economic Development Board with respect to this application to modify an ARCPUD Special Permit and/or Plan.] I understand I will be responsible for the expense of newspaper advertising and abutter notification of the required public hearing. In submitting this application, I also authorize the Planning and Economic Development Board, its agents, and other Town Officials to access and visit the site during the review process.

Signature of Applicant (if other than Property Owner)

Steve Korman *SK*

Signature of Property Owner

Date

20 / 16 / 15

Date

If applicable, Signature of Official Representative

Date

SUBMITTAL CHECKLIST

Town Clerk – One copy of each of the following:

- Original signed Application to Modify an ARCPUD Special Permit and/or Plan.
- If applicable, one (1) set of the proposed revised ARCPUD Plan
- Modification Description Narrative

Planning and Economic Development Board

- Original signed Application to Modify an ARCPUD Special Permit and/or Plan, date stamped by Town Clerk.
- If applicable, eight (8) sets of the proposed revised ARCPUD Plan plus electronic version
- Modification Description Narrative
- Form Q - Requested waivers from *Subdivision Rules and Regulations*. One form for each waiver request.
- A certified list of abutters within 300 feet of the site's property lines
- ARCPUD Special Permit/Plan Modification Filing Fee - \$500 payable to the Town of Medway
- If applicable, advance on ARCPUD Plan Modification Review Fee - \$500 payable

October 7, 2015

Asking for relief from section 21@1b ^{Special} of Permit Release regarding sidewalks at time of issuance of building permits. We will have sidewalks in at time of occupancy.

We also ask for relief ~~from~~ From Subdivision Rules and regulations section 6.6.3 G regarding sidewalk binder to be installed at time of partial release from the security.



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

RECEIVED

JUN 25 2014

TOWN CLERK

Andy Rodenhiser, Chairman
Robert K. Tucker, Vice-Chairman
Thomas A. Gay, Clerk
Matthew J. Hayes, P.E.
Karyl Spiller-Walsh
Richard Di Iulio, Associate Member

APPROVED - June 24, 2014

SPECIAL PERMIT DECISION

Millstone Village Adult Retirement Community Planned Unit Development (ARCPUD)

APPLICANT: Elite Home Builders, LLC
PO Box 1205
Westborough, MA 01581

PROPERTY OWNER: Betty Ann McCall Vernaglia
12 Partridge Street
Medway, MA 02053

LOCATION: 129 R Lovering Street

ASSESSOR'S REFERENCE: 20-004

ZONING DISTRICT: Agricultural Residential I

ENGINEER/SURVEYOR: GLM Engineering
19 Exchange ST
Holliston, MA 01746

ARCHITECT: HPA Design, Inc.
200 Stonewall Boulevard
Wrentham, MA 02093

PLAN: Millstone Village ARCPUD
October 15, 2013, last revised February 7, 2014
Prepared by GLM Engineering.

Telephone: 508-533-3291

Fax: 508-321-4987

planningboard@townofmedway.org

DESCRIPTION of PROPOSED PROJECT

The application was filed under the Adult Retirement Community Planned Unit Development section of the Medway Zoning Bylaw (SECTION V. Use Regulations, Sub-Section U.) The subject property, a 51 acre site, is located at 129 R Lovering Street, between 63 and 81 Winthrop Street, south of Lovering Street and across from Clover Lane in the ARI zoning district (the site). The site is presently owned by Betty McCall-Vernagli of Medway, MA.

Elite Home Builders, LLC (“Applicant”; as used herein, “Applicant” will also refer to the Applicant’s successors and assigns) proposes to construct a residential condominium development on the site, to be known as Millstone Village, consisting of 80 condominium dwelling units in 53 buildings, which shall be age restricted; 3,270 linear feet of privately owned roadway (Millstone Drive and Millstone Court, Cobblestone Drive and Cobblestone Court, Fieldstone Drive and Fieldstone Court, Steppingstone Drive and Sandstone Drive); sewage and water service; drainage/stormwater management facilities; 20.4 acres of dedicated open space; paved sidewalks; walking trails/paths; a community house; and associated parking and landscaping. Site access and egress will be from Winthrop Street, a Medway Scenic Road.

The 80 condominiums will be comprised of 45 townhouse type residences constructed in groups of two or three units and 35 detached single family houses. The dwelling units range in size from 1600 to 2300 sq. ft. Each dwelling will have a 2 car garage plus 2 additional driveway parking spaces. Another 42 off-street parking spaces will be provided for visitors and guests. Eight dwelling units will be available for sale to low or moderate income household and comply with the requirements for inclusion in the Subsidized Housing Inventory prepared by the Department of Housing and Community Development pursuant to Massachusetts General Laws, Chapter 40B, §§20-23 (the “affordable housing units”).

The open space parcel identified on the Plan as Parcel B (888,791 sq. ft./20.40 acres) will be owned by the Millstone Village Condominium Trust and protected through a conservation restriction granted to the Town of Medway, acting through its Conservation Commission, for conservation and passive recreation purposes and permitting public access to the land, pathways and parking area to be constructed thereon.

HISTORICAL BACKGROUND

The proposed development substantially in its present configuration (*but without a community building*) was previously approved by the Planning and Economic Development Board in 2007 on the application of Barberry Homes. The applicant withdrew the application and the project was not constructed.

PROCEDURAL BACKGROUND – Current Application

The application for an Adult Retirement Community Planned Unit Development (ARCPUD) special permit was filed with the Planning and Economic Development Board (the Board) and the Town Clerk on November 18, 2013. The application package consisted of:

- ARCPUD Special Permit Application dated October 15, 2013
- Plan entitled ARCPUD – Millstone Village, Medway, Massachusetts, dated October 15, 2013 prepared by GLM Engineering of Holliston, MA

- a certified abutters list
- the associated stormwater drainage report prepared by GLM Engineering
- an application for street names; and
- documents from the previously approved Daniels Village ARCPUD from 2006 and 2007 – Certificate of Action, Scenic Road Work Permit, and waiver requests.

A public hearing was scheduled for January 14, 2014. Notice of the public hearing was published in the *Milford Daily News* on December 30, 2013 and January 6, 2014. Notices were sent by certified sent mail to abutters, parties of interest and the Planning Boards of all adjacent towns on December 26, 2013.

A email memo from the Planning and Economic Development Board dated December 20, 2013 was sent to the Building Commissioner, Board of Health, Conservation Commission, Design Review Committee, Police Chief, Fire Chief, and Department of Public Services. The memo noted that the public hearing was scheduled to begin on January 14, 2014 and requested plan review comments.

The Board convened the public hearing on January 14, 2014. The public hearing was continued to February 25, March 25, April 8, April 29, May 13, May 27, June 10 and June 24, 2014 when the public hearing was closed. At the public hearing, comments were received from the general public, municipal boards and/or departments, and the Planning and Economic Development Board's consultants including Tetra Tech, the Town's Consulting Engineer; PGC Associates, the Town's Planning Consultant; the applicant and GLM Engineering. All persons in attendance were provided the opportunity to comment and present evidence. All members voting on this Special Permit were present at all sessions or provided a Mullins Rule certification when absent.

All matters of record were available for public review in the office of the Planning and Economic Development Board and the Town Clerk for all times relevant thereto.

NOTE - The Applicant filed with the Medway Zoning Board of Appeals an application for a use variance as authorized by Section III.D.3 of the Town of Medway Zoning Bylaw ("Bylaw") from the provisions of Section V.U.4(c) (1) of the Bylaw, so as to allow the proposed ARCPUD with up to twenty (20%) percent of the units to be not age-restricted. At its June 4, 2014 meeting, the Medway Zoning Board of Appeals voted to not approve the requested relief.

EXHIBITS - PLANS AND DOCUMENTS

The following exhibits were submitted for the Board's review and deliberations at the time of application.

1. ARCPUD – Millstone Village, Medway, MA plans prepared by GLM Engineering, dated October 15, 2013.
2. Drainage Calculations for Millstone Village in Medway, MA dated October 15, 2013, prepared by GLM Engineering Consultants, Inc.
3. Street Naming Application and submittal letter dated October 15, 2013 prepared by GLM Engineering Consultants

Subsequent to the application package, the applicant submitted the following additional items.

1. Traffic Impact and Access Study – Proposed Millstone Village, Medway, MA; prepared by MS Transportation Systems, Inc., October 2006
2. Supplemental Stormwater Compliance Documents for Millstone Village, prepared by GLM Engineering Consultants, Inc., February 5, 2014
3. Request for Waivers prepared by GLM Engineering, Inc., March 18, 2014
4. Letter from GLM Engineering dated February 7, 2014 in response to January 2014 plan review letters from the Board's consultants - David Pellegrini, Tetra Tech and Gino Carlucci, PGC Associates
5. Revised Millstone Village ARCPUD Plan prepared by GLM Engineering, revised date February 7, 2014.
6. Letter from GLM Engineering to Medway Water/Sewer Superintendent Robert Donahue re: sewer capacity.
7. Letter dated January 31, 2014 from applicant Julie Venincasa informing the PEDB of the applicant's intention to petition the Medway Zoning Board of Appeals to allow up to 20% of the dwelling units to be sold to households who do not have at least one resident over the age of 55.
8. Scenic Road Work Permit application dated March 4, 2014.
9. Proposed Stone Wall/Entry elevation plan dated February 11, 2014 from Paul Apkarian Architects, Inc.
10. Revised Planting Plan dated March 11, 2014 prepared by Cosmos Associates and GLM Engineering.
11. Price Quote dated April 3, 2014 from Marlin Controls for Solar Powered Driver Speed Feedback Sign for Winthrop Street.
12. Development Phasing Plan prepared by GLM Engineering.
13. Application to the Zoning Board of Appeals for variance as authorized by Section III.D.3 of the Town of Medway Zoning Bylaw ("Bylaw") from the provisions of Section V.U.4(c)(1) of the Bylaw, so as to allow an Adult Retirement Community Planned Unit Development with up to twenty (20%) percent of the units to be not age-restricted.
14. Proposed open space trails and parking layout, prepared by GLM Engineering, provided 6/10/14.
15. DRAFT LIP/LAU application prepared by MCO Housing Services including Local Preference Criteria and Market Information, submitted June 18, 2014.
16. Open Space Parking plan, dated June 24, 2014, prepared by GLM Engineering.

PUBLIC HEARING TESTIMONY & EVIDENCE

Written Comments/Review Letters/Verbal Testimony from Town of Medway Departments, Boards, Committees and Consultants

1. Plan Review Letter dated January 8, 2014 – Gino Carlucci, PGC Associates
2. Plan Review Letter updated February 21, 2014 – Gino Carlucci, PGC Associates
3. Plan Review Letter dated January 10, 2014 – David Pellegrini, Tetra Tech

*Millstone Village ARCPUD Special Permit
APPROVED – June 24, 2014*

4. Plan Review Letter updated February 2002014 – David Pellegri, Tetra Tech
5. Email Communication dated March 24, 2014 – Michael Hall, Tetra Tech
6. Memorandum dated January 9, 2014 from Medway Conservation Agent Patty Barry
7. Plan review letter dated January 10, 2014 from Matthew Buckley, chairman of the Medway Design Review Committee
8. Memorandum dated January 13, 2014 from Medway Community Housing Coordinator Douglas Havens.
9. Email communication dated March 6, 2014 from Medway DPS Director Thomas Holder forwarding a March 6, 2014 email from Liz Schreiber communicating that the Charles River Pollution Control District will accept the sewage flow generated by Millstone Village
10. Memorandum dated March 10, 2014 from Medway Community Housing Coordinator Douglas Havens.
11. Sidewalk construction cost estimate dated March 10, 2014 from Tetra Tech.
12. Memorandum dated March 25, 2014 from Fred Sibley, Medway Assistant Tree Warden, regarding the scenic road work permit application.
13. Plan review status report dated March 24, 2014 from Matthew Buckley, chairman of the Medway Design Review Committee
14. Jeff Lynch, Medway Fire Chief - January 14, 2014
15. Missy Dziczek, Council on Aging Director – January 14, 2014
16. Matthew Buckley, Chairman of the Medway Design Review Committee – January 14, 2014
17. Douglas Havens, Medway Community Housing Coordinator – January 14, February 25, March 25, June 8, and June 24, 2014 meetings.
18. Memorandum dated February 19, 2014 from Susan Affleck-Childs, Planning and Economic Development Coordinator re: status of scenic road work permit.
19. Memo from Doug Havens, Community Housing Coordinator, dated January 13, 2014.
20. Scenic Road Work Permit approved by the Board on April 8, 2014
21. Email dated April 4, 2014 from Bridget Graziano, Interim Conservation Agent re: the Conservation Commission's vote to grant a one year extension of the DEP #216-735 Order of Conditions (which had been granted to the previous ARCPUD applicant for this site).
22. Plan Review Memorandum dated April 27, 2014 from Sergeant Jeff Watson.
23. Email communication dated June 3, 2014 from Tom Holder, Medway DPS Director, recommending the use of various water conservation measures.
24. Memo from Doug Havens, Community Housing Coordinator, dated June 12, 2014
25. Memo from Doug Havens, Community Housing Coordinator, dated June 23, 2014
26. Various drafts of the ARCPUD special permit decision.

Professional Commentary during the Public Hearings

1. Rob Truax, GLM Engineering
2. David Pellegrini, P.E., Tetra Tech
3. Brian Marchetti, P.E, Tetra Tech
4. Gino Carlucci, AICP, PGC Associates
5. Attorney Alex Parra for the applicant

Applicant (Elite Home Builders, Inc.) Commentary

1. Julie Venincasa
2. Steve Venincasa
3. Leonardo DaSilva

Citizen/Abutter Commentary

1. Steven Kadlik, 2 Clover Lane
2. Frank Glass, 74 Winthrop Street
3. Laura Bockoven, 1 Iarussi Way
4. Karen Linstrom, 3 Iarussi Way
5. Henry Lewandowski, 72 Winthrop Street
6. Sean Barry, 70 Winthrop Street

Other Commentary

1. Letter dated March 13, 2014 from Sue Rorke, MetroWest Center for Independent Living

FINDINGS

To make its findings, decision, and conditions of approval, the Board carefully reviewed the Plan, and all the materials, studies and documentation presented by the applicant, the Board's consultants, letters and testimony from Town officials and boards, together with the comments and correspondence of abutters and members of the public, and carefully analyzed the general purpose of the ARCPUD provisions of the Zoning Bylaw and its specific requirements and standards, as well as the requirements of Section 9 of Chapter 40A of the Massachusetts General Laws specifically relating to special permits.

On June 24, 2014, on a motion made by Robert Tucker and seconded by Matthew Hayes, the Board voted to make the following **FINDINGS** regarding this application in accordance with the Medway Zoning Bylaw, SECTION V. USE REGULATIONS, Sub-Section U. Adult Retirement Community Planned Unit Development. The motion was approved by a vote of 5 in favor and 0 against.

1. The Board finds that the Millstone Village ARCPUD will be in harmony with the general purpose and intent of the Bylaw since it is located within the AR-I district and meets the purposes of the Adult Retirement Community Overlay District section of the Zoning Bylaw as noted more specifically below.
 - a. The project is a master planned community providing 80 condominium dwelling units to help accommodate Medway's growing active adult (+55) and senior citizen population by providing alternative housing opportunities

- other than the conventional single family detached home.
- b. The development provides 45 townhouse type units which are not allowed by right in the underlying AR-I zoning district. This helps meet the needs of the senior citizen population by offering a greater variety of housing types than is customarily provided in Medway. The condominium form of ownership reduces the maintenance burden on senior citizens associated with ownership of a single family home in a conventional subdivision.
 - c. The project uses creative and innovative site planning to preserve Medway's limited land resources. Wetland resource areas are protected. By clustering the residential construction on the interior portion of the site, the remaining 888,791 sq. ft. /20.4 acres, or 40% of the 51.02 +/- acre parcel shall become permanent, protected open space. The open space is located adjacent to Lovering Street. An additional 65,000 +/- sq. ft. of land within the developed portion of the site will be used for designated, but unprotected open space as well.
 - d. A sense of neighborhood and high quality design aesthetic has been achieved. Building architecture for the townhouses and single family homes reflects New England character. Walking paths interconnect throughout the development.
 - e. The project helps preserve Medway's rural character by limiting the impact of potentially numerous access roadways on Winthrop Street, a Medway Scenic Road.
 - f. The project will provide 8 affordable housing units to eligible purchasers in compliance with the requirements for inclusion in the Subsidized Housing Inventory prepared by the Department of Housing and Community Development.
2. Subject to the conditions below, the Board finds that the Millstone Village ARCPUD complies with the **General Standards** of SECTION V., Sub-Section U, 4. (c). These requirements include, but are not limited to, the following:
- a. *(c) 1 - All dwellings in an ARCPUD shall be subject to an age restriction described in a deed/deed rider, restrictive covenant, or other document approved by the Planning and Economic Development Board that shall be recorded at the Registry of Deeds.* The dwellings within the Millstone Village ARCPUD will be subject to an age restriction limiting occupancy to at least one person who has attained a minimum age of fifty-five years and by: (i) spouses and/or persons providing health care services to a qualified owner of such Unit, (ii) a child or grandchild of a qualified occupant of such Unit, provided that such child or grandchild has attained the age of majority, and (iii) not more than one (1) person in addition to a spouse, health care provider and child or grandchild as aforesaid, provided that such person has attained the age of majority, or any guest of any age but such guest may only stay for six months in any calendar year.

- b. (c) 2 – An ARCPUD shall be on a site that is a minimum of ten (10) acres in area. The Millstone Village site consists of multiple, contiguous lots that in aggregate total 51.01 acres.
- c. (c) 3 – The ARCPUD shall include at least one of the adult retirement community residential uses as defined in Section II of the Zoning Bylaw and may be developed in multiples phases. The Millstone Village ARCPUD consists of “Independent Living Residence Facilities” provided in the form of a condominium community comprised of 45 attached townhouses and 35 detached single family homes on one building lot – Parcel A. The applicant has indicated the development will be constructed in five phases.
- d. (c) 4 – Upon approval of the Planning and Economic Development Board, an ARCPUD may also include Local Convenience Retail use of no more than 7,500 sq. feet of gross building area. No Local Convenience Retail is proposed so this requirement is not applicable.
- e. (c) 5 – Upon approval of the Planning and Economic Development Board, an ARCPUD may include an ARCPUD Community Center intended for the use and benefit of the ARCPUD residents. A 2,400 sq. ft. community center is proposed which does not exceed 10% of the gross building floor area to be constructed for the 80 residential dwelling units. The Community Center will be owned and maintained by the Millstone Village Condominium Trust pursuant to as specified in Condition #1(a) herein.
- f. (c) 6 – The maximum number of permitted housing units in an ARCPUD shall be determined by multiplying the gross acreage of the ARCPUD site by a factor of three (3.0). The plan shows a development of 80 residences on 51.01 acres. Considering the entire site, 153 units would be the maximum possible number of dwelling units allowed at 3 units per acre. For Parcel A alone, the maximum allowed would be 91 units.
- g. (c) 7 – When an ARCPUD is within more than one base zoning district, applicable use standards will be based on the percentage of acreage in each district. The Millstone Village ARCPUD is located entirely within the ARI zoning district, so this requirement is not applicable.
- h. (c) 8 – The maximum number of permitted housing units within all permitted ARCPUD developments in the Town of Medway shall be limited to a number equal to ten percent (10%) of the existing detached single-family residential housing units (excluding ARCPUD units) located in the Town of Medway. Per the Medway Board of Assessors, there were 5,246 detached single-family residential housing units in the Town of Medway on January 1, 2014. With the maximum 10% rule, that would allow for no more than a total of 527 ARCPUD units in Medway. There are presently no other adult retirement communities in Medway. The total of 80 proposed ARCPUD dwelling units for Millstone Village is well under Medway’s 10% threshold.
- i. (c) 9 – At least 10% of the total number of ARCPUD residential dwelling units, rounded up to the next higher integer, shall be designated and made

available as Affordable Housing Units as defined in the Zoning Bylaw. The applicant has agreed and the decision includes Condition #5 that 8 of the 80 (10%) of the dwelling units will be designated as affordable housing units.

3. Subject to the conditions below, the Planning and Economic Development Board finds that the Millstone Village ARCPUD complies with the **Open Space Standards** of SECTION V. USE REGULATIONS, Sub-Section T. 4. (d). These requirements include, but are not limited to, the following:
- a. *A minimum of 40% of the total land area of the ARCPUD site shall be set aside and maintained as open space.* The plan shows the total open space land area to be 20.4 acres, which is 40% of the 51.01 acre site.
 - b. *(d) 1 - Community buildings, median strips, landscaped areas within parking lots, or lawn/landscaped areas on individual home sites or impervious areas for the open collection and management of storm water shall not be counted as part of the required ARCPUD open space.* The required open space area is comprised of one parcel and does not include any of the above noted items.
 - c. *(d) 2 - A minimum of 40% of the required open space shall be suitable for passive and/or active recreation purposes.* Approximately 11.3 acres of the provided open space are suitable for passive and/or recreation purposes. Pursuant to the zoning bylaw standard, the minimum required open space area suitable for passive and/or recreation purposes is 8.16 +/- acres and thus, the open space area proposed for passive and/or active recreation purposes is 131% of what the zoning bylaw requires. Walking trails are among the amenities on this portion of the open space.
 - d. *(d) 3 - A minimum of 50% of the required open space shall be preserved in its natural, pre-development condition.* Except for the walking trails to be installed, close to 100% of the provided open space is to be preserved in its natural state. Pursuant to the Zoning Bylaw standard, the minimum required open space area to be preserved in its natural state is 10.2 acres (50% of the open space parcel) and thus, the open space area proposed to be preserved in its natural state is approximately 200 % of what the zoning bylaw requires, except for the trails.
 - e. *(d) 4 - Wetlands resource areas as defined by M.G.L., Chapter 131, shall comprise not more than 50% of the required ARCPUD open space area.* Wetlands resource areas constitute 9.1 acres or 44.6% of the required open space area.
 - f. *(d) 5 - The required open space shall be contiguous.* The 20 acre open space parcel functions as one large square area immediately to the north of the Development Parcel A. The open space is bisected by utility easements which run from the northeast to the southwest corners.
 - g. *(d) 6 - To the greatest extent possible, the required open space area should establish a network of open space within the site.* The Millstone Village open space runs from Winthrop Street deep back into the parcel all the way to its

western boundary. The open space is traversed with walking paths and is adjacent to Town owned open space immediately to the west.

h. (d) 7 - A minimum of 50% of the required ARCPUD open space shall be set aside permanently as Protected Open Space. An area of 888,791 sq. ft. / 20.4 acres is proposed to be set aside as Protected Open Space. Pursuant to the zoning bylaw standard, the minimum required open space area to be set aside permanently as Protected Open Space is 10.2 +/- acres and thus, the open space area proposed to be set aside as Protected Open Space is 200% of what the zoning bylaw requires. The Protected Open Space will be subject to a conservation restriction granted to the Town of Medway, acting through its Conservation Commission, in perpetuity for conservation and passive recreation purposes and permitting public access to the land, pathways and parking area to be constructed thereon. (d) 8 - Drainage facilities shall not be located in the open space areas. There are no detention/retention basins located within the open space areas.

i. (d) 9 - Open space shall be laid out to provide eco-corridors and other areas identified for open space preservation. The open space is laid out to provide an eco-corridor by connecting to open space area to the west in the Evergreen Meadow OSRD project. No land within 50 feet of a dwelling unit is counted as open space.

j. (d) 10 - Applicant must provide a written program describing how the open space will be maintained in perpetuity to standards satisfactory to the Planning and Economic Development Board. All open space areas including the Common Areas and the Open Space Parcel B shall be owned and maintained by the Millstone Village Condominium Trust. The Condominium Trust documents shall require that the Open Space Parcel B and the walking trails provided thereon shall be maintained in a manner suitable for passive recreational uses, which maintenance shall be the responsibility of the Condominium Trust.

4. Subject to the Conditions below, the Board finds that the Millstone Village ARCPUD complies with the **Site Development Standards** of SECTION V, Sub-Section T. 4. (e). These requirements include, but are not limited to, the following:

a. (e) 1 - The contiguous lots on which an ARCPUD is located shall have a minimum of 250 linear feet of frontage on an existing public way. The proposed Millstone Village ARCPUD contiguous lots have 495 feet of frontage on Winthrop Street.

b. (e) 2- Each building in the ARCPUD shall either face an existing street or a public or private way constructed within the ARCPUD. Four single family residences will face Winthrop Street (2, 4, 6, & 8 Sandstone Drive). The remaining units will face at least one of the five private ways to be constructed in the development.

c. (e) 3 - Each building in the ARCPUD shall have a minimum front yard of not

- less than twenty feet (20') from the edge of the paved way and a side yard of not less than ten feet (10'). As shown on the 2-7-2014 Plan, all Millstone Village ARCPUD buildings have a 20.5' front yard setback and a 20.5' side yard setback from the edge of the paved way to the closest point of the structure. Provided that Applicant complies with the applicable setback provisions of SECTION V. T. 4 (e) 3, the location of the actual buildings may be altered. Final house locations shall be shown on the as-built plans.
- d. (e) 4 – Each building in the ARCPUD shall be set back a minimum of fifty feet from the ARCPUD's perimeter lot line. As shown on the 2-7-2014 Plan, each building in the Millstone Village ARCPUD is more than 50' from the site's perimeter property line. Provided that Applicant complies with the applicable provisions of SECTION V. T. 4 (e) 4, the location of the actual buildings may be altered. Final house locations shall be shown on the as-built plans.
 - e. (e) 5 – Each building in the ARCPUD shall be set back a minimum of fifty feet (50') from the right of way line of any public way. Each Millstone Village ARCPUD building is set back a minimum of 50' from the right-of-way line of a public way (Winthrop Street).
 - f. (e) 6 – In an ARCPUD Residential Subdivision, each Home Site lot shall be a minimum of 6,000 square feet of area and meet the upland and lot space requirements of the Zoning Bylaw. This is not applicable as none of the dwelling units are in an ARCPUD residential subdivision.
 - g. (e) 7- There shall be no minimum standards for internal lot line setbacks unless required by the Planning and Economic Development Board. The Board finds that there is no need for internal lot line setbacks within the Millstone Village ARCPUD.
 - h. (e) 8 - A minimum of two (2) off-street parking spaces shall be required for each dwelling unit. For each dwelling unit there are two parking spaces in the garage and two parking spaces in the driveway. In addition, there are 42 off-street parking spaces for guests and visitors.
 - i. (e) 9 – A minimum of one (1) off-street parking space is required for each 500 sq. ft. of gross building area occupied by a local convenience use. No Local Convenience Retail use proposed so this requirement is not applicable.
 - j. (e) 10 - All two way roadways serving more than one dwelling shall be a minimum paved width of twenty-two feet. The paved width of a one-way roadway may be less than 22 feet if approved by the Planning and Economic Development Board. All roadways that service more than one dwelling are proposed to have a minimum paved width of twenty-two feet.
 - k. (e) 11 - All roadways, driveways and parking areas shall be maintained by the applicant, developer of the ARCPUD, its assigns, or owners and their agents. The roadways, common driveways and parking areas shall be owned and maintained by the applicant, or its assignee, the Millstone Village Condominium Trust, which shall be responsible for all maintenance.

1. (e) 12 - *The landscape design shall give preference to the maintenance of existing healthy trees and groundcover.* The landscape design has given preference to the maintenance of existing healthy trees by preserving as many specimens as possible as identified in the existing conditions plan. During construction, the contractor will coordinate with the site engineer. The existing ground cover of the proposed 20.4 acre open space area shall be preserved.
 - m. (e) 13 – *All utilities shall be underground.* All permanent utilities in the Millstone Village ARCPUD are underground.
 - n. (e) 14 - *No mobile homes or trailers shall be allowed to be used as dwelling units in the ARCPUD.* No mobile homes or trailers are to be used as dwelling units in the Millstone Village ARCPUD.
 - o. (e) 15 – *Permanent utilities and on-site storage shall be shielded from view by walls or fences.* The permanent utilities in the Millstone Village ARCPUD will be shielded from view by landscaping any electrical boxes. Condition #14 and the Condominium Master Deed require that mobile homes or trailers, boats, boat trailers and recreational vehicles shall be stored in garages.
 - p. (e) 16 - *Solid waste removal, including all expenses, within the ARCPUD shall be the responsibility of the residents, owners or their agents.* The removal of solid waste shall be the responsibility of, and maintained by the Millstone Village Condominium Trust, which shall be responsible for all exterior and site maintenance.
5. The Board finds that the Millstone Village ARCPUD satisfies the **Requirements and Features of an ARCPUD** as stated in SECTION V. Sub-Section T. 4. (f).
- a. (f) 1 - *The ARCPUD is a defined tract of a minimum of ten acres in area.* The Millstone Village ARCPUD is to be developed on a tract of land that is 50+ acres in size.
 - b. (f) 2 - *The ARCPUD is to be developed in a comprehensive, design-integrated manner according to an overall master plan and includes two types of senior residential uses.* The applicant has proposed a 6 phase construction plan over a 5 year period. The development includes single family detached and attached townhouse dwelling units in duplex and triplex buildings.
 - c. (f) 3 - *As noted above, the ARCPUD is consistent with all ARCPUD general standards and all applicable site development standards.* This project fully meets all ARCPUD general and site development standards.
 - d. (f) 4 - *The ARCPUD is consistent with the goals and objectives of the Town of Medway Master Plan.* The proposed development implements Land Use Goal #1, Open Space Goal #3, and Affordable Housing Goal #5 of the 2009 Medway Maser Plan.
 - e. (f) 5 - *The ARCPUD clusters development units in a manner that preserves natural open space, and provides usable and accessible open space for the*

recreation and enjoyment of ARCPUD residents and the general public. The ARCPUD site development has taken into consideration the unique topography of the locus, preserving 20.4 acres of open space area, which contain a series of walking trails. The design of the ARCPUD site development preserves natural open space, and provides usable and accessible open space for the recreation and enjoyment of the ARCPUD residents and the general public.

- f. *(f) 6 - The ARCPUD makes efficient use of land by properly considering topography and protection of significant natural features.* The ARCPUD site design has taken into consideration the unique topography of the land, the unique features of the natural resources and the wetlands by integrating the developed area into and in harmony with the environmental resources, thus resulting in the preservation of the existing ground cover of the proposed 20.4 acres open space area.
- g. *(f) 7 - The ARCPUD demonstrates coordinated site development.* The development appropriately integrates land uses and housing types, uses compatible architecture, establishes an area of preserved open space, includes an efficient vehicular access and circulation system; and establishes pedestrian a network within the site.
- h. *(f) 8 - The ARCPUD roadway and infrastructure systems are sized to accommodate the overall service demand of all uses in the development.* The roadway and infrastructure systems have been designed to accommodate the adult retirement residents of the community.
- i. *(f) 9 - The roadway and infrastructure systems are linked to and coordinated with the surrounding off-site public roadways and infrastructure in a manner that is safe, efficient and non-injurious to the public and an improvement or benefit to the public where possible.* The development provides two access/ egress points with Winthrop Street which is beneficial for access by emergency services vehicles.
- j. *(f) 10 - The ARCPUD includes appropriate provisions for the ownership and preservation of the required open space.* The open space will be owned by the Millstone Village Condominium Trust and protected with a conservation restriction.
- k. *(f) 11 - The ARCPUD includes appropriate deed restrictions or covenants requiring compliance of all development with the ARCPUD master plan and with any site plan or architectural guidelines or standards.* The Millstone Village plan has been reviewed by the Medway Design Review Committee (DRC) and been found to be generally consistent with the Medway Design Review Guidelines.
- l. *(f) 12 - The Board may require that ARCPUD regulations pertaining to age restrictions and limitations or prohibitions on the presence of mobile homes, trailers, boats, boat trailers or recreational vehicles be made part of the*

special permit decision. As noted below in Condition #2, this ARCPUD special permit is conditioned on the inclusion of appropriate deed restrictions, by-laws, or other legal documents that generally limit residency to persons of age 55 or older. Condition #14 limits or prohibits the presence of mobile homes or trailers, boats, boat trailers and recreational vehicles, unless stored inside garages.

- m. (f) 12 – *The Board may, as a condition of an ARCPUD special permit, require that the land are on which the ARCPUD is located be maintained as one undivided lot and that the lot shall not be subdivided in the future without the express approval of the Board.* As noted below in Condition #1, this ARCPUD special permit is conditioned on the prohibition of any further subdivision of any lot without the express approval of the Planning and Economic Development Board.
- n. (f) 13 *The Board may, as a condition of an ARDPUD special permit, require a legal mechanism that will assure that the ARCPUD will not be subdivided or that the ARCPUD will remain as rental housing, or that ownership will remain consolidated.* Since this ARCPUD has been planned to be developed with a condominium form of ownership, it is conditioned to prohibit the further subdivision of any lot or any condominium unit.

DECISION/VOTE

After reviewing the application and all information gathered during the public hearing process, the Medway Planning and Economic Development Board, at a duly posted meeting held on June 24, 2014, on a motion made by Robert Tucker and seconded by Matthew Hayes, voted to grant an ARCPUD special permit to Elite Home Builders LLC and to approve the plan entitled ARCPUD Millstone Village, Town of Medway, Massachusetts, prepared by GLM Engineering, last revised February 7, 2014 to develop an 80 unit Adult Retirement Community Planned Unit Development (ARCPUD) subject to the PLAN MODIFICATIONS, CONDITIONS, AND LIMITATIONS listed below and certain WAIVERS from the *Subdivision Rules and Regulations*. This approval is transferable to successors in title of the subject property, or assignees. The motion was approved by a vote of 5 in favor and 0 against.

Planning and Economic Development Board Members

Thomas A. Gay
Matthew J. Hayes
Andy Rodenhiser
Robert K. Tucker
Karyl Spiller-Walsh

MODIFICATIONS – Prior to plan endorsement, the Plan and the associated documents shall be further revised to include the additional, corrected, or modified information as specified herein.

Documents

1. The Declaration of Trust for the Millstone Village Condominium Trust shall include the following language: *“The construction and operation of the condominium is governed by an ARCPUD Special Permit granted by the Medway Planning and Economic*

Development Board on June 24, 2014 copy of which is available for inspection at the Town Clerk's office.

2. The Millstone Village Condominium Master Deed and all legal documents related to the affordable units shall include language to specify:
 - a. the unit numbers of the designated affordable units;
 - b. that the affordable units shall be sold to income eligible persons or households that meet the age restriction of the master deed;
 - c. that the local preference criteria for the sale and re-sale of the affordable units shall be in accordance with the Massachusetts Department of Housing and Community Local Initiative Program or other applicable state housing program that provides units that are eligible for inclusion in the Subsidized Housing Inventory; and
 - d. the affordable housing use restriction.
3. The Declaration of Trust for the Millstone Village Condominium shall reference the conservation restriction on Open Space Parcel B to be granted to the Town of Medway in perpetuity acting through its Conservation Commission, for conservation and passive recreation purposes and permitting public access to Open Space Parcel B and the pathways and parking area to be constructed thereon; the maintenance of trails on Open Space Parcel B as provided for herein; the condominium association's ownership of and responsibility for the roadways, open space, trash, snow plowing, stormwater drainage system, sewer system and water system; and the approved Stormwater and Operations Maintenance Plan.
4. The Plan shall be revised to include the following items:
 - a. Street Names and addresses
 - b. Development Phasing Plan
 - c. Cape Cod berm along all streets except that roundings shall be vertical granite curbing
 - d. Modified resource area delineation lines as authorized by the Medway Conservation Commission in its March 27, 2014 action to extend the previously issued Order of Conditions for this site to March of 2015.
 - e. Information regarding off-site improvements, if any.
 - f. Stormwater Operations and Maintenance Plan
 - g. Location of trails and parking area on the Open Space Parcel
 - h. Maintenance plan for the upkeep and care of the Open Space Parcel.

CONDITIONS – The following conditions shall be binding upon the Applicant and its successors and assigns.

1. Notwithstanding any future amendment of the Medway Zoning Bylaw, MGL G.L. C.40A or any other legislative act:
 - a. The maximum number of dwelling units to be constructed under this special permit shall be eighty. In addition to the dwelling units there shall be one community building, as shown on the Plans.
 - b. The tract(s) of land on which this ARCPUD is to be located shall not be altered or used except:

- 1) as granted by this special permit;
 - 2) substantially as shown on the plan entitled ARCPUD – Millstone Village last revised February 7, 2014 to be modified as referenced herein; and
 - 3) in accordance with subsequent approved plans or amendments to this special permit.
- c. The tracts of land and buildings comprising Millstone Village shall not be used, sold, transferred or leased except in conformity with this special permit and shall not be further divided.

2. Age Restriction

- a. All units shall be subject to an age restriction limiting occupancy to at least one person who has attained a minimum age of fifty-five years (the “Qualified Occupant”) and by:
 - 1) spouses;
 - 2) persons providing health care services to a Qualified Occupant of such dwelling unit;
 - 3) a child or grandchild of a Qualified Occupant of such dwelling unit, provided that such child or grandchild has attained the age of majority;
 - 4) not more than one person in addition to a spouse, health care provider and child or grandchild as aforesaid, provided that such person has attained the age of majority; and
 - 5) or one other person who has reached the age of majority, or any guest of any age but such guest may only stay for six months in any calendar year;
- b. In the event of the death of the Qualified Occupant(s) of a unit or other involuntary transfer of a unit, a one year exemption shall be allowed to allow for the rental or sale of the unit to another Qualified Occupant(s) (the “Age Restriction”) so long as the provisions of the Housing Laws (defined below) are not violated by such occupancy,
- c. The Age Restriction is intended to be consistent with, and is set forth in order to comply with the Fair Housing Act, 42 USC section 3607, as amended, the regulations promulgated thereunder, 24 CFR Subtitle B, Ch. 1, section 100.300 et seq. and M.G.L. c. 151B, section 4 (the “Housing Laws”). This special permit shall be construed so as to be consistent with federal and state law, and nothing in this special permit shall require or permit the Applicant or its successors or assigns to take any action in violation of federal or state law.
- d. The age qualification requirements for the affordable housing units shall be in conformity with DHCD’s requirements for inclusion on the Subsidized Housing Inventory.

3. Phasing Plan

- a. The applicant plans to build out the infrastructure of this project in the following phases:

- 1) **Phase IA:**
 - 2, 4, 6 & 8 Sandstone Drive
 - 2) **Phase IB:**
 - 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22 & 24 Millstone Drive
 - 17, 19, 21 & 23 Millstone Drive
 - 1, 3, 5, 7 & 9 Cobblestone Drive
 - 2 Cobblestone Drive (Community House)
 - 3) **Phase II**
 - 2, 4 & 6 Cobblestone Court
 - 1, 3 & 5 Cobblestone Court
 - 4, 6, 8, 10, 12 & 14 Cobblestone Drive
 - 13 & 15 Cobblestone Drive
 - 4) **Phase III**
 - 1, 3, 5, 7, 9 & 11 Millstone Court
 - 2, 4, 6, 8, 10 & 12 Fieldstone Court
 - 1, 3, 5, 7, 9 & 11 Fieldstone Drive
 - 11 Cobblestone Drive
 - 2, 4, 6, 8, 10, 12 & 14 Fieldstone Drive
 - 28 Millstone Drive
 - 5) **Phase IV**
 - 29, 31, 33 & 35 Millstone Drive
 - 30, 32, 34 & 36 Millstone Drive
 - 6) **Phase V**
 - 1, 3 & 5 Steppingstone Drive
 - 2, 4 & 6 Steppingstone Drive
- b. Any adjustments to the phasing plan require approval of the Board.
- c. Notwithstanding the foregoing, the Applicant may build and sell any of the dwelling units in the Project in any order, subject to the provisions of Condition 21 - Timetable for Construction herein.
4. **Open Space – Restriction; public access**
- a. The applicant shall convey Open Space Parcel B as shown on the Plan to the Millstone Village Condominium Trust which shall be responsible for its upkeep and maintenance, including the trails and public parking area.
 - b. The conveyance of Open Space Parcel B to Millstone Village Condominium Trust shall be subject to a Conservation Restriction granted to the Town of Medway in perpetuity, acting through its Conservation Commission, for conservation and passive recreation purposes and permitting public access to Open Space Parcel B and the pathways and parking area to be constructed thereon.

- c. The aforementioned Conservation Restriction shall be reviewed and approved by the Medway Board of Selectmen, the Medway Conservation Commission, and the Secretary of Energy and Environmental Affairs (the Secretary) pursuant to G.L. c. 184, sections 31, 32 and 33, to ensure that the restriction remains enforceable in perpetuity. The Applicant shall file the proposed Conservation Restriction with the Secretary of Energy and Environmental Affairs within the later of 120 days after the Board endorses the Plan of Record or 30 days after preliminary approval of the proposed Conservation Restriction by the Medway Board of Selectmen and Medway Conservation Commission. The Applicant shall diligently pursue final approval of the Conservation Restriction by EEOA and the Medway Board of Selectmen and Conservation Commission. The approved and executed Conservation Restriction shall be recorded at the Norfolk County Registry of Deeds before the Town issues the occupancy permits for the final six dwelling units.
- d. The applicant shall construct a parking area which shall be gravel and contain sufficient area for five (5) parking spaces and shall be accessible from a public way to provide public access to the Open Space Parcel and trails.
- e. The applicant's improvements to the Open Space Parcel including trails and parking area shall be completed within four (4) years after plan endorsement.
- f. The Applicant and assigns shall be subject to the provisions included in the Conservation Restriction approved by the Secretary of Energy and Environmental Affairs for maintenance of the open space parcel, trails and parking area.

5. Affordable Housing

- a. In accordance with the Medway Zoning Bylaw, V. USE REGULATIONS, Sub-Section U. Adult Retirement Community Planned Unit Development, Paragraph 4. c) 9), eight dwelling units within the Millstone Village ARCPUD shall be affordable housing units that will comply with the requirements for inclusion in the Subsidized Housing Inventory prepared by the MA Department of Housing and Community Development (DHCD).
- b. Within the later of 120 days after the Board endorses the Plan of Record or 30 days after approval of the LIP application by the Medway Board of Selectmen and any other local authority required, if any, the Applicant shall apply to DHCD's Local Initiative Program (LIP) for inclusion of the proposed eight affordable dwelling units on the Subsidized Housing Inventory and thereafter shall diligently pursue DHCD approval of the LIP Application. Prior to submitting the LIP Application, the applicant shall meet with the Medway Board of Selectmen for purposes of securing its support for the LIP Application and with the Medway Affordable Housing Committee and Trust regarding the marketing plan, the location of affordable housing units within the development, local preference guidelines, and to secure their support for the LIP Application.

- c. The eight affordable housing units shall each be subject to a perpetual affordable housing deed rider, in a form acceptable to DHCD, to be recorded at the Norfolk County Registry of Deeds with the deed for each affordable housing unit as required by LIP. Each affordable housing unit shall be sold and resold in accordance with the provisions of the affordable housing deed rider.
- d. The affordable housing units are to be located within the development as required by DHCD for approval of the project's LIP application. The applicant has proposed the interior unit of each of the eight triplex townhouse buildings with the following addresses for the affordable housing units: 16 & 22 Millstone Drive (Phase IB); 3 & 9 Millstone Court, 3 & 9 Fieldstone Drive and 4 & 10 Fieldstone Court (all in Phase III). Upon direction by DHCD or request of the Applicant (*without effect to the Subsidized Housing Inventory eligibility*), the Planning and Economic Development Board shall permit a change in the locations of the affordable housing units.
- e. The applicant has proposed that the initial Lottery Agent for the initial sales of the affordable housing units be: MCO & Associates, Inc. of Harvard, MA or an agent designated by the Planning and Economic Development Board and the designation provided to the owner of record of the ARCPUD land. Any such Lottery Agent must meet the DHCD's experience requirements as determined by DHCD so that the affordable housing units may be counted on the Subsidized Housing Inventory.
- f. DHCD shall oversee the initial sales of the affordable housing units pursuant to the LIP program.
- g. The Board hereby names the Town of Medway Affordable Housing Trust if approved by DHCD as an additional Monitoring Agent for the sale and resale of the affordable housing units.
- h. Affordable Housing Regulatory Agreement – If and to the extent that DHCD approves the affordable units pursuant to 760 CMR 56.04(7) and 56.05 (10)(b), the Applicant shall prepare or cause to be prepared an Affordable Housing Regulatory Agreement as required by DHCD for execution and recording at the Norfolk County Registry of Deeds. To the extent approved by DHCD, the affordable housing units shall be subject to the Regulatory Agreement and shall be sold and resold in accordance with its provisions.

6. Recording of Plans and Documents

- a. The Plan of Record associated with this special permit is: ARCPUD – Millstone Village Town of Medway, MA, last revised February 7, 2014, to be further revised as specified herein, prepared by GLM Engineering Consultants, Inc.
- b. No construction shall begin on the site and no building permit shall be issued before the following documents/plans are recorded at the Norfolk County Registry of Deeds:
 - 1) This special permit decision
 - 2) The Plan of Record endorsed by the Planning and Economic Development

- Board
- 3) Restrictive Covenant with the Town of Medway (FORM G – *Medway Subdivision Rules and Regulations*).
- c. The following documents which shall be in compliance with the conditions of this decision shall be recorded at the Norfolk County Registry of Deeds prior to the issuance of an occupancy permit for any building on the site.
 - 1) Millstone Village Condominium Master Deed
 - 2) Declaration of Trust of Millstone Village Condominium Trust
 - d. The following documents which shall be in compliance with the conditions of this decision shall be recorded at the Norfolk County Registry of Deeds.
 - 1) If and to the extent approved by DHCD, an affordable housing deed rider in compliance with the requirements of the Massachusetts Department of Housing and Community Development's Local Initiative Program.
 - e. The following document which shall be in compliance with the conditions of this decision shall be recorded at the Norfolk County Registry of Deeds before occupancy permit for last six dwelling units.
 - 1) Conservation Restriction on Open Space Parcel B granted to the Town of Medway in perpetuity (if and to the extent approved by the Secretary of Energy and Environmental Affairs) acting through its Conservation Commission for conservation and passive recreation purposes and permitting public access to Open Space Parcel B and the pathways and parking area to be constructed thereon;
 - f. The following document which shall be in compliance with the conditions of this decision shall be recorded at the Norfolk County Registry of Deeds.
 - 1) Executed Affordable Housing Regulatory Agreement with DHCD, if and to the extent approved by DHCD.
 - g. Within thirty days of recording, the Applicant or his assign shall provide the Planning and Economic Development Board with a receipt from the Norfolk County Registry of Deeds indicating that all documents have been duly recorded, or supply another alternative verification that such recording has occurred.
7. **Drainage/Stormwater Management**
- a. Until transferred to the Millstone Village Condominium Trust, the Applicant shall be responsible for keeping the constructed stormwater drainage system in a clean and well-functioning condition, and shall do nothing which would alter the drainage patterns or characteristics as indicated on the Plan approved herein without the express written approval of the Planning and Economic Development Board.
 - b. The stormwater drainage system, water and sewer systems shall be maintained by the applicant and its successors and assigns and shall not be dedicated to the Town. It is the intent of the Planning and Economic Development Board and the applicant that these systems not be accepted by Town Meeting.

- c. The applicant shall maintain the stormwater management system in accordance with the following guidelines for the operation and maintenance of the stormwater management system prepared by the applicant's registered professional engineer - *Millstone Village Stormwater Operation, Maintenance and Management Plan*, August 23, 2006, prepared by GLM Engineering.
- d. In the event a management company is engaged, the guidelines shall be incorporated by reference in the management contract. In the event that the Applicant, its successors, or agent fails to maintain the stormwater management system in accordance with the applicable guidelines for operation and maintenance, the Town may conduct such maintenance or repairs as the Town determines in its sole discretion are reasonably necessary, and the Applicant hereby consents to allow the town and its agents, employees and contractors entry onto the Property to implement the measures set forth in such guidelines. In the event the Town conducts such maintenance or repairs, the Applicant shall promptly reimburse the Town for all reasonable expenses associated therewith; if the applicant fails to so reimburse the Town, the Town may place a lien on the site or any unit therein to secure such payment.

8. Wetlands/Streams

- a. On March 27, 2014, the Medway Conservation Commission extended the previously issued Order of Conditions for this development parcel to March 2015. The Commission also voted to refine the resource area delineation lines by using the more restrictive wetland delineation lines from 2006 and 2013 as shown on drawings prepared by GLM Engineering Consultants, Inc. The Plan of Record shall include the refined resource area boundary lines to reflect the most restrictive boundaries.
 - b. Any future plans approved by the Medway Conservation Commission pursuant to an Order of Conditions for this site shall be provided to the Planning and Economic Development Board. If there is any inconsistency between the endorsed ARCPUD – Millstone Village Plan and any plans as may be approved by the Conservation Commission, the Applicant shall submit an amended plan to the Planning and Economic Development Board for approval. Said amended plan shall be accompanied by a letter setting forth a description of any and all changes from the ARCPUD – Millstone Village plan as approved herein and shall include three sets of revised drainage calculations, if applicable.
9. **Scenic Road** - Any construction work, tree clearing, installation of light poles, fences and design features along the Winthrop Street frontage of the Millstone Village ARCPUD shall be completed in accordance with the *Scenic Road Work Permit* approved by the Planning and Economic Development Board on April 8, 2014 on file with the Medway Town Clerk. The stone walls to be constructed at the access/egress driveways to Millstone Village as shown on the Plan of Record shall have a highly rustic, dry laid appearance in keeping with the rural nature of other stone walls on Winthrop Street.

10. **Water Conservation** – The development is relying on the Town’s public water system and the Town is held to its Water Management Act Permit with the Mass Department of Environmental Protection. The Applicant shall incorporate the following water conservation measures: well water for landscape irrigation, rain-gauge controlled irrigation systems, low flow household fixtures, and conservation rated appliances.
11. **Construction Standards**
 - a. Construction shall be completed in accordance with the standards of the Medway *Subdivision Rules and Regulations* dated April 26, 2005, except for waivers as specified in the applicant’s Request for Waivers, dated March 18, 2014 and as further provided as approved herein by the Planning and Economic Development Board.
 - b. All aspects of the site and building design shall comply with the requirements of the Massachusetts Architectural Access Board and the Americans with Disabilities Act.
12. **Construction Observation/Inspection** - Inspection of the construction of the roadways, infrastructure, stormwater management facilities, water and sewer facilities, site amenities including landscaping, and other utilities by the Town’s Consulting Engineer is required. Prior to plan endorsement, the Applicant shall pay a construction observation fee under G.L. c. 44 §53G to the Town of Medway for such inspections. The amount for each phase shall be determined by the Board based on an estimate provided by the Town’s Consulting Engineer and shall be paid prior to Plan endorsement. A construction observation account shall be established with the Board. The Applicant shall provide supplemental payments to the Town of Medway, for reasonable construction inspection services, upon invoice from the Board until the road construction and stormwater drainage system are completed, municipal services are installed, and the as-built plan has been reviewed and determined to be satisfactory for filing with the Town.
13. **Right to Enter Property** – Duly authorized agent(s) of the Town of Medway shall have the right to enter upon the common areas of the condominium to ensure continued compliance with the terms and conditions of this special permit.
14. **Ownership/Maintenance of Common Area** - The Board hereby requires that the following aspects of the development shall be and shall remain forever private, and that the Town of Medway shall not have, now or ever, any legal responsibility for operation or maintenance of same:
 - a. All roadways and parking areas
 - b. Stormwater management facilities
 - c. Snowplowing/sanding
 - d. Landscaping
 - e. Trash removal
 - f. Street lighting
 - g. Open Space
 - h. Water
 - i. Sewer

Such services shall be the responsibility of the Applicant and the Millstone Village Condominium Trust.

15. Appropriate deed restrictions, by-laws, or other legal documents shall require that mobile homes or trailers, boats, boat trailers and recreational vehicles shall be stored inside garages.
16. **Sidewalk Improvements** – In lieu of constructing 1234 linear feet of sidewalks/curbing along the property's frontage on the west side of Winthrop Street, the applicant shall make a payment of \$11,562 to the Town of Medway Sidewalk Fund prior to the Town's issuance of the first occupancy permit for the development.
17. **Restriction on Construction Activities** – During construction, all local, state and federal laws shall be followed regarding noise, vibration, dust and blocking of town roads. The applicant and its contractors shall at all times use all reasonable means to minimize inconvenience to abutters and residents in the general area. The following restrictions on construction activity shall apply:
 - a. Construction shall not commence any day before 7 am and shall not continue beyond 6:00 p.m.
 - b. There shall be no construction on any Sunday or legal holiday without the advance approval of the Inspector of Buildings.
 - c. Blasting, if necessary, shall be limited to the hours between 9:00 am and 5:00 pm Monday through Friday.
18. **Payment of Balance of Fees/Taxes** - Prior to plan endorsement, the Applicant shall pay the balance of any outstanding plan review services provided by any outside consultants retained by the Board who assisted in the review of this project and any other outstanding expenses, taxes, betterments, charges, obligations or fees due the Town of Medway pertaining to this site. The Applicant shall also pay a fee for construction services to be provided by outside engineering and legal consultants. The fee shall be established by the Planning and Economic Development Board. The Applicant shall also be current with the Medway Town Treasurer/Collector for all real estate taxes and any penalties and back charges resulting from the non-payment of taxes for all property included in this development.
19. **Performance Guarantee**
 - a. *Restrictive Covenant* - Prior to plan endorsement, the applicant shall sign a Restrictive Covenant, to be reviewed and approved by Town Counsel, to secure construction of the roadways, installation of stormwater management facilities, utilities, services, pedestrian facilities/trails/pathways, all site amenities including but not limited to lighting and landscaping, and any off-site improvements, all as shown on the Plan of Record. Reference to the restrictive covenant shall be noted on the cover sheet of the Plan of Record and shall be recorded at the Norfolk County Registry of Deeds.

- b. *Performance Guarantee* - At such time as the Applicant wishes to obtain a building permit for any structure other than the four single family detached homes in Phase 1A (2, 4, 6 & 8 Sandstone Drive) and the Community Center (2 Cobblestone Drive) and the Applicant has completed the minimum infrastructure construction for Phase IB as specified in Section 6.6.3 of the *Subdivision Rules and Regulations*, the Restrictive Covenant may be replaced by one of the types of performance guarantees set forth in G.L. Ch. 41 Section 81U, which method or combination of methods shall be selected and from time to time varied by the Applicant, in a sufficient amount, source and form acceptable to the Planning and Economic Development Board, Treasurer/Collector, and Town Counsel. Such performance guarantee shall secure performance of the construction of the roadways and installation of stormwater management facilities, utilities, services, pedestrian facilities/trails/pathways, all appurtenances thereto, and all site amenities including but not limited to lighting and landscaping, and any off-site improvements all as shown on the Plan of Record. The performance guarantee agreement shall:
- 1) define the obligations of the developer and performance guarantee company;
 - 2) specify a scheduled date by which the applicant shall complete construction in accordance with the Plan of Record;
 - 3) state that it does not expire until released in full by the Planning and Economic Development Board; and
 - 4) include procedures for collection upon default.
- c. *Amount* - The face amount of the performance guarantee shall be the amount that would be required for the Town of Medway to complete the construction of the roadways and installation of stormwater management facilities, utilities, services, pedestrian facilities/trails/pathways, all appurtenances thereto, and all site amenities including but not limited to lighting and landscaping, as specified in the Plan of Record and any off-site improvements that remain unfinished at the time the performance guarantee estimate is prepared. The estimate shall be based on unit prices in the latest Weighted Average Bid Prices issued by the MassDOT. The estimate shall also include the cost to maintain the roadways, stormwater management system and other infrastructure in the event the applicant fails to adequately perform such. The estimate shall reflect the cost for the Town to complete the work as a public works project, which may necessitate additional engineering, inspection, legal and administrative fees, staff time and public bidding procedures. In determining the amount of the performance guarantee, the Board shall be guided by the following formula in setting the sum of the security.
1. the estimate of the Town's Consulting Engineer of the cost to complete the work; plus
 2. a twenty-five percent (25%) contingency.
- d. *Adjustment of Performance Guarantee* - At the Applicant's written request, the amount of the performance guarantee may be reduced, from time to time, by the Board and the obligations of the parties thereto released by the Board in whole or

in part, upon the partial completion of the roadways and infrastructure improvements as defined herein. In order to establish the amount to adjust the performance guarantee, the Town's Consulting Engineer shall prepare an estimate of the current cost for the Town to complete all work as specified in the Plan of Record that remains unfinished at the time the estimate is submitted to the Board. The estimate shall be based on unit prices in the latest Weighted Average Bid Prices issued by the MassDOT. The estimate shall also include the cost to maintain the roadways, stormwater management system and other infrastructure in the event the developer fails to adequately perform such. The estimate shall reflect the cost for the Town to complete the work as a public works project, which may necessitate additional engineering, inspection, legal and administrative fees, staff time and public bidding procedures. The estimate shall also include the estimated cost to produce as-built plans and for project closeout services. In determining the amount of the adjustment of the performance guarantee, the Board shall be guided by the following formula to determine the reduction amount:

1. the estimate of the Town's Consulting Engineer of the Town's cost to complete the work; plus
2. a twenty-five percent (25%) contingency.

The first request for a reduction of the performance guarantee shall not be made until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the Phase II area.

The Board shall not approve subsequent requests for a reduction of the performance guarantee until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the area included in each subsequent Phase.

The applicant shall not make any request for a reduction of the performance guarantee of less than \$100,000 or such lesser amount remaining on the performance guarantee.

- e. Any such surety shall be released by the Planning and Economic Development Board in accordance with the procedures of GL c 41, § 81U.

20. **Neighborhood Relations**

- a. The Applicant shall regularly inform the residents of Winthrop Street and the adjacent neighborhoods (*as listed in the certified list of abutters accompanying the application*) of the construction schedule.
- b. The Applicant shall establish a construction telephone hotline or email contact and inform all parties of interest and all residents in the Winthrop Street and adjacent neighborhoods (*as listed in the certified list of abutters accompanying the application*) of the hotline number or email contact to use for questions, concerns and complaints. The applicant shall reply to such inquiries within a reasonable time.

21. **Timetable for Completion**

- a. This special permit shall lapse in accordance with Section III. D. 2 of the Medway Zoning Bylaw.
- b. A preconstruction conference with the developer, general contractor, Department of Public Services, Police and Fire Departments, the Conservation Agent, the Planning and Economic Development Coordinator, and the Town's Consulting Engineer shall be held prior to the commencement of construction. For the purposes of this decision, "commencement of construction" shall occur when the clearing and grubbing (*removal of stumps and topsoil*) has been initiated. The general contractor shall request such conference at least one week prior to commencing construction by contacting the Planning and Economic Development office. At the conference, a schedule of inspections shall be agreed upon by the developer, the Town's Consulting Engineer and other municipal officials or boards in accordance with Section 6.5 Construction Observation/Inspection of the *Subdivision Rules and Regulations*. At the pre-construction meeting, the developer shall provide a copy of the final Stormwater Pollution Prevention Plan (SWPP) and a detailed construction schedule.
- c. The Applicant shall construct the roadways and all related infrastructure including the stormwater management system, and install all utilities as shown on the Record Plan, to the satisfaction of the Board, within 8 years of the date of endorsement of the plan, unless extended as provided in subparagraph d below.
- d. A request to extend the completion time limits as specified in Condition 20c must be made in writing to the Board at least thirty (30) days prior to the specified expiration date. The Board herewith reserves its right and power to grant or deny such an extension, to issue any appropriate changes to the special permit, and to require any appropriate modifications of the Plans.
- e. Issuance of Building and Occupancy Permits
 1. Within each construction phase:
 - a) All the areas designated for construction will be secure with erosion control barriers as shown on the Plan as certified by the Town's Consulting Engineer before any other clearing, grading excavation or construction activities are commenced.
 - b) Sidewalks along streets shall be constructed at the time when the roads or common driveways for the dwelling units are constructed.
 2. *Building permits may be obtained for the Phase 1A dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the Phase 1B Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the entire Phase 1A area and the area around the Community Center have been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.

3. *Occupancy Permits may be obtained for the Phase IA dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the Phase IB Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the roadway binder course and utility services necessary to serve the four *Phase IA dwelling units* and the *Phase IB Community Center* have been completed;
 - b) the permanent drainage for the roadways servicing the four *Phase IA dwelling units* and the *Phase IB Community Center* from Winthrop Street has been constructed and is operational;
 - c) pedestrian pathways other than along streets have been completed;
 - d) guest parking is completed;
 - e) the Town's Consulting Engineer has issued a letter to the Board that the above four requirements have been completed substantially according to the Plan of Record;
 - f) the PED office has notified the Building Inspector that occupancy permits may be issued.

4. *Building Permits may be obtained for any Phase IB building upon completion of the following:*
 - a) the entire Phase IB area has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - b) the roadway binder course and utility services for the Phase IA and Phase IB areas are completed.
 - c) the permanent drainage for the roadway(s) servicing the Phase IA area and the temporary construction drainage for the Phase IB area are completed.
 - d) the Town's Consulting Engineer has issued a letter to the Board that the above three requirements have been completed substantially according to the Plan of Record.
 - e) the PED office has notified the Building Inspector that building permits for Phase IB may be issued.

5. *Occupancy permits may be obtained for the Phase IB dwelling units upon completion of the following:*
 - a) the permanent drainage for the roadways servicing the Phase IB area has been constructed and is operational;
 - b) pedestrian pathways other than along streets have been completed;
 - c) the guest parking areas have been completed;
 - d) the Town's Consulting Engineer has issued a letter to the Board that these requirement has been completed according to the Plan of Record;
 - e) the PEDB office has notified the Building Inspector that an occupancy permit may be issued.

6. *Building permits for the Phase II, III, IV and V dwelling units may be obtained upon completion of the following:*

- a. the entire area of the current phase has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - b. the roadway binder course and utility services for the current phase are completed.
 - c. the permanent drainage for the roadway(s) servicing the previous phases and the temporary construction drainage for the current phase area under construction are completed.
 - d. the Town's Consulting Engineer has issued a letter to the Board that these two requirements have been completed according to the Plan of Record
 - e. The PED office has notified the Building Inspector that building permits for the current phase may be issued.
7. *Occupancy permits for the Phase II, III, IV and V dwelling units may be obtained upon completion of the following:*
- a. the roadway binder course, utilities, and sidewalk services in the current and previous phases have been completed.
 - b. the permanent drainage system for the roadway(s) servicing the previous phases and the temporary construction drainage for the current phase under construction are completed and as-built plans of any detention pond have been approved;
 - c. the remainder of the site drainage for that phase, either permanent or temporary, is fully functional;
 - d. the roadways for the current and previous phases in which the building is located have been fully completed up through the roadway binder course including street name signs, regulatory signs, and stop lines;
 - e. pedestrian pathways have been completed;
 - f. guest parking areas have been completed.
 - g. the Town's Consulting Engineer has issued a letter to the Planning and Economic Development Board that these actions have been completed according to the plans; and
 - h. The PED office has notified the Building Inspector that an occupancy permit may be issued.
 - i. In no event shall an occupancy permit for the last five market rate dwelling units be issued before the total of eight affordable dwelling units are completed and consider occupancy permit ready by the Building Inspector.
22. **Modifications** – No modification shall be made to Plan of Record and development without modification of this special permit or as set forth herein. The approval of the Planning and Economic Development Board under then applicable zoning bylaw requirements shall be required for any modification of the decision or record plans, whether substantial or insubstantial. The Board reserves its right and power to modify or amend the Plan of Record and the terms and conditions of this special permit upon request of the Applicant, his designees or assigns. It shall be within the Board's sole discretion to determine whether any proposed modification is substantial or insubstantial

and what constitutes such. Substantial modifications shall be subject to the same standards and procedures applicable to the original application for this special permit. The Board may authorize insubstantial modifications without a public hearing. If the Applicant petitions for amendments to the Plan of Record or this special permit, the applicant must submit all plans and information to the change as required by the applicable *Rules and Regulations*.

23. **Project Completion** – Upon completion of all work, and prior to the release of the last \$40,000 of performance guarantee, the following items shall be completed to the Board's satisfaction:
- a. *As-Built Plans* – The Applicant shall prepare and provide as-built plans of the roadways, utilities and other infrastructure prepared in accordance with the *Subdivision Rules and Regulations* in effect at the time the as-built plans are submitted, to the satisfaction of the Board. The Applicant shall provide the final as-built plan in electronic format. The Applicant shall pay any reasonable associated costs, as may be determined by the Board of Selectmen, to update the Medway GIS/ Assessor's maps relative to this development.
 - b. *Engineer's Certification* – The Applicant shall provide written certification from a Professional Engineer registered in the Commonwealth of Massachusetts that all roadway and infrastructure work was constructed and completed in substantial compliance with the Plan of Record.
24. **Enforcement** - The Town of Medway may elect to enforce compliance with this Special Permit using any and all powers available to it under the law.

LIMITATIONS – Other approvals or permits required by the Zoning Bylaw, Medway General Bylaws, or other governmental boards, agencies or bodies having jurisdiction shall not be assumed or implied by this Special Permit Decision.

WAIVERS – The Planning and Economic Development Board's *ARCPUD Rules and Regulations* provide that the Construction Standards for ARCPUD projects shall be those as specified in the Medway Planning Board's *Subdivision Rules and Regulations*, dated April 26, 2005. The Applicant's *Request for Waivers*, prepared by GLM Engineering was reviewed by the Planning and Economic Development Board during a duly called and properly posted public hearing on March 25, 2014. On June 24, 2014, the Planning and Economic Development Board, on a motion made by Robert Tucker and seconded by Matthew Hayes, voted to approve the Applicant's *Request for Waivers*. The motion was approved by a vote of 5 in favor and 0 opposed. Waivers from the following sections of the *ARCPUD and Subdivision Rules and Regulations* were approved:

ARCPUD RULES & REGULATIONS

SECTION 303 – Standards for ARCPUD Plan Preparation - 2D. All existing and proposed elevations shall refer to the North American Vertical Datum of 1099 (NAVD88).

FINDINGS – The applicant requests to use NGVD 1929. The adjacent wetland has a 100 year flood study associated with it that is based on the NGVD 1929.

SUBDIVISION RULES & REGULATIONS

SECTION 7.7.4. (b) – Stormwater Management Construction – All drain pipes except sub-drains shall be Class IV reinforced concrete pipe.

FINDINGS – The applicant proposes to use corrugated plastic pipes. The life expectancy of plastic piping is greater than the reinforced concrete pipe. As this development will be permanently private, there is no compelling public reason to require the use of the concrete piping.

SECTION 7.9.2 – Streets and Roadways – Alignment b) The minimum horizontal centerline radii of a local street, neighborhood street or permanent private way shall be one hundred fifty feet (150').

FINDINGS – There are five locations where the centerline radii are less than the 150 feet minimum required:

- Road A Station 4+87 – 111 foot radius;
- Road B Station 3+42 – 136 foot radius
- Road C Station 4+79 – 75 foot radius
- Road D Station +93 – 33 foot radius
- Road D Station 1+55 – 33 foot radius

These alternative radii are particular to this project and the design of the overall site layout. The layout aligns itself with existing site features to be preserved, i.e. wetlands, open fields, etc.

SECTION 7.9.2 – Street and Roadways – Alignment d) Property lines at a street intersection shall be rounded or cut back to provide a property line radius of twenty-eight feet (28'), or for a curb radius of not less than forty feet (40'), whichever is more stringent.

FINDINGS – The applicant proposes to have 30' paved roundings at the intersections in order to reduce the total amount of impervious surfaces. The applicant has demonstrated that a truck can enter and exit at all intersections.

SECTION 7.9.5 Street and Roadways – Grade a) The minimum centerline grade for any street shall not be less than two percent (2%).

FINDINGS – The applicant proposes a minimum grade of 1.5%. This is to blend the proposed roadway with the existing contour. It minimizes cuts and fills.

SECTION 7.9.6 Streets and Roadways – Dead-End Streets e) Turnarounds shall be

designed as a cul-de-sac with a perimeter of 100 feet and shall include a 24' diameter center landscaped island or as a hammerhead or T-shaped turnaround.

FINDINGS – The diameter of the proposed cul-de-sac turnaround is 90 feet to reduce the extent of impervious surface.

SECTION 7.9.7 Streets & Roadways – Roadway Construction g) - The minimum widths of the road pavement shall be 26 feet for a Local Street.

FINDINGS – The applicant proposes 16 foot wide common driveways and 22 foot wide two way roadways. The 22' conforms to the ARCPUD bylaw. The reduced pavement width will provide less impervious surfaces.

SECTION 7.13.2 Sidewalks – Sidewalks shall extend the full length of the street and around the entire perimeter of the cul-de-sac, with pedestrian ramps at both ends and shall have the following dimensions for a local street – 6' wide sidewalk

FINDINGS – The plans show a 5 foot wide sidewalk with a 5 foot wide grass strip. This was done to reduce impervious surfaces. A 6' wide sidewalk is needed when the Town will be plowing due to the size of the Town's equipment. As this development will have privately owned sidewalks, this regulation is not applicable.

SECTION 7.10.2 - Curbing – Curbing shall be provided the full length of all streets along each side of the roadway. Curbing on local streets is specified as sloped granite edging.

FINDINGS – This is a private project that will be privately maintained. The Town will not be responsible for replacing the curbing if it becomes damaged. Vertical granite curbing will still be used on the roundings, which are the sections most vulnerable to damage from plowing or other causes.

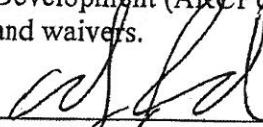
APPEAL - Appeals, if any, shall be made pursuant to Section 17 of Chapter 40A of the Massachusetts General Laws, as amended, and shall be filed within twenty days after the date of filing of this Decision in the Office of the Town Clerk.

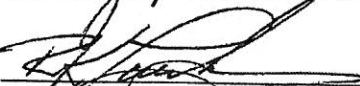
After the appeals period has expired, the Applicant shall obtain certified notice from the Town Clerk that no appeals have been made. Said notice must be filed with the Registry of Deeds with this Decision. The Applicant shall provide documentation of such recording to the Town Clerk and the Planning and Economic Development Board.

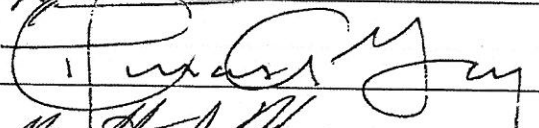
###

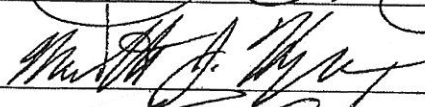
**Medway Planning and Economic Development Board
ARCPUD Special Permit Decision
Millstone Village**

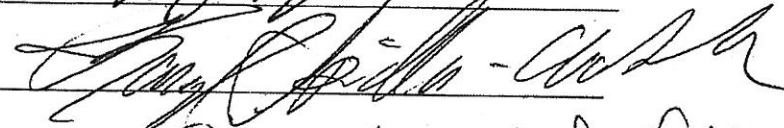
On June 24, 2014, the following members of the Medway Planning and Economic Development Board voted to grant an ARCPUD Special Permit and to approve the plan entitled ARCPUD Millstone Village, Town of Medway, Massachusetts, prepared by GLM engineering, last revised February 7, 2014 to develop an 80 unit Adult Retirement Community Planned Unit Development (ARCPUD) subject to the above-stated plan modifications, conditions, limitations and waivers.












ATTEST:



Susan E. Affleck-Childs
Planning and Economic Development Coordinator

6-24-2014
Date

11-4-15 – DRAFT notes for Millstone ARCPUD Special Permit Modification

Condition 3 – Phasing Plan (CURRENT LANGUAGE)

3. Phasing Plan

- a. The applicant plans to build out the infrastructure of this project in the following phases:
- 1) **Phase IA:**
 - 2, 4, 6 & 8 Sandstone Drive
 - 2) **Phase IB:**
 - 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22 & 24 Millstone Drive
 - 17, 19, 21 & 23 Millstone Drive
 - 1, 3, 5, 7 & 9 Cobblestone Drive
 - 2 Cobblestone Drive (Community House)
 - 3) **Phase II**
 - 2, 4 & 6 Cobblestone Court
 - 1, 3 & 5 Cobblestone Court
 - 4, 6, 8, 10, 12 & 14 Cobblestone Drive
 - 13 & 15 Cobblestone Drive
 - 4) **Phase III**
 - 1, 3, 5, 7, 9 & 11 Millstone Court
 - 2, 4, 6, 8, 10 & 12 Fieldstone Court
 - 1, 3, 5, 7, 9 & 11 Fieldstone Drive
 - 11 Cobblestone Drive
 - 2, 4, 6, 8, 10, 12 & 14 Fieldstone Drive
 - 28 Millstone Drive
 - 5) **Phase IV**
 - 29, 31, 33 & 35 Millstone Drive
 - 30, 32, 34 & 36 Millstone Drive
 - 6) **Phase V**
 - 1, 3 & 5 Steppingstone Drive
 - 2, 4 & 6 Steppingstone Drive
- b. Any adjustments to the phasing plan require approval of the Board.
- c. Notwithstanding the foregoing, the Applicant may build and sell any of the dwelling units in the Project in any order, subject to the provisions of Condition 21 -Timetable for Construction herein.

Condition 3 – Phasing Plan (PROPOSED LANGUAGE)

3. Phasing Plan

- a. The developer will construct the Millstone development in two phases as shown on the attached Phasing Plan, last revised 6-12-15, prepared by GLM Engineering and described as follows:

Phase 1

- 2, 4, 6 & 8 Sandstone Drive
- 1, 3, 5, 7 & 9 Cobblestone Drive
- 2 Cobblestone Drive (Community House)
- 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22 & 24 Millstone Drive
- 17, 19, 21 & 23 Millstone Drive
- 28, 30, 32, 34 & 36 Millstone Drive
- 29, 31, 33 & 35 Millstone Drive
- 14 Fieldstone Drive

Phase 2

- 2, 4 & 6 Flagstone Drive
- 1, 3 & 5 Flagstone Drive
- 4, 6, 8, 10, 12 & 16 Cobblestone Drive
- 11, 13 & 15 Cobblestone Drive
- 1, 3, 5, 7, 9 & 11 Riverstone Drive
- 2, 4, 6, 8, 10 & 12 Ridgestone Drive
- 1, 3, 5, 7, 9 & 11 Fieldstone Drive
- 2, 4, 6, 8, 10 & 12 Fieldstone Drive
- 1, 3 & 5 Steppingstone Drive
- 2, 4 & 6 Steppingstone Drive

- b. Any adjustments to the phasing plan require approval of the Board.
- c. Notwithstanding the foregoing, the Applicant may build and sell any of the dwelling units in the Project in any order, subject to the provisions of Condition 21 - Timetable for Construction herein.

Condition 19 – Performance Guarantee (PROPOSED LANGUAGE)

19. Performance Guarantee

d. *Adjustment of Performance Guarantee* - At the Applicant's written request, the amount of the performance guarantee may be ~~reduced~~ **adjusted**, from time to time, by the Board and the obligations of the parties thereto released by the Board in whole or in part, upon the partial completion of the roadways and infrastructure improvements as defined herein. In order to establish the amount to adjust the performance guarantee, the Town's Consulting Engineer shall prepare an estimate of the current cost for the Town to complete all work as specified in the Plan of Record that remains unfinished at the time the estimate is submitted to the Board. The estimate shall be based on unit prices in the latest Weighted Average Bid Prices issued by the MassDOT. The estimate shall also include the cost to maintain the roadways, stormwater management system and other infrastructure in the event the developer fails to adequately perform such. The estimate shall reflect the cost for the Town to complete the work as a public works project, which may necessitate additional engineering, inspection, legal and administrative fees, staff time and public bidding procedures. The estimate shall also include the estimated cost to produce as-built plans and for project closeout services. In determining the amount of the adjustment of the performance guarantee, the Board shall be guided by the following formula to determine the reduction amount:

1. the estimate of the Town's Consulting Engineer of the Town's cost to complete the work; plus
2. a twenty-five percent (25%) contingency.

~~The first request for a reduction of the performance guarantee shall not be made until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the Phase II area.~~

The developer's first request for an adjustment of the amount of the performance guarantee shall not be approved by the Board until the developer has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the revised Phase 1 area with an exception for the requirement that sidewalk binder must be completed.

~~The Board shall not approve subsequent requests for a reduction of the performance guarantee until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the area included in each subsequent Phase.~~

The Board shall not approve the developer's subsequent requests for adjustments in the amount of the performance guarantee to allow for unit construction in the revised Phase 2 area until the developer has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the revised Phase 2 area with an exception for the requirement that sidewalk binder must be completed.

Condition 19 – Performance Guarantee (CURRENT LANGUAGE)

19. Performance Guarantee

d. *Adjustment of Performance Guarantee* - At the Applicant's written request, the amount of the performance guarantee may be reduced, from time to time, by the Board and the obligations of the parties thereto released by the Board in whole or in part, upon the partial completion of the roadways and infrastructure improvements as defined herein. In order to establish the amount to adjust the performance guarantee, the Town's Consulting Engineer shall prepare an estimate of the current cost for the Town to complete all work as specified in the Plan of Record that remains unfinished at the time the estimate is submitted to the Board. The estimate shall be based on unit prices in the latest Weighted Average Bid Prices issued by the MassDOT. The estimate shall also include the cost to maintain the roadways, stormwater management system and other infrastructure in the event the developer fails to adequately perform such. The estimate shall reflect the cost for the Town to complete the work as a public works project, which may necessitate additional engineering, inspection, legal and administrative fees, staff time and public bidding procedures. The estimate shall also include the estimated cost to produce as-built plans and for project closeout services. In determining the amount of the adjustment of the performance guarantee, the Board shall be guided by the following formula to determine the reduction amount:

1. the estimate of the Town's Consulting Engineer of the Town's cost to complete the work; plus
2. a twenty-five percent (25%) contingency.

The first request for a reduction of the performance guarantee shall not be made until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the Phase II area.

The Board shall not approve subsequent requests for a reduction of the performance guarantee until the applicant has completed the minimum roadway and infrastructure improvements as specified in Section 6.6.3 of the *Subdivision Rules and Regulations* for the area included in each subsequent Phase.

The applicant shall not make any request for a reduction of the performance guarantee of less than \$100,000 or such lesser amount remaining on the performance guarantee.

Condition 21 - Timetable for Completion (CURRENT LANGUAGE)

21. Timetable for Completion

- e. Issuance of Building and Occupancy Permits
 - 1. Within each construction phase:
 - a) All the areas designated for construction will be secure with erosion control barriers as shown on the Plan as certified by the Town's Consulting Engineer before any other clearing, grading excavation or construction activities are commenced.
 - b) Sidewalks along streets shall be constructed at the time when the roads or common driveways for the dwelling units are constructed.
 - 2. *Building permits may be obtained for the Phase 1A dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the Phase 1B Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the entire Phase 1A area and the area around the Community Center have been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - 3. *Occupancy Permits may be obtained for the Phase 1A dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the Phase 1B Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the roadway binder course and utility services necessary to serve the four *Phase 1A dwelling units* and the *Phase 1B Community Center* have been completed;
 - b) the permanent drainage for the roadways servicing the four *Phase 1A dwelling units* and the *Phase 1B Community Center* from Winthrop Street has been constructed and is operational;
 - c) pedestrian pathways other than along streets have been completed;
 - d) guest parking is completed;
 - e) the Town's Consulting Engineer has issued a letter to the Board that the above four requirements have been completed substantially according to the Plan of Record;
 - f) the PED office has notified the Building Inspector that occupancy permits may be issued.
 - 4. *Building Permits may be obtained for any Phase 1B building upon completion of the following:*
 - a) the entire Phase 1B area has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - b) the roadway binder course and utility services for the Phase 1A and Phase 1B areas are completed.
 - c) the permanent drainage for the roadway(s) servicing the Phase 1A area and the temporary construction drainage for the Phase 1B area are completed.

- d) the Town's Consulting Engineer has issued a letter to the Board that the above three requirements have been completed substantially according to the Plan of Record.
 - e) the PED office has notified the Building Inspector that building permits for Phase IB may be issued.
5. *Occupancy permits may be obtained for the Phase IB dwelling units upon completion of the following:*
- a) the permanent drainage for the roadways servicing the Phase IB area has been constructed and is operational;
 - b) pedestrian pathways other than along streets have been completed;
 - c) the guest parking areas have been completed;
 - d) the Town's Consulting Engineer has issued a letter to the Board that these requirements have been completed according to the Plan of Record;
 - e) the PEDB office has notified the Building Inspector that an occupancy permit may be issued.
6. *Building permits for the Phase II, III, IV and V dwelling units may be obtained upon completion of the following:*
- a. the entire area of the current phase has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - b. the roadway binder course and utility services for the current phase are completed.
 - c. the permanent drainage for the roadway(s) servicing the previous phases and the temporary construction drainage for the current phase area under construction are completed.
 - d. the Town's Consulting Engineer has issued a letter to the Board that these two requirements have been completed according to the Plan of Record
 - e. The PED office has notified the Building Inspector that building permits for the current phase may be issued.
7. *Occupancy permits for the Phase II, III, IV and V dwelling units may be obtained upon completion of the following:*
- a. the roadway binder course, utilities, and sidewalk services in the current and previous phases have been completed.
 - b. the permanent drainage system for the roadway(s) servicing the previous phases and the temporary construction drainage for the current phase under construction are completed and as-built plans of any detention pond have been approved;
 - c. the remainder of the site drainage for that phase, either permanent or temporary, is fully functional;
 - d. the roadways for the current and previous phases in which the building is located have been fully completed up through the roadway binder course including street name signs, regulatory signs, and stop lines;
 - e. pedestrian pathways have been completed;
 - f. guest parking areas have been completed.

- g. the Town's Consulting Engineer has issued a letter to the Planning and Economic Development Board that these actions have been completed according to the plans; and
- h. The PED office has notified the Building Inspector that an occupancy permit may be issued.
- i. In no event shall an occupancy permit for the last five market rate dwelling units be issued before the total of eight affordable dwelling units are completed and consider occupancy permit ready by the Building Inspector.

Condition 21 - Timetable for Completion (PROPOSED LANGUAGE)

21. Timetable for Completion – Reference Condition 3 Phasing Plan

- e. Issuance of Building and Occupancy Permits
 - 1. Within each construction phase:
 - a) All the areas designated for construction will be secure with erosion control barriers as shown on the Plan as certified by the Town's Consulting Engineer before any other clearing, grading excavation or construction activities are commenced.
 - ~~b) Sidewalks along streets shall be constructed at the time when the roads or common driveways for the dwelling units are constructed.~~
 - 2. *Building permits may be obtained for the Phase IA dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the ~~Phase IB~~ Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the entire ~~Phase IA~~ area **around 2, 4, 6 & 8 Sandstone Drive** and the area around the *Community Center (2 Cobblestone Drive)* have been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - 3. *Occupancy Permits may be obtained for the Phase IA dwelling units facing Winthrop Street (2, 4, 6 & 8 Sandstone Drive) and the ~~Phase IB~~ Community Center (2 Cobblestone Drive) upon completion of the following:*
 - a) the roadway binder course and utility services necessary to serve the ~~four Phase IA dwelling units at 2, 4, 6 & 8 Sandstone Drive~~ and the ~~Phase IB~~ *Community Center (2 Cobblestone Drive)* have been completed;
 - b) the permanent drainage for the roadways servicing the ~~four Phase IA dwelling units at 2, 4, 6 & 8 Sandstone Drive~~ and the ~~Phase IB~~ *Community Center (2 Cobblestone Drive)* from Winthrop Street has been constructed and is operational;
 - c) ~~pedestrian pathways other than along streets have been completed;~~
 - d) ~~guest parking is completed;~~
 - e) c) the Town's Consulting Engineer has issued a letter to the Board that the above ~~four~~ requirements have been completed substantially according to the Plan of Record;
 - f) d) the PED office has notified the Building Inspector that occupancy permits may be issued.
 - 4. *Building Permits may be obtained for ~~any Phase IB~~ the remaining Phase I dwelling units ~~building~~ upon completion of the following:*
 - a) the ~~entire~~ **remaining** Phase I ~~B~~ area has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.

- b) the roadway binder course and utility services for the **entire Phase I A and Phase IB** areas are completed.
 - c) the ~~permanent drainage for the roadway(s) servicing the Phase IA area and the~~ temporary construction drainage for the **remaining Phase IB** area ~~are~~ is completed.
 - d) the Town's Consulting Engineer has issued a letter to the Board that the above three requirements have been completed substantially according to the Plan of Record.
 - e) the PED office has notified the Building Inspector that building permits for Phase IB may be issued.
5. *Occupancy permits may be obtained for the **remaining** Phase I B dwelling units* upon completion of the following:
- a) the permanent drainage for the roadways servicing the **remaining** Phase I B area has been constructed and is operational;
 - b) ~~pedestrian pathways other than along streets~~ **sidewalks throughout the Phase 1 area** have been completed;
 - c) the guest parking areas **in the Phase 1 area** have been completed;
 - d) the Town's Consulting Engineer has issued a letter to the Board that these requirement has been completed according to the Plan of Record;
 - e) the PEDB office has notified the Building Inspector that an occupancy permit may be issued.
6. *Building permits for the **revised** Phase 2 ~~H, III, IV and V~~ dwelling units* may be obtained upon completion of the following:
- a) the entire **Phase 2** area ~~of the current phase~~ has been protected by erosion control barriers per the Plan as certified by the Town's Consulting Engineer.
 - b) the roadway binder course and utility services for the **entire Phase 2 area current phase** are completed.
 - c) ~~the permanent drainage for the roadway(s) servicing the previous phases and the~~ temporary construction drainage for the ~~current phase~~ **entire Phase 2 area under construction** ~~are~~ is completed.
 - d) the Town's Consulting Engineer has issued a letter to the Board that these ~~two~~ **above noted** requirements have been completed according to the Plan of Record
 - e) The PED office has notified the Building Inspector that building permits ~~for the current phase~~ may be issued for **dwelling units in Phase 2.**
7. *Occupancy permits for the **revised** Phase 2 ~~H, III, IV and V~~ dwelling units* may be obtained upon completion of the following:
- a) the roadway binder course, utilities, and sidewalks ~~services~~ in the ~~current and previous phases~~ **Phase 2 area** have been completed.
 - b) the permanent drainage system for the roadway(s) servicing the ~~previous phases and the~~ temporary construction drainage for the

ADDITIONAL WAIVER REQUEST

SECTION 6.6.3 (g) – Adjustment of Performance Guarantee - The Board shall not grant a partial release from such security for partial completion of improvements until the following items, at a minimum, have been installed, inspected and approved by the Board or its Agent:

g) Sidewalk Binder

FINDINGS – The applicant has requested that the Board release units from the Covenant (to allow for construction of the dwelling units) before the sidewalk binder has been fully completed. Instead, the developer has proposed to have the sidewalk fully completed in front of each dwelling unit before the occupancy permit for that unit can be issued. The Board finds that this is an acceptable approach to managing a large development area.

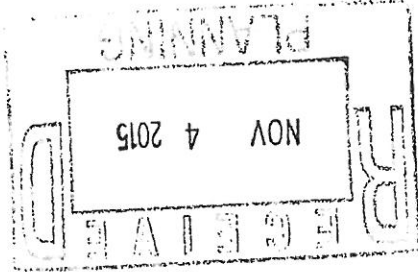


**November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting**

ANR Plan – 59 Winthrop Street

- ANR application received 11-4-15
- ANR plan dated 10-29-15
- Review letter from PGC Associates dated 11-6-15

Colonial Engineering, Inc.
Surveying and Engineering



11 Awl Street
Medway, Ma. 02053
(508) 533- 1644
(508) 533-1645 FAX
colonial.eng@verizon.net

November 4, 2015

Medway Planning Board
Medway Town hall
155 Village Street
Medway, Ma. 02053

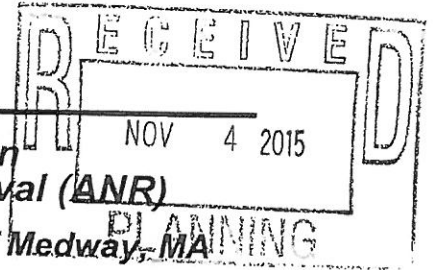
Re: 59 Wintrop Street

Dear Board Members

On behalf of our client Paul Zonghi, we are submitting this plan to subdivide 19.3 acres into two lots. Lot 1 having 18.3 acres and Lot 2 having 44,401 s.f. Have filed an anrad with con. com., waiting for their approval. If you have any questions or need more info please do not hesitate to call.

Sincerely
Paul DeSimone

LAND SUBDIVISION – FORM A



Application for Endorsement of Plan Believed Not to Require Subdivision Approval (ANR)

Planning & Economic Development Board - Town of Medway, MA

INSTRUCTIONS TO APPLICANT/OWNER

This Application is made pursuant to the Medway Planning Board Subdivision Rules and Regulations. Please complete this entire Application.

Submit two (2) signed originals of this Application, one copy of the ANR Plan, and one Project Explanation to the Town Clerk who will date stamp both Applications.

Provide one original ANR Application date stamped by the Town Clerk, one Project Explanation, eight copies of the ANR Plan, an electronic version of the ANR plan and the appropriate ANR Filing Fee to the Medway Planning & Economic Development office.

The Applicant certifies that the information included in this Application is a true, complete and accurate representation of the facts regarding the property under consideration.

In submitting this application, the Applicant and Property Owner authorize the Planning & Economic Development Board and its agents to access the site during the plan review process.

The Town's Planning Consultant will review the Application, Project Explanation and ANR plan and provide a recommendation to the Planning & Economic Development Board. A copy of that letter will be provided to you.

You or your duly authorized agent is expected to attend the Board meeting when the ANR Plan will be considered to answer any questions and/or submit such additional information as the Board may request. Your absence may result in a delay in its review

Nov 2, 2015

TO: The Planning & Economic Development Board of the Town of Medway, MA

The undersigned, wishing to record the accompanying plan of property in the Town of Medway and believing that the plan does not constitute a subdivision within the meaning of the Subdivision Control Law, herewith submits this Application and ANR Plan to the Medway Planning and Economic Development Board and requests its determination and endorsement that the Board's approval under the Subdivision Control Law is not required.

ANR PLAN INFORMATION

Plan Title: 59 Winthrop St. Plan of Land

Prepared by: Paul J. DeSimone

P.E. or P.L.S registration #: 30466 Plan Date: Oct 29 2015

PROPERTY INFORMATION

ANR Location Address: 59 Winthrop St.

The land shown on the plan is shown on Medway Assessor's Map # 20 Parcel # 5

Total Acreage of Land to be Divided: 19.3

Subdivision Name (if applicable): N/A

I, Roman Zalubus

of Medway, Norfolk

County, Massachusetts

being ~~unrecorded~~ for consideration paid, and in full consideration of \$1.00

grants to Anne E. Whalen of 59 Winthrop Street in said Medway

ORX

with quitclaim returns

the land in the Westerly part of said Medway, situated on the Westerly side of Winthrop Street, formerly referred to as Pine Hill Road, containing 70 acres, ~~XXXXXX~~ more or less, bounded and described as follows:

Commencing at the Northeasterly corner thereof at said Winthrop Street, thence running

WESTERLY and bounded northerly by land now or formerly owned by E. Whiting to a corner at land of C. A. Wilson or owner; thence running

SOUTHERLY and bounded Westerly by land of said Wilson to a corner at land of George Black or owner; thence running

EASTERLY and bounded Southerly by land of said Black and land of M. Barack, or owner, to said Winthrop Street; thence running

NORTHERLY along said Winthrop Street to the bound just mentioned.

Being the same and all of the same premises conveyed to the grantor and his late wife, Anne Zalubus as tenants by the entirety by deed of Evelyn A. Bassett duly recorded with Norfolk Deeds, Book 3654, Page 280.

There is excepted from the above described premises that portion conveyed to the said Anne E. Whalen and her late husband, Russell Whalen by deed dated September 5, 1959, recorded with said Deeds, Book 3766, Page 377.

Said premises are conveyed subject to a taking by the County of Norfolk for the layout and widening of said Winthrop Street.

The consideration for this conveyance is such that no Massachusetts document stamps are required.

This conveyance does not create new boundaries.

Witness my hand and seal this 4th day of November 1982

Roman Zalubus

RECEIVED - RECORDED
Nov 5 11 15 AM '82

The Commonwealth of Massachusetts

Norfolk

ss.

November 4, 1982

Then personally appeared the above named Roman Zalubus

and acknowledged the foregoing instrument to be his free act and deed, before me

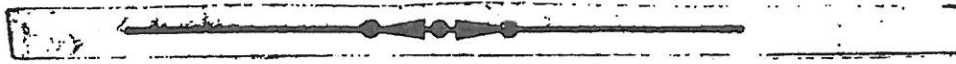
P. Joseph Kenney, County Public - XXXXX

My commission expires September 22, 1983

Winthrop Street, Medway, Massachusetts

59

Property address:



PGC ASSOCIATES, INC.

1 Toni Lane
Franklin, MA 02038-2648
508.533.8106
gino@pgcassociates.com

MEMO TO: Medway Planning Board

FROM: Gino D. Carlucci, Jr.

DATE: November 6, 2015

RE: Zonghi ANR on Winthrop Street

I have reviewed the ANR plan submitted for endorsement by Paul Zonghi of Mendon. The plan was prepared by Colonial Engineering, Inc. of Medway, and is dated October 29, 2015. The plan proposes to separate a 44,401 square foot lot (Lot 2) from an 19.3-acre lot at 59 Winthrop Street, leaving 18.3 acres (Lot 1). Lot 2 has an existing house and garage.

The plan meets the technical requirements of the Rules and Regulations. The question is whether it meets the substantive requirements, that is, the frontage requirements of the Zoning Bylaw. The Zoning Bylaw includes a definition for "Frontage" as follows:

That portion of a lot, which fronts on a street or streets from which physical access to the principal building on the lot can be provided. Frontage is measured as the distance between the points of intersection of the side lot lines with the front lot line. In the case of a corner lot bounding more than one street, the measurement on both streets may be used to determine the minimum frontage requirements of the particular zoning district. With a corner lot, the frontage is measured from the side lot line to the midpoint of the arc that constitutes the corner rounding at the intersection of the two streets.

There is also a definition of "Lot Frontage" as follows:

The length of a lot line(s) measured at the street right-of-way line.

Section 6.2.E in the section of Dimensional Regulations uses the term "Lot Frontage." Section 6.2 E.1 specifies that every lot must have the "Minimum **Lot Frontage** *[emphasis added]* Required" in Table 2 (in the AR I district it is 180 feet). Section 6.2.E.2 specifies the "Measurement of **Lot Frontage**" is a continuous line of the street right-of-way between sidelines. Section 6.2.E.3 specifies "An owner shall provide a means of access for vehicles from the **frontage** *[emphasis added]* to a principal building for emergency services, for deliveries, and for off-street parking."

Lot 1 on the ANR plan has 180.5 feet of "Lot Frontage" south of Lot 2 in an area that is almost all wetlands. There is a small area close to the street that is shown on the plan as uplands. Lot 1 also has 25.3 feet of "Frontage" north of Lot 2. This area is shown as uplands for a strip about 150 feet long to the back of the lot where it opens up to an area of uplands west of (behind) Lot 2 and then the remainder (large majority) of the lot is wetlands. The plan indicates a contiguous upland area of 41,909 square feet, which is in excess of the minimum uplands required in this district.

The Subdivision Rules and Regulations also include a definition of “Frontage” as follows:

The boundary of a lot coinciding with a street line providing rights of access across that boundary to a potential building site, measured continuously along one street line between side lot lines, or in the case of a corner lot, from the side lot line to the midpoint of the arc that constitutes the corner rounding at the intersection of the two streets or ways.

This definition is slightly different, but not in conflict with the definition in the Zoning Bylaw.

Based on the distinction between “Lot Frontage” and “Frontage” in the Zoning Bylaw, I recommend that the plan be endorsed. Lot 2 clearly meets the requirements of frontage. Lot 1 meets the “Lot Frontage” dimensional requirement in the area that is mostly wetlands and meets the requirement to provide physical access from the “Frontage” that is north of Lot 2 that is completely uplands.



November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Fall Town Meeting Warrant Article
Recommendations

See attached final warrant for the 11-16-15 fall town meeting.

The PEDB needs to take formal votes of recommendation for Articles 16 – 25. These are for street acceptance (Pine Meadow Road and Lantern Lane) and the various zoning bylaw amendments.

The PEDB may wish to consider voting to support Article 7 (Acquisition of 54R Adams Street, using CPA \$). This is for 33 acre parcel that will provide another piece of the Medway Link Trail. This is recommended by the CPC and is supported by the Open Space Committee.

The PEDB may also wish to consider voting to support Article 9 (\$35,000 from CPA funds) for trail design for another segment of the Medway Link Trail on the above noted property to extend the trail from Adams Street to Lovering Street. This is recommended by the CPC and is supported by the Open Space Committee and the Conservation Commission.

**TOWN OF MEDWAY
WARRANT FOR 2015
FALL TOWN MEETING**

NORFOLK ss:

To either of the Constables of the Town of Medway

GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby required to notify and warn the inhabitants of said Town who are qualified to vote in Town affairs to meet at the Medway High School Auditorium, 88 Summer Street, on Monday, November 16, 2015 at 7:00 PM, then and there to act on the following articles:

ARTICLE 1: (Fiscal Year 2016 Operating Budget Transfers)
To see if the Town will vote to transfer the sum of \$147,000 from the Fiscal Year 2016 Operating Budget in the amounts shown:

Dept. No.	Dept. Name	Amount
01301	Regional Schools	\$104,330
01915	Municipal Salary Reserve	\$ 42,670

to the following Fiscal Year 2016 departmental accounts in the amounts shown:

Dept. No.	Dept. Name	Amount
01135	Town Accountant	\$ 6,500
01141	Assessors	\$17,000
01145	Treasurer/Collector	\$ 8,000
01151	Legal Services	\$25,000
01155	Information Systems	\$35,000
01210	Police	\$11,000
01220	Fire	\$44,500

Or to act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 2: (Purchase Dump Truck)

To see if the Town will vote to transfer from Certified Free Cash the sum of \$165,000 for the purpose of funding the purchase of a dump truck and associated equipment, said appropriation to be expended by June 30, 2016, with unexpended funds as of June 30, 2016 being returned to the General Fund, or to act in any manner relating thereto.

DEPT. OF PUBLIC SERVICES

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 3: (Repair Winthrop St Culvert)

To see if the Town will vote to transfer from Certified Free Cash the sum of \$90,000 for the purpose of funding the repair of a culvert on Winthrop St, including associated engineering, personnel, maintenance and legal service costs, said appropriation to be expended by June 30, 2017, with unexpended funds as of June 30, 2017 being returned to the General Fund, or to act in any manner relating thereto.

DEPT. OF PUBLIC SERVICES

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 4: (Repurpose Funds: Water Meter Replacement Project to Water Main Replacement Project)

To see if the Town will vote to reallocate funds originally authorized to be borrowed under Article 14 of the June 15, 2009 Annual Town Meeting to pay costs of a Water Meter Replacement Program, which funds are no longer needed to pay costs of the project for which they were initially borrowed, to apply such funds, in the amount of \$78,035.98, to the Water Main Replacement Project authorized by vote of Article 11 of the May 2013 Annual Town Meeting, to pay costs of paving a portion of Winthrop Street, or to act in any manner relating thereto.

DEPT. OF PUBLIC SERVICES

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 5: (Repurpose Funds: Athletic Fields Project to High School Baseball Field Improvements)

To see if the Town will vote to reallocate funds originally authorized to be borrowed under Article 15 of the May 12, 2014 Annual Town Meeting to pay costs of replacing Hanlon Field turf, which funds are no longer needed to pay costs of the projects for which they were initially borrowed, to apply such funds, in the amount of \$4,874.19, to make improvements to the baseball field at Medway High School, 88 Summer Street, and to a new equipment storage structure at this school, or act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: **Approve**

FINANCE COMMITTEE RECOMMENDATION: **Approve**

ARTICLE 6: (Repurpose CPA Funds: Athletic Fields Project to High School Baseball Field Improvements)

To see if the Town will vote to reallocate Community Preservation Act funds originally authorized to be expended under Article 8 of the November 18, 2013 Fall Town Meeting to pay costs for athletic field design and engineering, which funds are no longer needed to pay costs of the project for which they were initially authorized, and Article 13 of the May 12, 2014 Annual Town Meeting the purpose of which was to pay costs of athletic field construction, which funds are no longer needed to pay costs of the project for which they were initially borrowed, to apply such funds, in the amounts of \$34,717.77 and \$160,787.07 respectively, to make improvements to the baseball field at Medway High School, 88 Summer Street, and to a new equipment storage structure at this school, or act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: **Approve**

FINANCE COMMITTEE RECOMMENDATION: **Approve**

ARTICLE 7: (Land Acquisition: 54R Adams St)

To see if the Town will vote to authorize the Board of Selectmen to acquire by gift, purchase, eminent domain or otherwise and to accept the deed to the Town of a fee simple interest in all or a portion of the parcel of land located at 54 R Adams Street, Medway, Norfolk County, MA, identified on the Town of Medway Assessors Map as Map 20/Parcel 003, containing 33 acres more or less, as shown on the map filed with the Town Clerk, which land is now owned by George F. Lee and Charlotte A. Lee, upon such terms and conditions as the Board of Selectmen shall determine to be appropriate, to be used for purposes allowed by the so-called Community Preservation Act, Massachusetts General Laws Chapter 44B, to be under the management and control of said Board of Selectmen, and further, to see if the Town will vote to:

a) appropriate the sum of \$75,000.00 to pay costs of purchasing the property and \$10,000.00 for the payment of all other costs incidental and related thereto, and to determine whether this

appropriation shall be raised by taxation, transfer from available funds, including amounts in the Community Preservation Fund, borrowing or otherwise provided;

b) authorize the Board of Selectmen to convey a permanent deed restriction with respect to this property in accordance with General Laws Chapter 44B, Section 12 and General Laws Chapter 184, Sections 31-33; and

c) authorize the Board of Selectmen and Town officers to take all related actions necessary or appropriate to carry out this acquisition, including the submission, on behalf of the Town, of any and all applications deemed necessary for grants and/or reimbursements from any state or federal programs and to receive and accept such grants or reimbursements for this purpose, and/or any other purposes in any way connected with the scope of this Article, or act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 8: (CPA Appropriation: Ecological Study of Adams St Area)

To see if the Town will vote to transfer the sum of \$6,500 from Community Preservation Act Fund Open Space Reserves to the Conservation Commission for the purpose of funding an ecological study and development of a land management plan for the Adams Street land owned by the Town and identified as parcel 29-020 on the Town of Medway Assessors' Map, and proximate Town-owned land with trails leading to Choate Park and identified as parcels 38-011, 47-032 and 39-074 on the Town of Medway Assessors' Map, or to act in any manner relating thereto.

OPEN SPACE COMMITTEE CONSERVATION COMMISSION

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 9: (CPA Appropriation: Trail Design and Engineering)

To see if the Town will vote to transfer the sum of \$35,000 from Community Preservation Act Fund Open Space Reserves to the Open Space Committee for the purpose of designing and engineering a trail system from the Medway High School Athletic Fields to Lovering Street, or to act in any manner relating thereto.

OPEN SPACE COMMITTEE

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 10: (CPA Appropriation: Storywalk)

To see if the Town will vote to transfer \$10,000 from Community Preservation Act Fund Open Space Reserves to the Open Space Committee for the purpose of funding the placement of "Storywalk" sign stations along approximately one and a half miles of trail from the Medway High School to Choate Park, or to act in any manner relating thereto.

OPEN SPACE COMMITTEE

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 11: (CPA Appropriation: Update Parks, Open Space and Athletic Fields Master Plan)

To see if the Town will vote to transfer \$19,000 from the Community Preservation Act Fund Open Space Reserves to fund consulting, design and engineering services to update the Town of Medway's Parks, Open Space and Athletic Fields Master Plan to include improvements at Choate Park and enhance access to open space, or to act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 12: (Funding for Library Makerspace)

To see if the Town will vote to transfer the sum of \$55,000 from Certified Free Cash to fund the design, engineering and construction of a "Makerspace" at the Medway Public Library; said appropriation to be expended by June 30, 2017, with unexpended funds as of June 30, 2017 being returned to the General Fund, or to act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 13: (Prior Year Bills)

To see if the Town will vote to transfer from the Human Resources Dept. Fiscal Year 2016 advertising account the sum of \$1,149.32 for the purpose of paying an unpaid bill of a prior year of the Town, or act in any manner relating thereto.

BOARD OF SELECTMEN

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 14: (Amend General Bylaw: Penal Laws)

To see if the Town will vote to amend the Medway General Bylaws by revising Sections 12.9 (h), 12.21 (a), 12.22 (a), 12.23 (a), and 12.24 (a) in **Article XII: Penal Laws** as follows:

Maximum fine allowed: ~~\$100.00~~ \$300.00

Fine Schedule: First offense – Warning (*verbal or written*)
Second offense - ~~\$25.00~~ \$100.00
Third offense - ~~\$50.00~~ \$200.00
Fourth and each subsequent offense - ~~\$100.00~~ \$300.00 maximum per day.
Each day to constitute a separate violation.

Or to act in any manner relating thereto.

BUILDING COMMISSIONER

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 15: (Amend General Bylaws: Affordable Housing Trust)

To see if the Town will vote to amend the Medway General Bylaws by revising Section 2.18 (c) 2. in **Article II** as follows:

To employ consultants and full or part-time staff, and to contract for administrative and support goods and services, ~~and to expend up to ten percent (10%) of Trust Fund receipts for these purposes.~~

Or to act in any manner relating thereto.

MEDWAY AFFORDABLE HOUSING TRUST

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 16: (Street Acceptance: Pine Meadow Road and Lantern Lane)
To see if the Town will vote to accept as public ways, the following streets as laid out by the Board of Selectmen and as shown on a plan on file in the Office of the Town Clerk:

Pine Meadow Road in its entirety from Station 0+00 beginning at its intersection with Fisher Street, running easterly through to its end at Station 4+95.60 and Lantern Lane in its entirety from station 0+00 beginning at its intersection with Pine Meadow Road running northerly through to its end at Station 3+17.93 as shown on the *Street Acceptance Plan for Pine Meadow Road and Lantern Lane, Pine Meadow II Subdivision*, dated August 26, 2015 prepared by O'Driscoll Land Surveying Company of Medway, MA;

And further to authorize the Board of Selectmen to acquire by gift, purchase, eminent domain or otherwise, and to accept the deed or deeds to the Town of a fee simple interest or easements in said streets and any associated drainage, utility or other easements for said streets, and to appropriate a sum of money for this purpose and any related expenses;

And further to authorize the Board of Selectmen and town officers to take any and all related actions necessary or appropriate to carry out the purposes of this article;

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 17: (Amend Zoning Bylaw – Additional Definitions)
To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, Section 2 Definitions, by inserting the following definitions in alphabetical order.

Agriculture – As defined in Massachusetts General Laws, Chapter 128, Section 1A.

Retail Bakery – An establishment engaged in the preparation and production of baked goods for direct sale to the general public.

Wholesale/Commercial Bakery – An establishment engaged in the preparation and production of baked goods for transport and sale off site. The limited retail sale of baked goods may occur as an incidental or accessory use.

Restaurant – A business establishment principally engaged in the preparation, serving, and sale

of food and beverages to be consumed either on or off the premises, which includes indoor and/or outdoor seating and which may include wait service.

Outdoor Dining – A café, eating area, or any food service accessory to a restaurant that is open to the air and which contains readily removable tables and chairs.

Poultry – Chickens, ducks, geese, turkeys, pigeons, doves and other domestic fowl kept for eggs, meat, feathers or as pets.

Grade Plane – As defined in the latest edition of the *International Building Code* (IBC) published by International Code Council.

Gross Vehicle Weight Rating (GVWR) – The value specified by the manufacturer as the loaded weight of a single vehicle including the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, passengers and cargo but excluding that of any trailers, as established by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

And by revising the following definition. Deleted items are noted with a ~~strike through~~ and new items are noted in **bold text**.

Home Based Business – An occupation or business activity conducted **and/or managed** in whole (or in part) within a dwelling or structure accessory thereto by a person residing on the premises which results in the sale **or provision** of a product or service. ~~for financial gain.~~ A home-based business is an accessory use, incidental and subordinate to the primary residential use of the property.

And by revising the second paragraph in Section 2 Definitions as follows. New text is noted in **bold**.

Terms and words not defined herein but defined in the State Building Code or **Massachusetts General Laws** shall have the meaning given therein unless a contrary intention is clearly evident in this Zoning Bylaw. **Terms not defined in the State Building Code or Massachusetts General Laws shall have the meanings given them by the current edition of Black's Law Dictionary as determined by the Inspector of Buildings.** In addition, other sections of this Zoning Bylaw contain definitions particular to the subject matter for which they have been established.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 18: (Revise Zoning Bylaws – Nonconforming Uses and Structures)
To see if the Town of Medway will vote to amend Section 5.5 of the Medway Zoning Bylaw as follows:

By deleting Section 5.5. F. in its entirety and replacing it as follows. Deleted items are noted with a ~~strikethrough~~ and new items are noted in **bold** text.

CURRENT TEXT

~~F. Abandonment, Demolition, or Non-Use~~

- ~~1. Any non-conforming horticultural and floricultural use that has been abandoned, or not used for more than five years shall not be reestablished.~~
- ~~2. Any other nonconforming use which has been abandoned or not used for a period of two years, shall lose its protected status and be subject to all of the provisions of this Zoning Bylaw.~~

PROPOSED TEXT

F. Abandonment or Non-Use. Any nonconforming use that has been abandoned, or not used for more than two years, shall lose any protected nonconforming status, and shall be subject to all of the provisions of this Zoning Bylaw.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 19: (Amend Zoning Map – Multifamily Overlay District)
To see if the Town of Medway will vote to amend the Medway Zoning Map by adding the following parcel to the Multifamily Overlay District:

7 Kelley Street Medway Assessor's parcel 49-069

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 20: (Amend Zoning Bylaws – Design Review Process)
To see if the Town of Medway will vote to amend the Medway Zoning Bylaw as follows:

By deleting Section 7.2.6 A. Sign Permit, 3. Design Review and replacing it as follows:

3. Design Review

- a. Before filing for a sign permit with the Building Inspector for any freestanding sign and for any other sign with six square feet or more of sign surface area, a sign design review application must first be made to the Design Review Committee. The Design Review Committee shall review proposed signs for compliance with the Medway Design Review Guidelines. The submittal of the application shall be in form and format as specified by the Design Review Committee.
- b. The Design Review Committee shall meet with the applicant or its representative to review the proposed sign within fifteen days of the receipt of a complete sign design review application (referred to herein as the application date). No later than thirty days from the application date, the Design Review Committee shall send its written review letter with recommendations regarding sign design to the Building Inspector. Failure of the Design Review Committee to act within thirty days shall be deemed a lack of opposition thereto. These deadlines may be extended by mutual agreement of the Design Review Committee and the applicant. Any such extension shall automatically extend the period within which the Building Inspector is required to act on a sign permit under this Section 7.2.6.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 21: (Amend Zoning Bylaw – Sign Regulations)

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, Section 7.2 Signs as follows:

And by inserting the following to Section 7.2.1.C. Definitions 2. Types of Signs in alphabetical order:

Internally Illuminated Sign – A sign for which the source of artificial light is enclosed within or behind the sign face. Internal illumination also includes illumination designed to project light against the surface behind the sign, lettering, or graphic, also referred to as a backlit channel lettering or halo lighting.

Externally Illuminated Sign – A sign on which its message is illuminated by an external light fixture or device that casts artificial light directly onto the face of the sign which light is then reflected back to the viewer.

And by revising Section 7.2.3 Prohibited Signs by deleting item T in its entirety and replacing it as follows. Deleted items are noted with a ~~strike through~~ and new items are noted in bold text.

- T. ~~Signs which use light emitting diodes for internal illumination. Internally illuminated signs where light emitting diodes (LEDs) are directly visible from the front of the sign except for internally illuminated free-standing signs displaying fuel prices to the extent that no more than 20 percent of the sign surface area is dedicated to illuminated fuel price information.~~

And by revising Tables 4, 6 and 7 in Section 7.2.5 as follows:

- Deleting reference to Paragraph 7. g) and replacing it with reference to 7.2.5.B.2
- Deleting reference to Paragraph 7. k) and replacing it with reference to 7.2.5.B.4
- Deleting reference to Paragraph 7. i) and replacing it with reference to 7.2.5.B.8

And by deleting Table 5 in Section 7.2.5 in its entirety and replacing it as follows. Deleted items are noted with a ~~strike through~~ and new items are noted in bold text.

TABLE 5

Commercial District I					
<i>Individual Freestanding Establishment NOT Located in a Multi-Tenant Development</i>					
	<i>Total Maximum Sign Surface Area (square feet)</i>	<i>Maximum # of Signs</i>	<i>Maximum Sign Height (feet)</i>	<i>Minimum Setback from any Street Lot Line (feet)</i>	<i>Illumination</i>
Freestanding Sign	48 not to exceed 36 per sign face	1 per establishment	8	10	External
Wall Sign	Building Sign Frontage x 1.0 not to exceed 120 per establishment	2 per establishment not to exceed 1 per building face	NA	NA	External Internal
Projecting Sign	12	1 per establishment	See Paragraph 7-g) See 7.2.5 B.2.	NA	External

TABLE 5 – Continued

**Multi-Tenant Development
(On a Lot or Lots Comprised of 5 or More Acres)**

	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Development Sign	Primary 100 not to exceed 75 per sign face Secondary 30 not to exceed 20 per sign face	1 per approved curb cut. not to exceed 1 per street frontage. One sign shall be considered to be the primary sign and all others shall be considered to be secondary signs.	Primary 12 Secondary 6	Primary 15 Secondary 10	External
Individual Establishment Wall Sign	Building Sign frontage X 1.0 not to exceed 120 per establishment	3 for a freestanding establishment not to exceed 1 per façade 2 for an establishment located in a multi-unit building not to exceed 1 per façade 1 for all others	NA	NA	External Internal
Individual Establishment Projecting Sign	12	1 per establishment	See Paragraph 7-g) See 7.2.5 B.2.	NA	External
Freestanding Directory Sign	16	Per Master Signage Plan	6	See Paragraph 7-k) See 7.2.5.B.4.	External

**Multi-Tenant Development
(On a Lot or Lots Comprised of Less Than 5 Acres)**

Development Sign	60 not to exceed 40 per sign face	1 per development	8	10	External Indirect
Individual Establishment Wall Sign	Building Sign Frontage X 1.0 not to exceed 80 per establishment	2 for an establishment located in a multi-unit building not to exceed 1 per façade 1 for all others*	NA	NA	External Internal
Individual Establishment Projecting Sign	12	1 per establishment	See Paragraph 7-g) See 7.2.5 B.2.	NA	External
Freestanding Directory Sign	16	Per Master Signage Plan	6	See Paragraph 7-k) See 7.2.5.B.4.	External

* Unless an establishment has two or more building sign frontages. If so, see Paragraph 7-i) 7.2.5.B.8

And by adding Table 8 – Adaptive Use Overlay District in Section 7.2.5

TABLE 8

Adaptive Use Overlay District (AUOD) Special Permit Developments					
Individual Freestanding Establishment					
	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Freestanding Sign	24 for a 2 sided sign; 18 for a 1 sided sign	1 per lot	6	10	External
Wall Sign	Building Sign Frontage x 1.0 not to exceed 30 per establishment*	1 per establishment	NA	NA	External
Projecting Sign	12	1 per establishment	See 7.2.5 B.2.	NA	External
Multi-Tenant Development					
	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Development Sign	30 for a 2 sided sign; 20 for a 1 sided sign	1 per development	8	8	External
Individual Establishment Wall Sign	Building Sign Frontage x 1.0 not to exceed 20 per establishment*	1 per establishment	NA	NA	External
Individual Establishment Projecting Sign	8	1 per establishment	See 7.2.5 B.2.	NA	External
* Unless an establishment has two or more building sign frontages. If so, see 7.2.5.B.8					

And by adding Table 9 – Business Industrial District in Section 7.2.5

TABLE 9

Business/Industrial District					
Individual Freestanding Establishment					
	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Wall Sign	Building Sign Frontage x 1.0 not to exceed 60 per establishment*	1 per establishment	NA	NA	External Internal
Freestanding Sign	48 for a 2 sided sign; 36 for a 1 sided sign	1 per establishment	8	8	External
Projecting Sign	12	1 per establishment	See 7.2.5 B.2.	NA	External
Multi-Tenant Development					
	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Development Sign	60 for a 2 sided sign; 40 for a 1 sided sign	1 per development plus one additional development sign may be allowed by special permit of the Zoning Board of Appeals if it determines that additional signage is necessary to facilitate safe ingress to the site.	8	8	External
Individual Establishment Wall Sign	Building Sign Frontage x 1.0 not to exceed 60 per establishment*	1 per establishment	NA	NA	External Internal
Individual Establishment Projecting Sign	8	1 per establishment	See 7.2.5 B.2.	NA	External
* Unless an establishment has two or more building sign frontages. If so, see 7.2.5.B.8					

And by adding Table 10 – Commercial III and IV Districts in Section 7.2.5

TABLE 10

Commercial Districts III & IV					
	Total Maximum Sign Surface Area (square feet)	Maximum # of Signs	Maximum Sign Height (feet)	Minimum Setback from any Street Lot Line (feet)	Illumination
Freestanding Sign or Development Sign	40 for a 2 sided sign; 30 for a 1 sided sign	1 per lot	8	8	External
Wall Sign	Building Sign Frontage x 1.0 not to exceed 30 per establishment	1 per establishment	NA	NA	External
Projecting Sign	12	1 per establishment	See 7.2.5 B.2.	NA	External

* Unless an establishment has two or more building sign frontages. If so, see 7.2.5.B.8

And by revising Section 7.2.5 Sign Standards, Subsection A. as follows. Deleted items are noted with a ~~strike through~~ and new items are noted in **bold text**.

A. Except as may be limited under 7.2.5 above or Subsection B. below, signs which do not exceed the standards in the Tables 4, 5, and 6, **7, 8, 9, and 10** are allowed by right provided the Building Inspector issues a Sign Permit therefor. When noted in the tables, NA means not applicable.

By adding item 8. to Section 7.2.5 Sign Standards. B. Additional Requirements in Nonresidential Districts

8. When noted in the sign tables, a ground floor establishment occupying a location that provides two or more building sign frontages may have one additional wall sign. The total maximum sign surface area permitted for all wall signs per establishment shall be 2X the amount of sign surface area that is allowed by the sign standard requirement of the respective zoning district. Said factor shall be applied to the building sign frontage where the establishment's main public entrance is located or, in the instance of a corner entrance, to the longest building sign frontage.

And by amending Section 7.2.6 Administration, A. Sign Permit, 2. Application by removing the last sentence from item 2. i. and by renaming item 2. i. to item 2. j. and by inserting a new item 2. i. as follows:

2. i. For any freestanding sign and for any other sign that has six square feet or more of sign surface area, a copy of the Review Letter from the Medway Design Review Committee.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 22: (Amend Zoning Bylaw – Schedule of Uses Table)
 To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, Section 5.4 Schedule of Uses by revising Table 1: Schedule of Uses as follows: Deleted items are noted with a ~~strikethrough~~ and new items are noted in **bold text**.

TABLE 1: SCHEDULE OF USES										
	AR-I	AR-II	C-I	C-III	C-IV	C-V	BI	I-I	I-II	I-III
A. AGRICULTURE, CONSERVATION, RECREATION USES										
Poultry on less than 1 acre. Minimum lot size for poultry is 5,000 sq. ft. subject to Board of Health regulations.	Y	Y	N	N	N	N	N	N	N	N
Agriculture, excluding piggeries and fur farms on less than 5 acres of land, and excluding livestock and poultry on less than 44,000 sq. ft. of land.	Y	Y	N	N	N	N	N	N	N	N
Aviation	SP	SP	N	N	N	N	N	N	N	N

TABLE 1: SCHEDULE OF USES										
	AR-I	AR-II	C-I	C-III	C-IV	C-V	BI	I-I	I-II	I-III
C. RESIDENTIAL AND INSTITUTIONAL USES										
Multifamily dwellings and multifamily developments subject to 5.6.4	N	PB	N	PB	PB	N	N	N	N	N

TABLE 1: SCHEDULE OF USES										
	AR-I	AR-II	C-I	C-III	C-IV	C-V	BI	I-I	I-II	I-III
D. BUSINESS USES										
Retail Bakery	N	N	Y	Y	Y	Y	Y	N	N	N

TABLE 1: SCHEDULE OF USES										
	AR-I	AR-II	C-I	C-III	C-IV	C-V	BI	I-I	I-II	I-III
E. INDUSTRIAL AND RELATED USES										
Wholesale Bakery	N	N	N	N	N	N	N	Y	Y	Y

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 23: (Amend Zoning Bylaw – Registered Marijuana Dispensary Host Community Agreement)

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, Section 8.9 Registered Marijuana Dispensary as follows:

By adding a definition for Host Community Agreement in C. Definitions as follows.

Host Community Agreement (HCA) – A written agreement between an operator of a Registered Marijuana Dispensary and the Town of Medway that specifies measures an operator will take to anticipate, mitigate and address potential adverse impacts of the Registered Marijuana Dispensary on the Town, neighborhood, or community at large, including but not limited to public safety services and infrastructure.

And by deleting items 2. b, c, and d. in E. General Requirements and relabeling item e. to become item b.

And by adding a new sub-section P. as follows.

P. Each RMD permitted under this Zoning Bylaw shall enter into a Host Community Agreement (HCA) with the Town of Medway.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 24: (Amend Zoning Bylaw – Home Based Business)

To see if the Town of Medway will vote to amend the Medway Zoning Bylaw, Section 8.3 Home Based Business, C. Basic Requirements as follows. Deleted text is shown as a ~~strike through~~ and new items are noted in **bold** text.

By deleting the second sentence in item 5 in C. Basic Requirements as follows:

5. The maximum number of off-street parking spaces for employee and customer parking shall be two. ~~There shall be no outside parking of more than two commercial vehicles as defined by the Registry of Motor Vehicles in 540 CMR 4.02.~~

And by adding a new item 6. in C. as follows:

6. There shall be no outside parking of more than two Class 3 commercial motor vehicles and no commercial motor vehicles rated Class 4 and above as defined by gross vehicle weight rating (GVWR).

And by renumbering the remaining items C. 6 – 9 to become C. 7 – 10.

And by adding the following item 11 in C.

11. The owner or operator of the home-based business shall reside on the premises.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

ARTICLE 25: (Amend Zoning Bylaw – Adaptive Use Overlay District)

To see if the Town will vote to amend the Medway Zoning Bylaw, Section 5.6.2 Adaptive Use Overlay District, by revising D. Use Regulations, 2. Uses Allowed by Special Permit as follows. Deleted items are noted with a ~~strike through~~ and new items are noted in **bold** text.

c. Retail sales for handcrafted merchandise, original arts and crafts or copies thereof, antiques, ~~and~~ second hand goods, **gifts, clothing, accessories, and decorative home furnishings.**

d. Food services, including but not limited to bakeries, cafés, coffee shops, delicatessens, frozen dessert shops, pastry shops, ~~or~~ sandwich shops **and other specialty food items, not to exceed 3,000 sq. ft.**

And by adding a new item h.

h. Individual consumer services including but not limited to opticians, personal fitness, tailor, shoe repair, music lessons, and travel agency.

And by renumbering the existing item h. to become item i.

Or to act in any manner relating thereto.

PLANNING AND ECONOMIC DEVELOPMENT BOARD

BOARD OF SELECTMEN RECOMMENDATION: Approve

FINANCE COMMITTEE RECOMMENDATION: Approve

And you are hereby directed to serve this warrant by posting printed attested copies thereof at two (2) locations in each precinct at least FOURTEEN (14) days before the day of said meeting. Hereof fail not and make due return of this warrant with your doings thereon to the Clerk of said Town at or before the time of said meeting.

Given under our hands in Medway, this 19th day of October 2015.

A TRUE COPY:

SELECTMEN OF THE TOWN OF MEDWAY

John Foresto, Chairman

Maryjane White, Vice-Chairman

Richard D'Innocenzo, Clerk

Dennis Crowley, Member

Glenn Trindade, Member

ATTEST: _____
Paul Trufant, Constable

TOWN OF MEDWAY

CONSTABLE'S RETURN OF SERVICE

I, ***Paul Trufant***, a duly qualified Constable of the Town of Medway, Massachusetts affirm and certify that I posted attested copies of the November 16, 2015 Fall Town Meeting Warrant dated October 19, 2015, in at least eight (8) places in Town, consisting of at least two (2) places in each precinct of the Town, in addition to posting an attested copy of said warrant on the principal bulletin board in the Town Hall.

Dated at Medway: _____

Paul Trufant, Constable



November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Tetra Tech CONSTRUCTION REPORTS

- Tri Valley Commons #13 – 10/21/15
- Tri Valley Commons #14 – 10/26/15
- Tri Valley Commons #15 – 10/27/15
- Tri Valley Commons #16 – 10/29/15
- Tri Valley Commons #17 – 11/3/15
- Charles River Village #56 - 11/4/15
- Millstone ARCPUD #57 – 10/20/15
- Millstone ARCPUD #58 – 10/29/15
- Millstone ARCPUD #59 – 10/30/15
- Millstone ARCPUD #60 – 11/3/15

Tetra Tech One Grant Street Framingham, MA 01701		
Project Tri-Valley Commons	Date 10-21-2015	Report No. 13
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 1 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. CLOUDY P.M.	Temperature A.M. 60° P.M.

FIELD OBSERVATIONS

On Tuesday, October 21, 2015, Marco Goncalves from Tetra Tech (TT) visited the project to inspect the current condition of the site. The following observations were made:

1. Observations
 - A. Upon arrival at the site, Dixon was in the process of trenching for the installation of 6" PVC pipe from sewer manhole SMH-B to proposed sewer manhole SMH-A. Excavation was completed for the installation of proposed sewer manhole SMH-A per approved plans.
 - B. Contractors were paving the Main Street road surface where excavation was completed for the connection made to the city sewer manhole on the previous day. Two courses of asphalt were installed at the trench.
 - C. Contractors were grading the surrounding foundation area for the Goodyear Auto Service building.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't				Dept. or Company	Description of Work
Foreman	1	Bulldozer			
Laborers	3	Backhoe	1	Asphalt Paver	
Drivers		Loader		Asphalt Reclaimer	
Oper. Engr.		Rubber Tire Backhoe/Loader		Vib. Roller	
Carpenters		Bobcat		Static Roller	
Masons		Hoeram		Vib. Walk Comp.	
Iron Workers		Excavator	1	Compressor	
Electricians		Grader		Jack Hammer	
Flag persons		Crane		Power Saw	
Surveyors		Scraper		Conc. Vib.	
Driller		Articulating Dump Truck		Rock Crusher	
Blast Crew		Conc. Truck		Chipper	
Sewer/Water Tester		Pickup Truck	1	Screenner	
		Dump Truck 6 Whl		Drill Rig	
		Dump Truck 10 Whl	1	Boom Lift	
		Dump Truck 14 Whl		Water Truck	
		Dump Truck 18 Whl		Lull	
				Gradall	

OFFICIAL VISITORS TO JOB

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 10:30 A.M. – 12:00 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Tri-Valley Commons	Date 10-21-2015	Report No. 13
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 2 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. CLOUDY P.M.	Temperature A.M. 60° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. TT will inspect the site as required during construction.

3. New Action Items
 - A. N/A

4. Previous Open Action Items
 - A. N/A

5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech
 One Grant Street
 Framingham, MA 01701

Project Tri-Valley Commons	Date 10-26-2015	Report No. 14
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 1 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. CLOUDY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS

On Monday, October 26, 2015, Marco Goncalves from Tetra Tech (TT) visited the project to inspect the current condition of the site. The following observations were made:

1. Observations
 - A. Upon arrival at the site, Dixon was excavating and installing riprap layer for the proposed stormwater basin located in the northeast quadrant of the site. Contractors have installed proposed sewer manhole SMH-A. Tetra Tech was informed that the days plan would be to finish this component and move on to additional drainage work toward the southern end of the site.
 - B. Contractors have erected the second level structure for the proposed Advanced Auto Parts building. This structure is comprised of steel columns, lateral bracing, and high strength steel beams.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't					Dept. or Company	Description of Work
Foreman	1	Bulldozer		Asphalt Paver		
Laborers	3	Backhoe	1	Asphalt Reclaimer		
Drivers		Loader		Vib. Roller		
Oper. Engr.		Rubber Tire Backhoe/Loader		Static Roller		
Carpenters		Bobcat		Vib. Walk Comp.		
Masons		Hoeram		Compressor		
Iron Workers		Excavator	1	Jack Hammer		
Electricians		Grader		Power Saw		
Flag persons		Crane		Conc. Vib.		
Surveyors		Scraper		Rock Crusher		
Driller		Articulating Dump Truck		Chipper		
Blast Crew		Conc. Truck		Screener		
Sewer/Water Tester		Pickup Truck	1	Drill Rig		
		Dump Truck 6 Whl		Boom Lift		
		Dump Truck 10 Whl	1	Water Truck		
		Dump Truck 14 Whl		Lull		
		Dump Truck 18 Whl		Gradall		

OFFICIAL VISITORS TO JOB

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 9:50 A.M. – 10:15 A.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Tri-Valley Commons	Date 10-26-2015	Report No. 14
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 2 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. CLOUDY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. TT will inspect the site as required during construction.
3. New Action Items
 - A. N/A
4. Previous Open Action Items
 - A. N/A
5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701		
Project Tri-Valley Commons	Date 10-27-2015	Report No. 15
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 1 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. P.M. SUNNY	Temperature A.M. P.M. 55°

FIELD OBSERVATIONS

On Tuesday, October 27, 2015, Marco Goncalves from Tetra Tech (TT) visited the project to inspect the current condition of the site. The following observations were made:

1. Observations

- A. Upon arrival at the site, Dixon was excavating for drainage pipe that extends from proposed catch basin CB-1 to CB-2. The 12" HDPE pipe extends approximately 113'. Pipe was installed per the approved plans.
- B. Contractors have completed proposed infiltration Basin #1. This includes outlets to the basin and the outlet structure and riprap emergency spillway. It appears the basin was installed per the approved plans.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't				Asphalt Paver		Dept. or Company	Description of Work
Foreman	1	Bulldozer		Asphalt Reclaimer			
Laborers	3	Backhoe	1	Vib. Roller			
Drivers		Loader		Static Roller			
Oper. Engr.		Rubber Tire Backhoe/Loader		Vib. Walk Comp.			
Carpenters		Bobcat		Compressor			
Masons		Hoeram		Jack Hammer			
Iron Workers		Excavator	1	Power Saw			
Electricians		Grader		Conc. Vib.			
Flag persons		Crane		Rock Crusher			
Surveyors		Scraper		Chipper			
Driller		Articulating Dump Truck		Screener		OFFICIAL VISITORS TO JOB	
Blast Crew		Conc. Truck		Drill Rig			
Sewer/Water Tester		Pickup Truck	1	Boom Lift			
		Dump Truck 6 Whl		Water Truck			
		Dump Truck 10 Whl	1	Lull			
		Dump Truck 14 Whl		Gradall			
		Dump Truck 18 Whl					

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 12:45 P.M. – 1:20 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Tri-Valley Commons	Date 10-27-2015	Report No. 15
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 2 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. P.M. SUNNY	Temperature A.M. P.M. 55°

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. TT will inspect the site as required during construction.

3. New Action Items
 - A. N/A

4. Previous Open Action Items
 - A. N/A

5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701		
Project Tri-Valley Commons	Date 10-29-2015	Report No. 16
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 1 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. RAINY P.M.	Temperature A.M. 65° P.M.

FIELD OBSERVATIONS

On Thursday, October 29, 2015, Marco Goncalves from Tetra Tech (TT) visited the project site to observe the pressure testing of proposed sewer manholes and pipes, as well as inspecting the current condition of the site. The following observations were made:

1. Observations

- A. Upon arrival at the site, Dixon Inc. General Contractors were excavating backfill for an area of approximately 40 ft² near the Main Street sidewalk along the path of the proposed pipe that connects the existing sewer manhole on Main Street to proposed sewer manhole SMH-B. A filter fabric was placed at the base of the 4 ft. depth and backfilled with riprap rock and soil. This was done to stabilize infiltration from the site to the Main Street sidewalk that occurred due to rain.
- B. At 8:30 A.M. a representative from Underground Testing Service LLC arrived on site and commenced preparations for sewer manhole and pipe testing. The following items were tested:
 - 1. The proposed sewer pipe that extends from the existing sewer manhole on Main Street to the proposed sewer manhole SMH-B.
 - 2. The proposed sewer manhole SMH-B.
 - 3. The proposed sewer pipe that extends from proposed sewer manhole SMH-B to proposed sewer manhole SMH-A.
 - 4. The proposed sewer manhole SMH-A.
 - 5. The proposed sewer pipe that extends from proposed sewer manhole SMH-A to proposed sewer cleanout located at the northwest corner of the proposed Advanced Auto Part building.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't					Dept. or Company	Description of Work
Foreman	1	Bulldozer		Asphalt Paver		
Laborers	3	Backhoe	1	Asphalt Reclaimer		
Drivers		Loader		Vib. Roller		
Oper. Engr.		Rubber Tire Backhoe/Loader		Static Roller		
Carpenters		Bobcat		Vib. Walk Comp.		
Masons		Hoeram		Compressor		
Iron Workers		Excavator	1	Jack Hammer		
Electricians		Grader		Power Saw		
Flag persons		Crane		Conc. Vib.		
Surveyors		Scraper		Rock Crusher		
Driller		Articulating Dump Truck		Chipper		
Blast Crew		Conc. Truck		Screener		OFFICIAL VISITORS TO JOB
Sewer/Water Tester	1	Pickup Truck	1	Drill Rig		
		Dump Truck 6 Whl		Boom Lift		
		Dump Truck 10 Whl	1	Water Truck		
		Dump Truck 14 Whl		Lull		
		Dump Truck 18 Whl		Gradall		
Police Details:					RESIDENT REPRESENTATIVE FORCE	
Time on site: 8:00 A.M. – 11:30 A.M.					Name	Name
CONTRACTOR'S Hours of Work:						
					Resident Representative: Marco Goncalves	

Project Tri-Valley Commons	Date 10-29-2015	Report No. 16
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 2 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. RAINY P.M.	Temperature A.M. 65° P.M.

FIELD OBSERVATIONS CONTINUED

- C. At approximately 11:15 A.M., UTS successfully completed the testing of all items listed under part B of section 1 (Observations) in this report. The sewer manholes were tested at a vacuum level of 10 inch mercury (Hg) displacement, for a sustained period of no less than 2 minutes. All pipes were tested at a pressure of 5 pound per square inch (psi), for a sustained period of no less than 5 minutes. All pipes and manhole structures passed vacuum/pressure testing.
- D. Dixon resumed work on sewer connections to the proposed Advanced Auto Part building at the southwest perimeter of the building. TT was informed that this work would proceed for the remainder of the day as well as the following day.

2. Schedule

- A. TT will inspect the site as required during construction.

3. New Action Items

- A. N/A

4. Previous Open Action Items

- A. N/A

5. Materials Delivered to Site Since Last Inspection:

- A. N/A

Tetra Tech 100 Nickerson Road Marlborough, MA 01752		
Project Tri-Valley Commons	Date 11-03-2015	Report No. 17
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 1 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. P.M. SUNNY	Temperature A.M. P.M. 70°

FIELD OBSERVATIONS

On Tuesday, November 03, 2015, Marco Goncalves from Tetra Tech (TT) visited the project to inspect the current condition of the site. The following observations were made:

1. Observations

- A. Upon arrival at the site, Dixon Inc. General Contractors were installing the water main that runs from the southwest water system tap in Main Street to the proposed hydrant located at the northwest quadrant of the site. Contractors have installed 6" ductile iron pipe from the site perimeter on Main Street to the tee located at the proposed Advanced Auto Part building tap. Contractors have also installed the water service that extends to the proposed Goodyear building.
- B. Ponding is occurring north of the western building. This area will need to be watched during the subgrading period to determine if subgrade is sufficient to install subbase and pavement.

CONTRACTOR'S FORCE AND EQUIPMENT				WORK DONE BY OTHERS		
Sup't					Dept. or Company	Description of Work
Foreman		Bulldozer		Asphalt Paver		
		Backhoe	1	Asphalt Reclaimer		
Laborers	6	Loader		Vib. Roller		
Drivers		Rubber Tire Backhoe/Loader		Static Roller		
Oper. Engr.		Bobcat		Vib. Walk Comp.		
Carpenters		Hoeram		Compressor		
Masons	2	Excavator	1	Jack Hammer		
Iron Workers		Grader		Power Saw		
Electricians		Crane		Conc. Vib.		
Flag persons		Scraper		Rock Crusher		
Surveyors		Articulating Dump Truck		Chipper		
Driller		Conc. Truck		Screener		
Blast Crew		Pickup Truck	1	Drill Rig		
Sewer/Water Tester		Dump Truck 6 Whl		Boom Lift		
Town Inspector	1	Dump Truck 10 Whl	1	Water Truck		
		Dump Truck 14 Whl		Lull		
		Dump Truck 18 Whl		Gradall		
Police Details:				RESIDENT REPRESENTATIVE FORCE		
Time on site: 12:45 P.M. – 1:20 P.M.				Name		Name
CONTRACTOR'S Hours of Work:						
				Resident Representative: Marco Goncalves		

Project Tri-Valley Commons	Date 11-03-2015	Report No. 17
Location Main Street (Route 109)	Project No. 143-21583-15014	Sheet 2 of 2
Contractor Dixon Inc. General Contracting Steve Garrepy	Weather A.M. P.M. SUNNY	Temperature A.M. P.M. 70°

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. TT will inspect the site as required during construction.

3. New Action Items
 - A. N/A

4. Previous Open Action Items
 - A. N/A

5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701		
Project Charles River Village	Date 11-04-2015	Report No. 56
Location Neelon Lane, Medway, MA	Project No. 143-21583-13014	Sheet 1 of 2
Contractor Canesi Bros.	Weather A.M. SUNNY P.M. SUNNY	Temperature A.M. 50° P.M. 65°

FIELD OBSERVATIONS

On Wednesday, November 4, 2015, Steve Bouley from Tetra Tech visited the project site to observe the installation of bituminous concrete top course throughout the project paving limits and inspect the current condition of the site. The following observations were made:

1. Observations

- A. Proposed work for today included installing 1 ½" of bituminous concrete top course throughout the proposed paving limits as well as installing monolithic berm around the center island. The paving contractor (JAYDE Corp.) installed approximately 2" bituminous concrete top course (loose) to achieve a 1 ½" final mix thickness once rolled and compacted.
- B. The contractor milled the top course from both sides of Village Street at the width of Neelon Lane per request by Medway DPS. This area was paved during the top course paving.
- C. An area of water trench was removed and regraded on Cherokee Lane and repaved. Berm was also installed in this area.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't					Dept. or Company	Description of Work
Foreman	1	Bulldozer	Asphalt Paver	1		
Laborers	4	Backhoe	Asphalt Reclaimer			
Drivers		Loader	Vib. Roller	2		
Oper. Engr.	2	Rubber Tire Backhoe/Loader	Static Roller			
Carpenters		Bobcat	Vib. Walk Comp.			
Masons		Hoeram	Compressor			
Iron Workers		Excavator	Jack Hammer			
Electricians		Grader	Power Saw			
Flag persons		Crane	Conc. Vib.			
Surveyors		Scraper	Tree Remover			
Owner		Conc. Mixer	Chipper			
		Conc. Truck	Screener			
		Pickup Truck	Drill Rig		Jim Smith	Medway DPS
		Dump Truck 6 Whl	Boom Lift			
		Dump Truck 10 Whl	Water Tank			
		Dump Truck 14 Whl	Lull			
		Dump Truck 18 Whl	Gradall			

OFFICIAL VISITORS TO JOB

Police Details: 1	RESIDENT REPRESENTATIVE FORCE	
Time on site: 7:00 A.M – 5:00 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Steve Bouley	

Project Charles River Village	Date 11-04-2015	Report No. 56
Location Neelon Lane, Medway, MA	Project No. 143-21583-13014	Sheet 2 of 2
Contractor Canesi Bros.	Weather A.M. SUNNY P.M. SUNNY	Temperature A.M. 50° P.M. 65°

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. TT will inspect the subdivision on an as needed basis.

3. New Action Items
 - A. N/A

4. Previous Open Action Items
 - A. N/A

5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701					
Project Millstone Village			Date 10-20-2015	Report No. 57	
Location Winthrop Street			Project No. 143-21583-14018	Sheet 1 of 2	
Contractor Titan Contracting Dave Zercoe			Weather A.M. SUNNY P.M.	Temperature A.M. 70° P.M.	
FIELD OBSERVATIONS					
<p>On Friday, October 20, 2015 Marco Goncalves from Tetra Tech (TT) visited the project site to inspect the current condition of the site and construction progress. The following observations were made:</p> <p>1. Observations</p> <p>A. Upon arrival at the site, there were ongoing asphalt paving (sidewalk) in the area between Cobblestone Drive and Millstone Drive.</p> <p>B. Upon arrival at the Millstone Drive area, the only contractors apparent were HVAC and landscaping contractors. TT proceeded to contact Titan Contracting contact Dave Zercoe, and was informed that Titan contractors were pulled out of the Millstone Drive site to another site. TT was also informed that curb installations were completed since the previous visit on 10/16/2015.</p> <p>C. The contractor has installed granite curb radii and granite inlet stones along Millstone Drive.</p>					
CONTRACTOR'S FORCE AND EQUIPMENT			WORK DONE BY OTHERS		
Sup't	Bulldozer		Asphalt Paver		Dept. or Company
Foreman	Backhoe		Asphalt Reclaimer		Description of Work
Laborers	Loader	1	Vib. Roller		
Drivers	Rubber Tire Backhoe/Loader		Static Roller		
Oper. Engr.	Bobcat	1	Vib. Walk Comp.		
Carpenters	Hoeram		Compressor		
Masons	Excavator	1	Jack Hammer		
Iron Workers	Grader		Power Saw		
Electricians	Crane		Conc. Vib.		
Flag persons	Scraper		Rock Crusher		
Surveyors	Articulating Dump Truck		Chipper		
Driller	Conc. Truck		Screener	OFFICIAL VISITORS TO JOB	
Blast Crew	Pickup Truck		Drill Rig		
Sewer/Water Tester	Dump Truck 6 Whl		Boom Lift		
	Dump Truck 10 Whl		Water Truck		
	Dump Truck 14 Whl		Lull		
	Dump Truck 18 Whl		Gradall		
Police Details:			RESIDENT REPRESENTATIVE FORCE		
Time on site: 12:40 P.M. – 3:30 P.M.			Name		Name
CONTRACTOR'S Hours of Work:					
			Resident Representative: Marco Goncalves		

Project Millstone Village	Date 10-20-2015	Report No. 57
Location Winthrop Street	Project No. 143-21583-14018	Sheet 2 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 70° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. The contractor plans to continue the curb berm installation along with paving.
3. New Action Items
 - A. N/A
4. Previous Open Action Items
 - A. N/A
5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701		
Project Millstone Village	Date 10-29-2015	Report No. 58
Location Winthrop Street	Project No. 143-21583-14018	Sheet 1 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS

On Thursday, October 29, 2015 Marco Goncalves from Tetra Tech (TT) visited the project site to inspect the current condition of the site and construction progress. The following observations were made:

1. Observations

- A. Upon arrival at the site, there were ongoing asphalt paving of the sidewalks on Cobblestone Drive. TT was informed that water work would resume toward the end of Cobblestone Drive in the coming days.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't		Bulldozer		Asphalt Paver		Dept. or Company	Description of Work
Foreman		Backhoe		Asphalt Reclaimer			
Laborers	4	Loader	1	Vib. Roller			
Drivers		Rubber Tire Backhoe/Loader		Static Roller			
Oper. Engr.		Bobcat	1	Vib. Walk Comp.			
Carpenters		Hoeram		Compressor			
Masons		Excavator	1	Jack Hammer			
Iron Workers		Grader		Power Saw			
Electricians		Crane		Conc. Vib.			
Flag persons		Scraper		Rock Crusher			
Surveyors		Articulating Dump Truck		Chipper			
Driller		Conc. Truck		Screener		OFFICIAL VISITORS TO JOB	
Blast Crew		Pickup Truck		Drill Rig			
Sewer/Water Tester		Dump Truck 6 Whl		Boom Lift			
		Dump Truck 10 Whl		Water Truck			
		Dump Truck 14 Whl		Lull			
		Dump Truck 18 Whl		Gradall			

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 11:30 P.M. – 1:30 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Millstone Village	Date 10-29-2015	Report No. 58
Location Winthrop Street	Project No. 143-21583-14018	Sheet 2 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. The contractor plans to completely backfill the sewer pipe installed during the following week.
3. New Action Items
 - A. N/A
4. Previous Open Action Items
 - A. N/A
5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech One Grant Street Framingham, MA 01701		
Project Millstone Village	Date 10-30-2015	Report No. 59
Location Winthrop Street	Project No. 143-21583-14018	Sheet 1 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS

On Friday, October 30, 2015 Marco Goncalves from Tetra Tech (TT) visited the project site to inspect the current condition of the site and construction progress. The following observations were made:

1. Observations

- A. Upon arrival at the site, contractors were in the process of installing the water main that runs on the east-to-west portion of Fieldstone Drive. This section of water main runs from approximate STA 6+00 to STA 7+50 (Fieldstone Drive). Contractors were in the process of completing the water line installation and notified TT that backfilling would commence in the days to come.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't		Bulldozer		Asphalt Paver		Dept. or Company	Description of Work
Foreman		Backhoe		Asphalt Reclaimer			
Laborers	4	Loader	1	Vib. Roller			
Drivers		Rubber Tire Backhoe/Loader		Static Roller			
Oper. Engr.		Bobcat	1	Vib. Walk Comp.			
Carpenters		Hoeram		Compressor			
Masons		Excavator	1	Jack Hammer			
Iron Workers		Grader		Power Saw			
Electricians		Crane		Conc. Vib.			
Flag persons		Scraper		Rock Crusher			
Surveyors		Articulating Dump Truck		Chipper			
Driller		Conc. Truck		Screener		OFFICIAL VISITORS TO JOB	
Blast Crew		Pickup Truck		Drill Rig			
Sewer/Water Tester		Dump Truck 6 Whl		Boom Lift			
		Dump Truck 10 Whl		Water Truck			
		Dump Truck 14 Whl		Lull			
		Dump Truck 18 Whl		Gradall			

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 11:30 P.M. – 1:30 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Millstone Village	Date 10-30-2015	Report No. 59
Location Winthrop Street	Project No. 143-21583-14018	Sheet 2 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 50° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. The contractor plans to completely backfill the water line installed on the following week.
3. New Action Items
 - A. N/A
4. Previous Open Action Items
 - A. N/A
5. Materials Delivered to Site Since Last Inspection:
 - A. N/A

Tetra Tech 100 Nickerson Road Marlborough, MA 01752		
Project Millstone Village	Date 11-03-2015	Report No. 60
Location Winthrop Street	Project No. 143-21583-14018	Sheet 1 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 70° P.M.

FIELD OBSERVATIONS

On Tuesday, November 03, 2015 Marco Goncalves from Tetra Tech (TT) visited the project site to inspect the current condition of the site and construction progress. The following observations were made:

1. Observations

- A. Upon arrival at the site, contractors were pouring foundations for proposed buildings on Millstone Drive.
- B. Contractors have installed the 8" water main that runs along Fieldstone Drive. Waster main extensions to Steppingstone Drive and the cul-de-sac at Cobblestone Drive remain to be installed. The contractor has backfilled portions of the water main with sand and has installed corporation stops for future water service connections to be made in the coming week.
- C. Mr. Zercoe stated he is expecting to have water services installed and the water system tested next week in preparation for roadway subbase construction and paving mid November.

CONTRACTOR'S FORCE AND EQUIPMENT

WORK DONE BY OTHERS

Sup't		Bulldozer		Asphalt Paver		Dept. or Company	Description of Work
Foreman		Backhoe		Asphalt Reclaimer			
Laborers		Loader	1	Vib. Roller			
Drivers		Rubber Tire Backhoe/Loader		Static Roller			
Oper. Engr.		Bobcat	1	Vib. Walk Comp.			
Carpenters		Hoeram		Compressor			
Masons	5	Excavator	1	Jack Hammer			
Iron Workers		Grader		Power Saw			
Electricians		Crane		Conc. Vib.			
Flag persons		Scraper		Rock Crusher			
Surveyors		Articulating Dump Truck		Chipper			
Driller		Conc. Truck	1	Screener		OFFICIAL VISITORS TO JOB	
Blast Crew		Pickup Truck		Drill Rig			
Sewer/Water Tester		Dump Truck 6 Whl		Boom Lift			
		Dump Truck 10 Whl		Water Truck			
		Dump Truck 14 Whl		Lull			
		Dump Truck 18 Whl		Gradall			

Police Details:	RESIDENT REPRESENTATIVE FORCE	
Time on site: 12:50 P.M. – 1:15 P.M.	Name	Name
CONTRACTOR'S Hours of Work:		
	Resident Representative: Marco Goncalves	

Project Millstone Village	Date 11-03-2015	Report No. 60
Location Winthrop Street	Project No. 143-21583-14018	Sheet 2 of 2
Contractor Titan Contracting Dave Zercoe	Weather A.M. SUNNY P.M.	Temperature A.M. 70° P.M.

FIELD OBSERVATIONS CONTINUED

2. Schedule
 - A. The contractor plans to completely backfill the water line installed toward the end of the week.
3. New Action Items
 - A. N/A
4. Previous Open Action Items
 - A. N/A
5. Materials Delivered to Site Since Last Inspection:
 - A. N/A



November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Willows ARCPUD – Public Hearing
Continuation

The following documents are attached for your review:

- 9/24/15 letter and documents from McMahon Associates in response to Tetra Tech's traffic study review letter from 7/22/15.
- 11/2/15 review letter from Mike Hall at Tetra Tech in response to 9/24/15 McMahon Associates letter/docs.
- 11/5/15 letter from Dario Designs and CHA Landscaping in response to questions raised at the 10/27/15 public hearing
- 11/4/15 letter from PGC Associates in response to revised plans
- 10/27/15 email communication from Chief Jeff Lynch re: revised plans
- 11/6/15 review letter from Tetra Tech in response to revised plans

NOTE – I have NOT included the revised plans with this packet. You had previously received them in the packet for the 10/27/15 meeting.



McMAHON ASSOCIATES
45 Bromfield Street | 6th Floor | Boston, MA 02108
p 617-556-0020 | f 617-556-0025
mcmahonassociates.com

MEMORANDUM

TO: Susan Affleck-Childs
FROM: Erin Fredette, P.E.
DATE: September 24, 2015
RE: Health and Retirement Community
261 Village Street
TIS Response to Comments

PRINCIPALS
Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE

The Town of Medway retained Tetra Tech to conduct a review of the documents submitted as part of the proposed Health and Retirement Community development at 261 Village Street in Medway, MA. Tetra Tech produced a review letter on behalf of the Town of Medway dated July 22, 2015, which provided comments on the Traffic Impact Study prepared by McMahon Associates, submitted to the Town of Medway in April 2015. McMahon has reviewed the comments presented in the letter provided by Tetra Tech and hereby responds as follows:

1. **Comment:** *The study adjusted (increased) the March volumes by approximately eight percent to account for seasonal fluctuations in traffic flows near the study area. However, the study did not provide supporting data in the appendices for this assumption. The applicant should provide data and/or calculations to support this adjustment.*

Response: Average daily traffic volume data were reviewed for two permanent MassDOT count locations on I-495 in Bellingham (Station 6125) and Milford (Station 3180) to identify a seasonal adjustment factor. The most conservative seasonal adjustment factor for the month of March at these two locations was calculated to be eight percent which was then applied to the traffic volumes collected to account for seasonal fluctuations in traffic flows near the study area. A summary of the traffic volume data at MassDOT permanent count stations 3180 and 6125 are provided in Attachment A.

2. **Comment:** *The applicant should prepare a crash summary table by intersection and provide copies of the MassDOT crash data.*

Response: A summary table of the crash data at each of the study area intersections is provided in Attachment B. As noted in the traffic impact study, the crash rates at all but one of the intersections are well below state and district averages for unsignalized

intersections. Attachment B also includes MassDOT crash data details for all study area intersections for the period between 2010 and 2012.

3. Comment: *Therefore, the applicant should provide additional safety information for the intersection of Franklin Street/Village Street including the following:*

- *Evaluation of 2013 crash data, which was recently published by MassDOT.*
- *Preparation of a collision diagram for this location for all crashes that occurred between 2010 and 2013, including relevant details such as time of crash, type of crash, light conditions, weather conditions, road surface conditions, etc.*
- *If the more detailed safety analysis indicates a pattern or trend at this intersection, the applicant should identify potential corrective measures.*

Response: Review of the 2013 MassDOT crash data at the intersection of Franklin Street and Village Street shows a total of seven crashes occurred in 2013. The details and summary of the MassDOT crash data for this intersection is provided in Attachment B.

Due to the number of crashes recorded in 2013, McMahon requested crash reports from the Medway Police Department for the intersection of Franklin Street at Village Street. The crash reports were reviewed, summarized and a crash diagram was created. Based on this analysis, two main causes of the crashes became apparent. The first cause was related to northbound and southbound vehicles on Franklin Street not coming to a stop at the intersection. The second main cause of crashes at this location was driver confusion over which vehicle had the right-of-way to proceed through the intersection. The crash diagram and associated crash report summaries are provided in Attachment C.

The configuration of the intersection resulting in these crashes is an existing condition and is not expected to be significantly exacerbated by the proposed project. However, if the town were interested in implementing improvements at the intersection, one corrective measure could be to improve the visibility of the signage for the northbound and southbound Franklin Street approaches and to place improved advanced warning signage on each approach.

4. Comment: *The applicant should provide a summary of daily trip generation estimates, by land use component, for the proposed project.*

Response: A summary of daily trip generation estimates by land use component has been compiled and is provided in Attachment D. The proposed project is anticipated to result in approximately 1,384 total vehicle trips daily (693 entering vehicle trips and 691 exiting vehicle trips).

5. Comment: *To facilitate completion of Tetra Tech's review of the study, the applicant should provide a figure(s) showing the projected site generated trips for the morning and afternoon peak hours.*

Response: Traffic volume schematics depicting the weekday morning and weekday afternoon peak hour site generated trips are provided in Attachment E.

6. Comment: *The applicant should revise Table 3 of the study to reflect the actual delay and v/c results from the Synchro worksheets. The applicant should also revise Table 3 of the study to report operational results for each approach at the intersection of Village Street/Franklin Street, not just the "critical" movement.*

Response: The full level of service summaries are provided in Attachment F of this document.

7. Comment: *Based on the Synchro model results provided in the appendices, the peak hour factors (PHF) used at each of the study intersections for future No-Build and Build conditions analyses were the same as the existing conditions, except at two intersections: Village Street at High Street and Village Street at Holliston Street Extension. These two intersections were analyzed with higher peak hour factors (PHF) during the afternoon peak hour in the future conditions. The applicant should explain the reason of this inconsistency.*

Response: The peak hour factors used at Village Street at High Street and Village Street at Holliston Street Extension for the future No-Build and Build conditions have been updated. The Synchro worksheets have been provided in Attachment G. The updated results do not change the findings presented in the previously submitted traffic impact study.

8. Comment: *The applicant should provide documentation to support sight distance measurements collected on the field.*

Response: Field measurements collected at the site driveway locations were performed following AASHTO guidelines. With the clearing of existing trees associated with the project site driveways, the measured available sight distance was over 500 feet in both directions at the proposed east and west site driveways. An available sight distance of over 500 feet well exceeds both the stopping sight distance and intersection sight distance requirements for the measured 85th percentile speed. Field sheets utilized during the measurement of the available sight distance are provided in Attachment H.

9. Comment: *The applicant should provide concept plans of the proposed driveways showing relevant information such as intersection control signs, lane configuration, sidewalks and crosswalks, etc.*

Response: The proposed site plan is provided in Attachment I of this document for review.

During the planning board hearing on July 28, 2015, the implementation of crosswalks across Village Street at the proposed site driveways was discussed. The implementation of crosswalks and signage would provide a safe opportunity for residents of the proposed facility and residents of the neighborhood to cross Village Street. Proposed signage could include LED flashing pedestrian warning signs that could be push button actuated, alerting vehicles to the presence of a pedestrian within the crosswalk. An updated site plan with the proposed crosswalk locations and signage will be submitted to the planning board for review and approval.

If you have any additional questions regarding the review of the traffic impact study or other traffic aspects of the project, please do not hesitate to contact us.

Attachment A

Seasonal Adjustment Data

Attachment A

Seasonal Adjustment Data

February Seasonal Adjustment⁽¹⁾			
Year	AADT	FEB ADT	% ADT
2012	80,542	74,404	-8%
2011	80,561	74,150	-9%
2010	79,369	73,421	-8%
Average	80,157	73,992	-8%
			92%

(1) MassDOT Permanent Count Station 3180 -
Interstate 495 at Medway Town Line

March Seasonal Adjustment⁽¹⁾			
Year	AADT	MAR ADT	% ADT
2012	82,803	76,404	-8%
2011	80,955	76,824	-5%
2009	69,120	72,107	4%
Average	77,626	75,112	-3%
			97%

(1) MassDOT Permanent Count Station 6125 -
Interstate 495 at Franklin Town Line

Attachment B
MassDOT Crash Data

Attachment B

Crash Summary (2010-2012)

	Village Street at Franklin Street	Village Street at High/Lincoln Street	Village Street at Shaw Street	Village Street at Charles River Road	Village Street at Holliston Street Ext.	Village Street at Holliston Street	Village Street at Sanford Street
Year							
2010	1	2	0	0	2	3	4
2011	1	0	0	0	1	0	0
2012	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	10	2	0	0	3	3	7
Type							
Angle	10	1	0	0	1	0	6
Rear-end	0	0	0	0	1	3	1
Sideswipe	0	1	0	0	0	0	0
Head-on	0	0	0	0	0	0	0
Other	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	10	2	0	0	3	3	7
Severity							
Property Damage	7	0	0	0	2	3	5
Personal Injury	3	1	0	0	1	0	2
Fatality	0	0	0	0	0	0	0
Unknown	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	10	2	0	0	3	3	7
Weather							
Clear	6	1	0	0	2	3	4
Cloudy	1	0	0	0	0	0	2
Rain	3	0	0	0	0	0	0
Snow	0	0	0	0	1	0	1
Ice	0	0	0	0	0	0	0
Sleet	0	0	0	0	0	0	0
Fog	0	0	0	0	0	0	0
Unknown	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	10	2	0	0	3	3	7
Time							
7:00 AM to 9:00 AM	1	0	0	0	1	0	0
9:00 AM to 4:00 PM	5	1	0	0	2	1	4
4:00 PM to 6:00 PM	3	0	0	0	0	1	1
6:00 PM to 7:00 AM	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	10	2	0	0	3	3	7
Crash Rate	0.73	0.21	0.00	0.00	0.44	0.30	0.55
District 3 Average	0.66	0.66	0.66	0.66	0.66	0.66	0.66
State Average	0.60	0.60	0.60	0.60	0.60	0.60	0.60

Source: MassDOT

Attachment B

MassDOT Crash Details

Date	Time	Severity	NumVehic	Injuries	Fatal	Type	RoadCond	Light	Weather	RoadInt
12-Jan-2012	5:23 PM	Property damage o2	2	0	0	Angle	Wet	Dark - lighted	Rain	FRANKLIN ST
21-Feb-2012	8:34 AM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear/Clear	VILLAGE ST / VILLAGE STREET / FRANKLIN ST
23-Mar-2012	12:34 PM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear	FRANKLIN ST / VILLAGE ST
26-Aug-2012	3:47 PM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear/Clear	FRANKLIN STREET / VILLAGE STREET
30-Oct-2012	5:14 PM	Property damage o2	2	0	0	Angle	Wet	Daylight	Rain/Cloudy	FRANKLIN STREET / VILLAGE STREET
05-Nov-2012	6:44 PM	Property damage o2	2	0	0	Angle	Dry	Dark - lighted	Clear	FRANKLIN STREET / VILLAGE STREET
13-Nov-2012	3:00 PM	Non-fatal injury	3	3	0	Angle	Wet	Daylight	Rain/Cloudy	FRANKLIN STREET / VILLAGE STREET
29-Nov-2012	4:57 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted	Clear	VILLAGE STREET / FRANKLIN STREET
13-Jun-2011	1:56 PM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Cloudy	FRANKLIN STREET / VILLAGE STREET
13-Apr-2010	2:10 PM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET
29-Jan-2010	1:56 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear/Clear	VILLAGE STREET / FRANKLIN STREET
29-Nov-2010	8:09 PM	Not Reported	1	0	0	Sideswipe, same dir	Not reported	Dark - lighted	Not Reported	VILLAGE STREET / LINCOLN STREET
25-Sep-2010	7:04 AM	Non-fatal injury	1	1	0	Single vehicle crash	Snow	Daylight	Snow	1 HIGH STREET
25-Dec-2010	9:21 AM	Property damage o2	2	0	0	Rear-end	Dry	Daylight	Clear	180 VILLAGE STREET
17-Dec-2010	2:45 PM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear	HOLLISTON STREET / CHURCH STREET
26-Jan-2010	8:12 PM	Property damage o2	2	0	0	Rear-end	Dry	Daylight	Clear	HOLLISTON STREET / PINE STREET
20-Aug-2010	5:02 PM	Property damage o2	2	0	0	Rear-end	Dry	Dark - lighted	Clear	HOLLISTON STREET / VILLAGE STREET
16-Oct-2010	2:00 PM	Property damage o2	2	0	0	Rear-end	Dry	Daylight	Clear	167 VILLAGE STREET
29-Feb-2012	4:33 PM	Property damage o2	2	0	0	Angle	Snow	Daylight	Clear	HOLLISTON STREET / VILLAGE STREET
18-Nov-2012	6:38 PM	Non-fatal injury	1	1	0	Angle	Dry	Daylight	Snow	VILLAGE ST
07-Dec-2012	2:28 PM	Property damage o2	2	0	0	Angle	Dry	Dark - lighted	Clear	SANFORD ST
05-Mar-2010	11:44 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Cloudy	VILLAGE STREET / SANFORD STREET
06-Jul-2010	7:23 PM	Property damage o2	2	0	0	Angle	Dry	Daylight	Cloudy	VILAGE STREET / SANFORD STREET
09-Aug-2010	9:51 AM	Property damage o2	2	0	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / SANFORD STREET
14-Oct-2010	3:45 PM	Property damage o2	2	0	0	Rear-end	Dry	Daylight	Clear	VILLAGE STREET / SANFORD STREET
										136 VILLAGE STREET

Attachment B

Crash Summary – Village Street at Franklin Street (2010-2013)

	Village Street at Franklin Street
Year	
2010	1
2011	1
2012	8
2013	8
Total	18
Type	
Angle	17
Rear-end	1
Sideswipe	0
Head-on	0
Other	0
Total	18
Severity	
Property Damage	14
Personal Injury	3
Fatality	0
Unknown	0
Total	18
Weather	
Clear	13
Cloudy	2
Rain	3
Snow	0
Ice	0
Sleet	0
Fog	0
Unknown	0
Total	18
Time	
7:00 AM to 9:00 AM	1
9:00 AM to 4:00 PM	9
4:00 PM to 6:00 PM	6
6:00 PM to 7:00 AM	2
Total	18
Crash Rate	0.98
District 3 Average	0.66
State Average	0.60

Source: MassDOT

Attachment B

MassDOT Crash Details - Village Street at Franklin Street







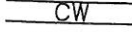
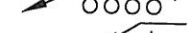
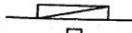




Date	Time	Severity	NumVehic	Injuries	Fatal	Type	RoadCond	Light	Weather	RoadInt
12-Jan-2012	5:23 PM	Property damage	2	0	0	Angle	Wet	Dark - lighted	Rain	FRANKLIN ST
21-Feb-2012	8:34 AM	Property damage	2	0	0	Angle	Dry	Daylight	Clear/Clear	VILLAGE ST / VILLAGE STREET / FRANKLIN STREET
23-Mar-2012	12:34 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear	FRANKLIN ST / VILLAGE ST
26-Aug-2012	3:47 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear/Clear	FRANKLIN STREET / VILLAGE STREET
30-Oct-2012	5:14 PM	Property damage	2	0	0	Angle	Wet	Daylight	Rain/Cloudy	FRANKLIN STREET / VILLAGE STREET
05-Nov-2012	6:44 PM	Property damage	2	0	0	Angle	Dry	Dark - lighted	Clear	FRANKLIN STREET / VILLAGE STREET
13-Nov-2012	3:00 PM	Non-fatal injury	3	3	0	Angle	Wet	Daylight	Rain/Cloudy	VILLAGE STREET / FRANKLIN STREET
29-Nov-2012	4:57 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted	Clear	FRANKLIN STREET / VILLAGE STREET
13-Jun-2011	1:56 PM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Cloudy	FRANKLIN STREET / VILLAGE STREET
13-Apr-2010	2:10 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET
06-Jan-2013	5:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET
14-Jan-2013	6:15 PM	Property damage	2	0	0	Rear-end	Dry	Dusk	Clear	VILLAGE ST
21-Jan-2013	1:17 PM	Property damage	2	0	0	Angle	Dry	Dark - lighted	Clear/Clear	FRANKLIN STREET / FRANKLIN STREET / VILLAGE ST
12-Jun-2013	5:40 PM	Property damage	2	0	0	Angle	Dry	Daylight	Cloudy	VILLAGE ST / FRANKLIN STREET
22-Jun-2013	3:33 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET
07-Jul-2013	12:50 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear/Clear	VILLAGE STREET / FRANKLIN STREET
30-Oct-2013	5:59 PM	Property damage	2	0	0	Angle	Dry	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET / VILLAGE ST
21-Dec-2013	1:00 PM	Property damage	2	0	0	Angle	Dry	Dusk	Clear/Clear	VILLAGE ST / FRANKLIN ST / VILLAGE ST
						Angle	Wet	Daylight	Clear	VILLAGE STREET / FRANKLIN STREET

Response to Comments

Attachment C

Medway Police Crash Data



SYMBOL	ACCIDENT TYPE
 MOVING VEHICLE	 REAR END
 BACKING VEHICLE	 HEAD ON
 PEDESTRIAN	 SIDESWIPE
 CROSSWALK	 OUT OF CONTROL
 PARKED VEHICLE	 LEFT TURN
 FIXED OBJECT	 RIGHT ANGLE
 INJURY ACCIDENT	



Village St at Franklin St
 Crash Diagram 2010-2013
 Continuing Care Management
 Medway, Massachusetts

Attachment C

Crash Details – Village Street at Franklin Street (2010-2013)

Number	Crash Date	Crash Time	Crash Severity	Manner of Collision	Move ment V1	Move ment V2	Move ment V3	Move ment V4	Move ment P1	Driver Age Striking Veh	Ambient Conditions	Weather Condition	Roadway Condition	Comments
1	29-Mar-10	7:30 AM	Property damage only (none injured)	Angle	SB	EB				18	Daylight	Rain	Wet	Veh 1 SB on Franklin, Veh 2 EB on Village, collision in intersection
2	13-Apr-10	2:10 PM	Property damage only (none injured)	Angle	SB	EB				67	Daylight	Clear	Dry	Veh 1 stopped at stop sign traveling SB on Franklin. Veh 2 stopped traveling EB on village. Both veh proceeded in respective direction, Veh 2 striking Veh 1 on passenger side
3	29-Apr-11	12:57 PM	Property damage only (none injured)	Rear-End	SB	SB				43	Daylight	Clear	Dry	MV1 and MV2 SB Franklin. MV1 stopped to make left turn into driveway (#2 Franklin) and was struck in the rear by MV2. MV2 reported it was a sudden stop.
4	13-Jun-11	1:56 PM	Non-fatal injury	Angle	WB	NB				18	Daylight	Cloudy	Dry	Veh 1 traveling WB on Village, Veh 2 traveling NB on Franklin. Veh 1 stopped at Stop Sign, Veh 2 failed to do so, striking veh 1 on the driverside front end.
5	22-Jun-11	2:08 PM	Non-fatal injury	Angle	WBL	NB				18	Daylight	Cloudy	Wet	MV1 WBL from Village to Franklin, MV2 NB Franklin. MV23 failed to stop at stop sign and struck MV1.
6	27-Sep-11	1:31 PM	Property damage only (none injured)	Angle	EB	NB				43	Dark - Lighted roadway	Clear	Dry	MV 1 Traveling EB on Village, MV 2 NB on Franklin. MV 2 did not stop at stop sign and struck MV 1 in the middle of the intersection. MV 1 had no improper driving.
7	4-Nov-11	6:29 PM	Property damage only (none injured)	Angle	WB	NB				18	k - Lighted road	Clear	Dry	MV1 WB Village, MV2 NB Franklin. MV1 stopped at int. and began to proceed. MV2 did not stop and struck MV1.
8	22-Nov-11	10:20 AM	Non-fatal injury	Angle	WB	NB				30	Daylight	Clear	Dry	MV 1 traveling WB on Village, and stopped at stop sign. MV 2 traveling NB on Franklin, and did not stop. MV 2 hit MV 1 in intersection.
9	12-Jan-12	5:23 PM	Property damage only (none injured)	Angle	WBL	NB				48	k - Lighted road	Rain	Wet	MV1 stop at int heading NB Franklin. MV2 WBL and took turn to hard and struck MV1. MV1 was stopped at time of collision.
10	21-Feb-12	8:34 AM	Property damage only (none injured)	Angle	WB	SB				32	Daylight	Clear	Dry	MV 1 WB on Village, stopped at int. MV 2 SB on Franklin did not stop and struck MV 1.

Response to Comments

Attachment C

Number	Crash Date	Crash Time	Crash Severity	Manner of Collision	Movement V1	Movement V2	Movement V3	Movement V4	Driver Age Striking Veh	Ambient Conditions	Weather Condition	Roadway Condition	Comments
11	23-Mar-12	12:34 PM	Property damage only (none injured)	Angle	SB	WB			53	Daylight	Clear	Dry	MV1 SB Franklin, stopped at int. MV2 WB Village, stopped at int. Both believed they had the right of way and proceeded into the int. striking each other.
12	24-Aug-12	2:20 PM	Non-fatal injury	Rear-End	WB	WB	WB		23	Daylight	Clear	Dry	All veh traveling WB on Village. MV1 stopped at sign. MV2 stopped behind MV1. MV3 failed to stop striking MV2 and consequently MV1.
13	13-Jan-13	1:20 AM	Non-fatal injury	Single Veh. Crash	NB				25	Dark - Lighted roadway	Fog	Wet	Veh NB Franklin hydroplaned of sorts approaching int. Veh crossed lanes at Waterview Dr and ran over the curb, eventually hitting a tree. (Not actually at int.)
14	14-Jan-13	6:15 PM	Property damage only (none injured)	Rear-End	NB	NB			40	Dark - Lighted roadway	Clear	Dry	MV1 NB Franklin, stopped at int. MV2 also NB Franklin, behind MV1. MV2 struck MV1 who was still stopped at int.
15	21-Jan-13	1:17 PM	Property damage only (none injured)	Angle	EB	NB			71	Daylight	Cloudy	Dry	MV1 EB on Village, stopped and proceeded into int. MV2 NB on Franklin, stopped at int. observed veh. Traveling WB through int. and then proceeded through int., colliding with MV1.
16	10-Mar-13	6:50 PM	Property damage only (none injured)	Sideswipe, same direction	SB	NB			18	Daylight	Clear	Dry	MV1 SB Franklin, Operator 2 (SUV heading NB) stated SUV swerving into lane made MV1 swerve to right side of road striking utility pole. (Utility poles lining the SB approach, therefore difficult to determine how close to int. MV1 was)
17	12-Jun-13	5:40 PM	Property damage only (none injured)	Angle	SB	EB			34	Daylight	Clear	Dry	MV1 SB on Franklin, MV2 EB on Village. MV1 stopped, proceeded into int. and was struck by MV2.
18	22-Jun-13	3:33 PM	Property damage only (none injured)	Angle	SB	WBL			31	Daylight	Clear	Dry	MV1 SB Franklin hit the breaks upon determining a veh traveling EB would pull into int. MV2 WBL struck MV1 while attempting to turn on Franklin.
19	7-Jul-13	12:50 PM	Property damage only (none injured)	Angle	NB	WB			20	Daylight	Clear	Dry	MV1 NB Franklin, and stopped at int. MV2 WB Village, also stopped at int. Confusion on who should go, both entered int. and collided in middle. MV2 reported she arrived at int. first.
20	30-Oct-13	5:59 PM	Property damage only (none injured)	Angle	EB	SB			46	Dusk	Clear	Dry	MV1 EB Village, stopped at int. MV2 SB Franklin stopped at int. too. MV2 attempted to go straight at same time MV1 did. MV1 struck MV2 in right rear corner.
20	21-Dec-13	1:00 PM	Property damage only (none injured)	Angle	EB	SB			17	Daylight	Clear	Wet	MV1 EB Village, MV2 SB Franklin. MV1 pulled out and struck MV2. MV2 didn't come to full stop before entering int.

Response to Comments

Attachment D
Daily Trip Generation

Attachment D

Trip Generation

Description	Size	Weekday		
		In	Out	Total
Senior Adult Housing - Detached ¹	56 DU	103	103	206
Senior Adult Housing - Attached ²	15 DU	26	26	52
Congregate Care Facility ³	56 DU	51	50	101
Assisted Living ⁴	120 Beds	160	159	319
Medical-Dental Office Building ⁵	14 ksf	253	253	506
Public Access - Recreation ⁶	10 spaces	100	100	200
Total Project Trips		693	691	1,384

(1) ITE Land Use Code 251 (Senior Adult Housing - Detached) based on 56 dwelling units.

(2) ITE Land Use Code 252 (Senior Adult Housing - Attached) based on 15 dwelling units.

(3) ITE Land Use Code 253 (Congregate Care Facility) based on 56 dwelling units.

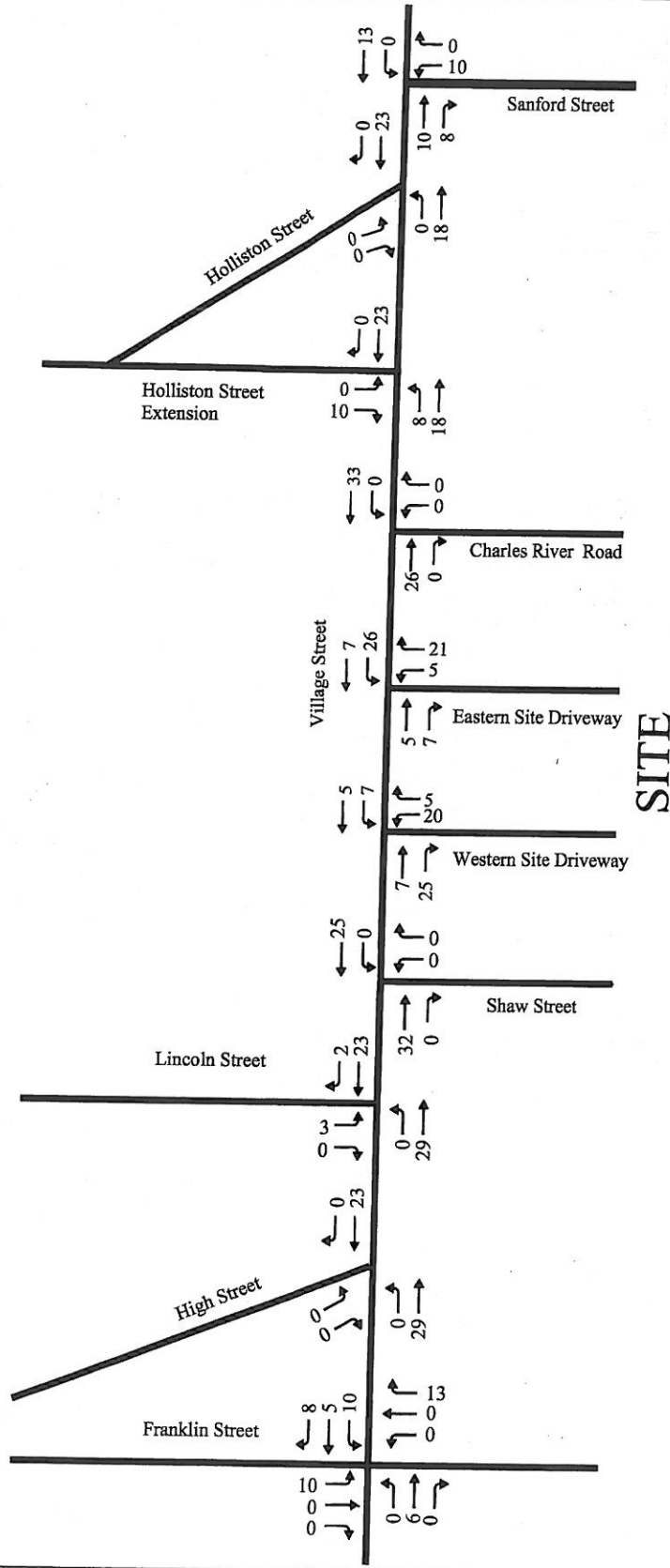
(4) ITE Land Use Code 254 (Assisted Living) based on 120 beds for a maximum occupancy of 120 people.

(5) ITE Land Use Code 720 (Medical-Dental Office Building) based on a 14,000 s.f. medical office.

(6) Based on 1 entering and exiting vehicle trip per parking space for recreational facilities per hour. Ten hours of use assumed for daily trip generation volumes.

Response to Comments

Attachment E
Project Trip Schematics

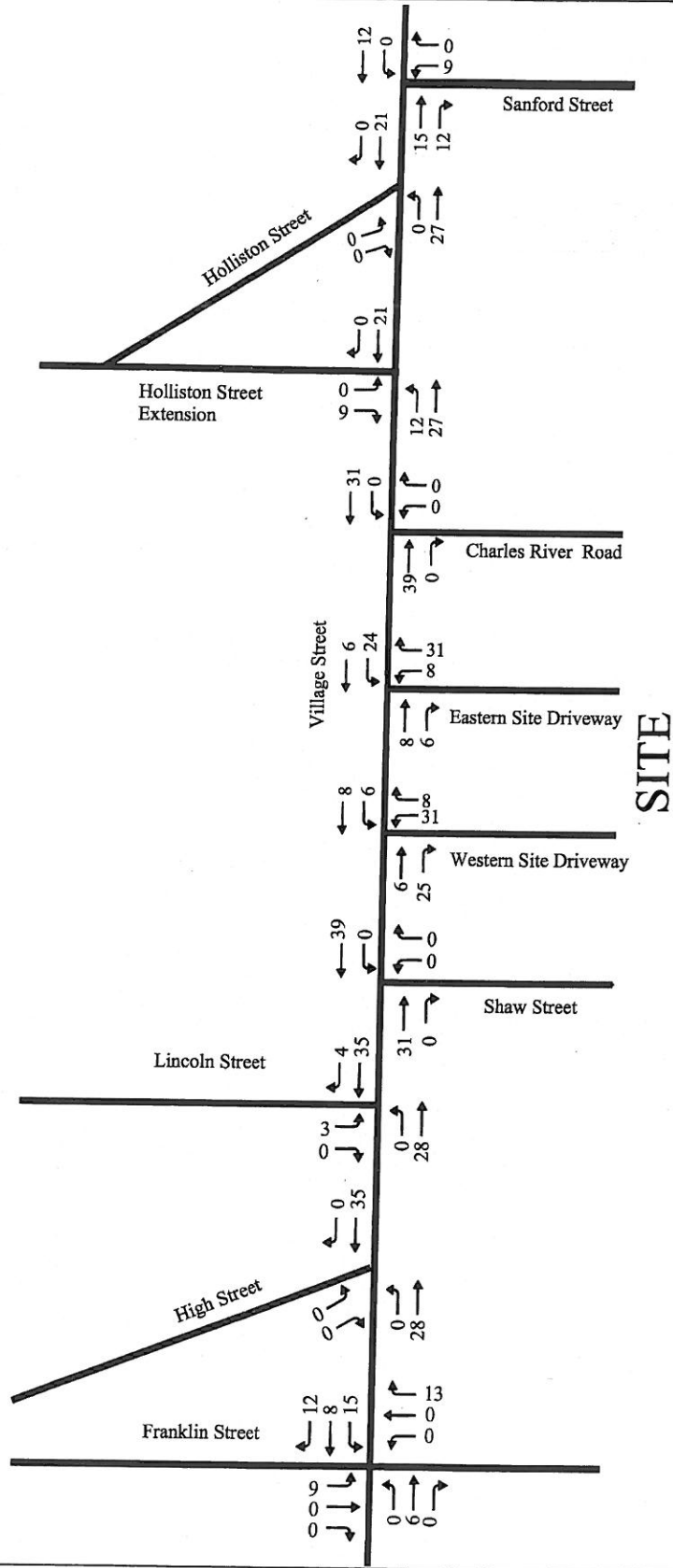


SITE



2022 Build Weekday Morning
 Total Project Trips
 Senior Community Development
 Medway, Massachusetts

D:\MapInfo\Chesham - 2022 Build Weekday Afternoon\MapInfo\Site\1217.dwg 09/16/18



Attachment F

Capacity/Queue Analysis Summary

Capacity Analysis Summary
Senior Community Development
Medway, MA

Intersection	Movement	Weekday Morning Peak Hour								
		2015 Existing			2022 No Build			2022 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Village Street at Franklin Street	EB LTR	C	15.2	0.41	C	18.2	0.48	C	18.8	0.50
	WB LTR	C	24.7	0.73	E	36.9	0.84	E	45.1	0.89
	NB LTR	E	35.3	0.86	F	62.3	0.99	F	66.1	1.04
	SB LTR	C	15.1	0.39	C	17.9	0.46	C	18.8	0.49
	Overall	D	25.8	0.86	E	40.9	0.99	E	45.1	1.04
Village Street at High Street	EB LT	A	0.2	0.01	A	0.2	0.00	A	0.2	0.01
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	15.8	0.12	C	16.8	0.13	C	17.9	0.14
	Overall	A	0.8	0.12	A	0.9	0.13	A	0.9	0.14
Village Street at Lincoln Street	EB LT	A	1.5	0.07	A	1.5	0.08	A	1.4	0.08
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	C	15.8	0.21	C	17.0	0.24	C	19.0	0.27
	Overall	A	2.1	0.21	A	2.2	0.24	A	2.3	0.27
Village Street at Shaw Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.2	0.01	A	0.2	0.01	A	0.2	0.01
	NB LR	C	19.5	0.35	C	22.1	0.41	C	24.7	0.44
	Overall	A	2.8	0.35	A	3.2	0.41	A	3.4	0.44
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.2	0.01
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	C	16.8	0.08
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.6	0.08
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.6	0.03
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	B	12.7	0.06
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.7	0.06
Village Street at Charles River Road	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.1	0.00	A	0.1	0.00	A	0.1	0.00
	NB LR	B	13.3	0.04	B	13.9	0.05	B	14.7	0.05
	Overall	A	0.4	0.04	A	0.4	0.05	A	0.4	0.05
Village Street at Holliston Street Extension	EB LT	A	1.4	0.07	A	1.4	0.08	A	1.5	0.09
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	B	10.3	0.10	B	10.5	0.11	B	10.8	0.14
	Overall	A	1.8	0.10	A	1.9	0.11	A	2.0	0.14
Village Street at Holliston Street	EB LT	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	20.8	0.39	C	23.8	0.45	D	26.0	0.48
	Overall	A	2.9	0.39	A	3.3	0.45	A	3.4	0.48
Village Street at Sanford Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	1.3	0.06	A	1.4	0.07	A	1.3	0.07
	NB LR	F	127.8	1.16	F	204.2	1.35	F	248.3	1.45
	Overall	E	45.7	1.16	F	72.9	1.35	F	87.8	1.45

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
Senior Community Development
Medway, MA

Weekday Morning Peak Hour								
Intersection	Movement	2015 Existing		2022 No Build		2022 Build		
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue	
Village Street at Franklin Street	EB LTR	n/a	50	n/a	65	n/a	70	
	WB LTR	n/a	148	n/a	213	n/a	255	
	NB LTR	n/a	230	n/a	343	n/a	348	
	SB LTR	n/a	45	n/a	60	n/a	68	
Village Street at High Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	10	n/a	13	n/a	13	
Village Street at Lincoln Street	EB LT	n/a	5	n/a	8	n/a	8	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	20	n/a	23	n/a	28	
Village Street at Shaw Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	38	n/a	48	n/a	55	
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	8	
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	3	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	5	
Village Street at Charles River Road	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	3	n/a	3	n/a	5	
Village Street at Holliston Street Extension	EB LT	n/a	5	n/a	5	n/a	8	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	8	n/a	10	n/a	13	
Village Street at Holliston Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	45	n/a	55	n/a	60	
Village Street at Sanford Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	5	n/a	5	n/a	5	
	NB LR	n/a	445	n/a	600	n/a	678	

1 50th Percentile Queue Length in feet
2 95th Percentile Queue Length, in feet
n/a Not Applicable

Capacity Analysis Summary
 Senior Community Development
 Medway, MA

Intersection	Movement	Weekday Afternoon Peak Hour								
		2015 Existing			2022 No Build			2022 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Village Street at Franklin Street	EB LTR	C	17.2	0.40	C	19.2	0.46	C	20.7	0.49
	WB LTR	F	67.8	1.08	F	70.0	1.22	F	71.3	1.35
	NB LTR	D	29.0	0.74	E	37.6	0.82	E	46.3	0.87
	SB LTR	D	40.3	0.85	F	56.4	0.94	F	67.5	0.99
	Overall	E	44.9	1.08	F	52.4	1.22	F	58.3	1.35
Village Street at High Street	EB LT	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	16.8	0.14	C	18.1	0.16	C	19.5	0.17
	Overall	A	0.8	0.14	A	0.8	0.16	A	0.8	0.17
Village Street at Lincoln Street	EB LT	A	1.1	0.05	A	1.1	0.06	A	1.1	0.06
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	C	17.7	0.37	C	19.9	0.43	C	22.9	0.48
	Overall	A	3.1	0.37	A	3.5	0.43	A	3.8	0.48
Village Street at Shaw Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.4	0.02	A	0.4	0.02	A	0.4	0.02
	NB LR	C	18.1	0.16	C	19.8	0.19	C	21.9	0.21
	Overall	A	1.2	0.16	A	1.3	0.19	A	1.3	0.21
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.1	0.01
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	C	17.1	0.12
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.8	0.12
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.4	0.02
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	B	12.4	0.08
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.8	0.08
Village Street at Charles River Road	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.2	0.01	A	0.2	0.01	A	0.2	0.01
	NB LR	B	12.4	0.06	B	12.9	0.07	B	13.6	0.07
	Overall	A	0.6	0.06	A	0.6	0.07	A	0.6	0.07
Village Street at Holliston Street Extension	EB LT	A	1.1	0.03	A	1.1	0.03	A	1.3	0.05
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	B	11.2	0.14	B	11.6	0.16	B	12.0	0.18
	Overall	A	1.9	0.14	A	1.9	0.16	A	2.1	0.18
Village Street at Holliston Street	EB LT	A	0.1	0.00	A	0.1	0.00	A	0.1	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	D	27.3	0.64	E	35.1	0.73	E	42.4	0.79
	Overall	A	7.1	0.64	A	9.2	0.73	B	10.6	0.79
Village Street at Sanford Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	3.4	0.21	A	3.5	0.23	A	3.5	0.24
	NB LR	F	100.8	0.98	F	186.6	1.22	F	259.0	1.40
	Overall	C	18.0	0.98	D	32.0	1.22	E	44.1	1.40

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
Senior Community Development
Medway, MA

Intersection	Weekday Afternoon Peak Hour							
	Movement	2015 Existing		2022 No Build		2022 Build		
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue	
Village Street at Franklin Street	EB LTR	n/a	48	n/a	60	n/a	65	
	WB LTR	n/a	340	n/a	330	n/a	323	
	NB LTR	n/a	153	n/a	195	n/a	230	
	SB LTR	n/a	213	n/a	275	n/a	310	
Village Street at High Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	13	n/a	13	n/a	15	
Village Street at Lincoln Street	EB LT	n/a	5	n/a	5	n/a	5	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	43	n/a	53	n/a	63	
Village Street at Shaw Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	3	n/a	3	n/a	3	
	NB LR	n/a	15	n/a	18	n/a	20	
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	10	
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	3	
	NB LR	n/a	n/a	n/a	n/a	n/a	8	
Village Street at Charles River Road	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	5	n/a	5	n/a	5	
Village Street at Holliston Street Extension	EB LT	n/a	3	n/a	3	n/a	3	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	13	n/a	15	n/a	18	
Village Street at Holliston Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	108	n/a	143	n/a	165	
Village Street at Sanford Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	20	n/a	23	n/a	23	
	NB LR	n/a	218	n/a	308	n/a	370	

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

n/a Not Applicable

Attachment G
Synchro Worksheets

Medway Senior Living Development
3: Village Street & High Street

2022 No Build Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	1	352	524	31	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	73	73
Heavy Vehicles, %	0	0	1	5	0	0
Mvmt Flow	1	419	595	35	29	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	631	0	1034
Stage 1	-	-	613
Stage 2	-	-	421
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	961	-	259
Stage 1	-	-	544
Stage 2	-	-	667
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	961	-	259
Mov Cap-2 Maneuver	-	-	259
Stage 1	-	-	544
Stage 2	-	-	666

Approach	EB	WB	SE
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	961	-	-	-	326
HCM Lane V/C Ratio	0.001	-	-	-	0.155
HCM Control Delay (s)	8.8	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Medway Senior Living Development
 26: Village Street & Holliston Street Extension

2022 No Build Peak Volumes
 Weekday PM

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	36	227	323	1	1	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	82	82	83	83
Heavy Vehicles, %	0	1	0	0	0	1
Mvmt Flow	40	255	394	1	1	101

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	395	0	731
Stage 1	-	-	395
Stage 2	-	-	336
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1175	-	392
Stage 1	-	-	685
Stage 2	-	-	728
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1175	-	376
Mov Cap-2 Maneuver	-	-	376
Stage 1	-	-	685
Stage 2	-	-	699

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1175	-	-	-	650
HCM Lane V/C Ratio	0.034	-	-	-	0.158
HCM Control Delay (s)	8.2	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Medway Senior Living Development
3: Village Street & High Street

2022 Build Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	1	380	559	31	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	73	73
Heavy Vehicles, %	0	0	1	5	0	0
Mvmt Flow	1	452	635	35	29	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	670	0	1108
Stage 1	-	-	653
Stage 2	-	-	455
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	930	-	234
Stage 1	-	-	522
Stage 2	-	-	643
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	930	-	234
Mov Cap-2 Maneuver	-	-	234
Stage 1	-	-	522
Stage 2	-	-	642

Approach	EB	WB	SE
HCM Control Delay, s	0	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	930	-	-	-	299
HCM Lane V/C Ratio	0.001	-	-	-	0.17
HCM Control Delay (s)	8.9	0	-	-	19.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	48	254	344	1	1	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	82	82	83	83
Heavy Vehicles, %	0	1	0	0	0	1
Mvmt Flow	54	285	420	1	1	112

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	421	0	813
Stage 1	-	-	420
Stage 2	-	-	393
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1149	-	351
Stage 1	-	-	667
Stage 2	-	-	686
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1149	-	331
Mov Cap-2 Maneuver	-	-	331
Stage 1	-	-	667
Stage 2	-	-	648

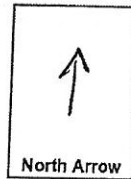
Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1149	-	-	-	629
HCM Lane V/C Ratio	0.047	-	-	-	0.18
HCM Control Delay (s)	8.3	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Attachment H

Sight Distance Field Sheets

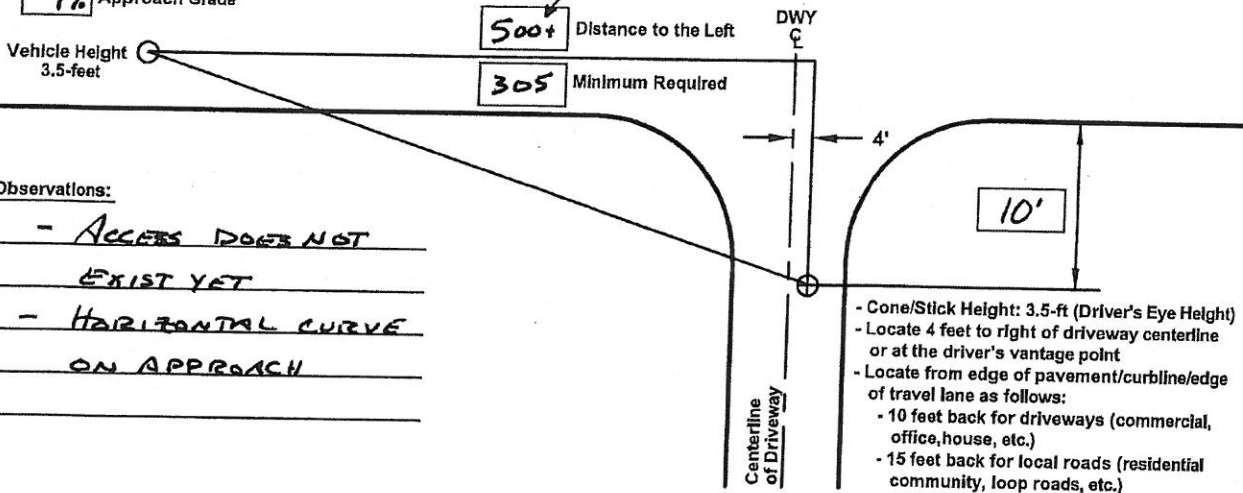
Project Name CONTINUING CARE MANAGEMENT Project No. Y15127.11
 Municipality MEDWAY Roadway Name VILLAGE ST.
 Engineer TYLER WHETSTONE Access Name ACCESS
 Date 3-17-15 Access Location WEST



Sight Distance to the Left

⊕ Driver/Vehicle Position

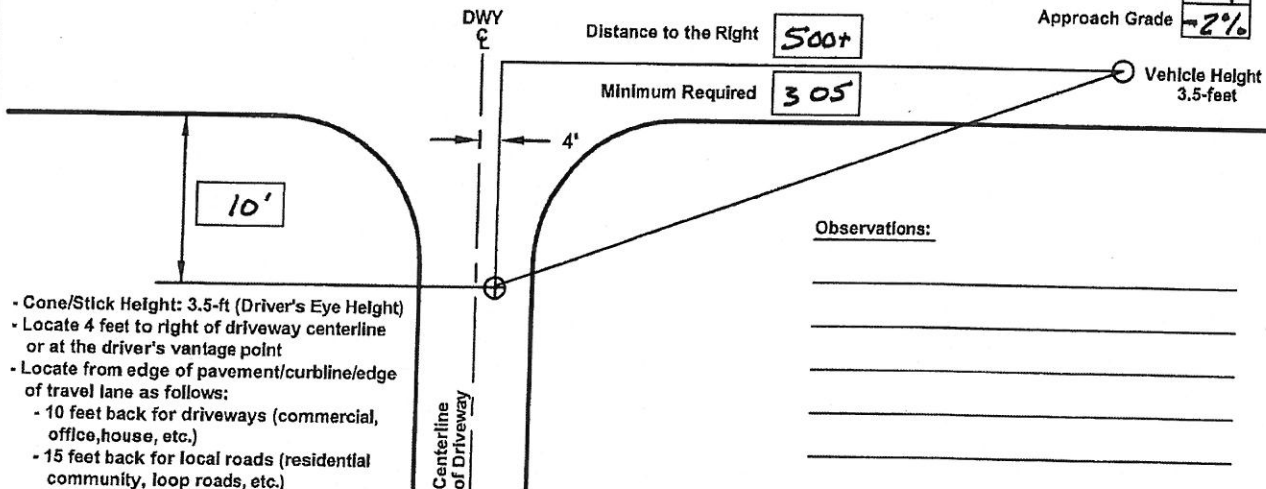
35 mph Posted Speed
 40 mph Estimated 185th Percentile Speed
 1% Approach Grade



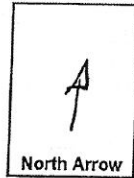
Sight Distance to the Right

⊕ Driver/Vehicle Position

Posted Speed 35 mph
 Estimated 185th Percentile Speed 39 mph
 Approach Grade 2%



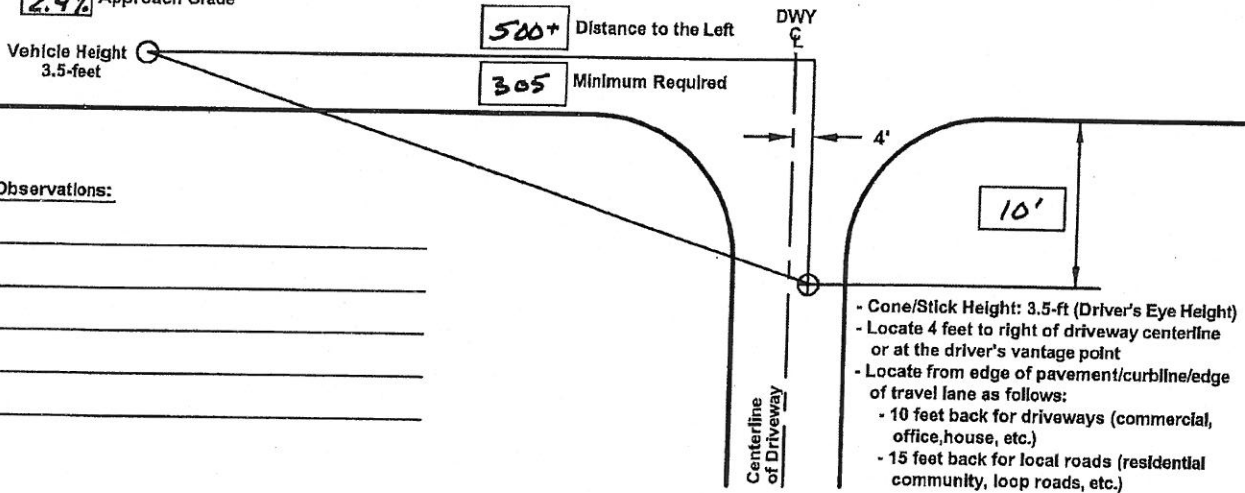
Project Name CONTINUING CARE MANAGEMENT Project No. Y15127.11
 Municipality MEDWAY Roadway Name VILLAGE ST.
 Engineer TYLER WHETSTONE Access Name ACCESS
 Date 3-17-15 Access Location EAST



Sight Distance to the Left

⊕ Driver/Vehicle Position

35 mph Posted Speed
 40 mph Estimated 185th Percentile Speed
 2.4% Approach Grade

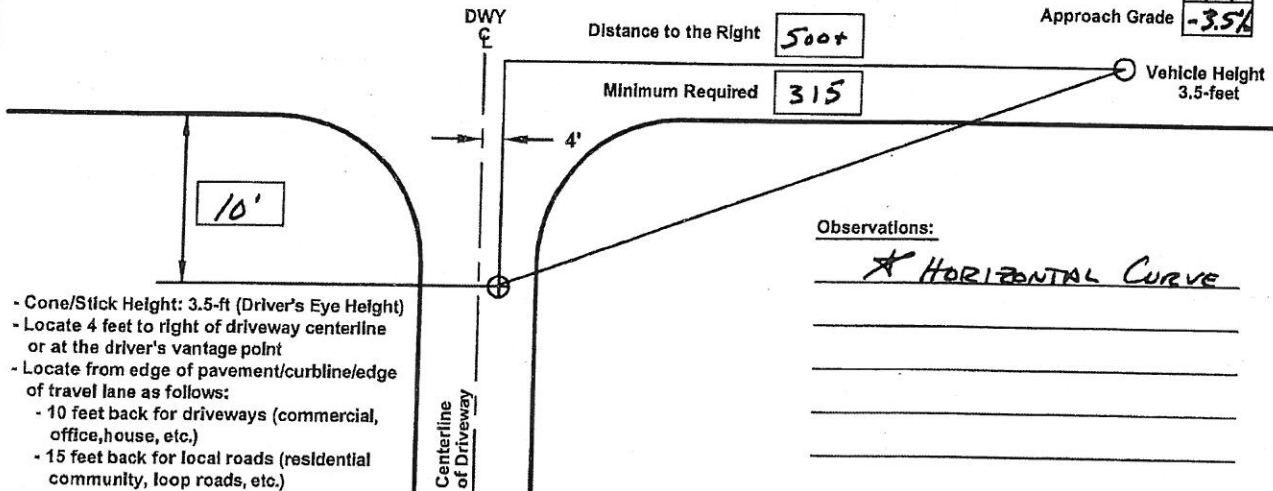


Observations:

Sight Distance to the Right

⊕ Driver/Vehicle Position

Posted Speed 35 mph
 Estimated 185th Percentile Speed 39 mph
 Approach Grade -3.5%



Observations:

* HORIZONTAL CURVE

Attachment I

Site Layout – Driveway Locations



1988
 State of Massachusetts
 ARCHITECT

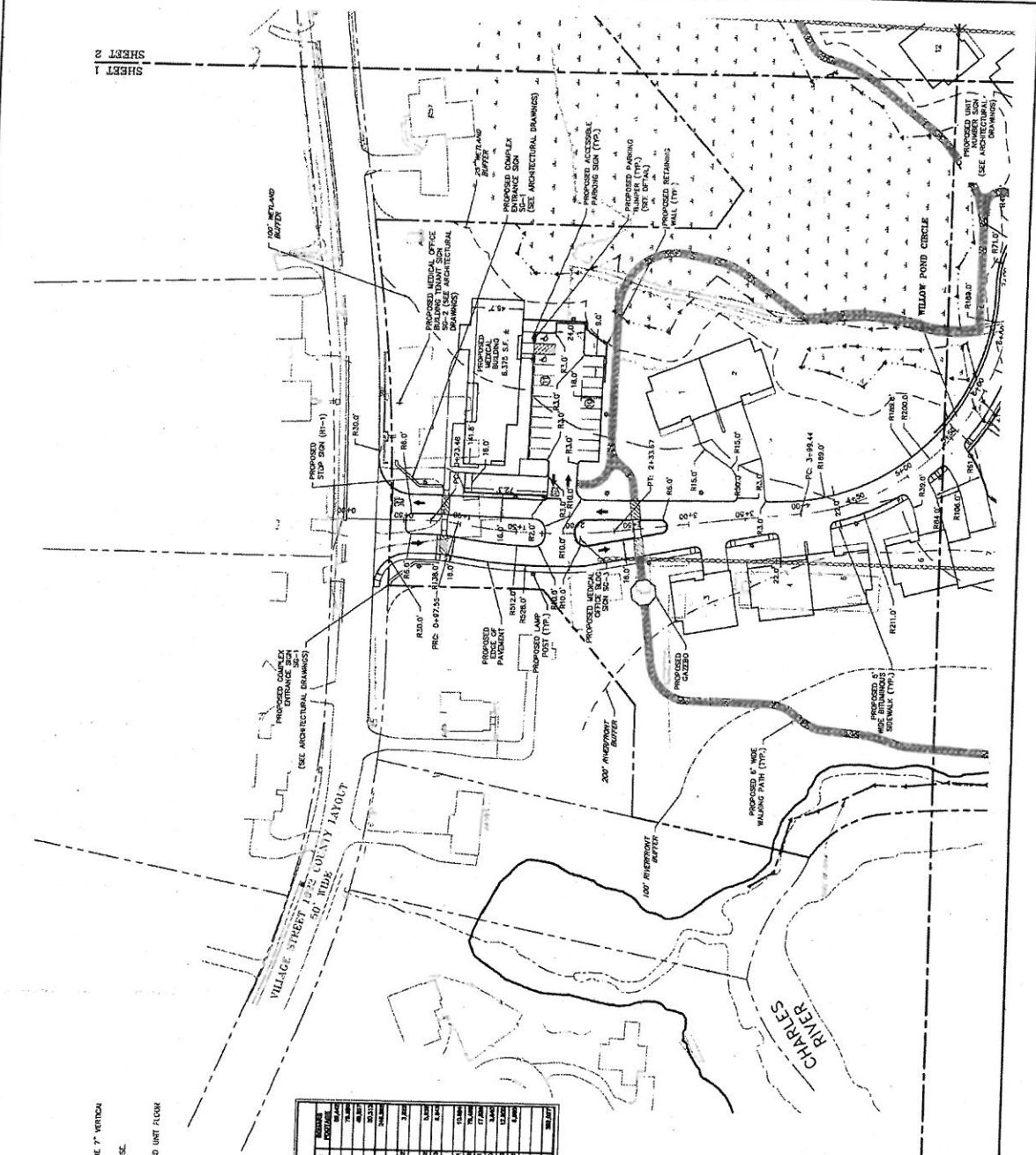
NO.	DATE	REVISIONS

CONTINUING CARE MANAGEMENT, LLC
 1 LYMAN STREET
 WESTBOROUGH, MASSACHUSETTS 01581

SALMON HEALTH AND RETIREMENT
 CENTER
 259, 261, 261B AND 263 VILLAGE STREET
 MEDWAY, MASSACHUSETTS 02053

ARCHITECT SPECIAL PERMIT
 ENGINEERS & SCIENTISTS
 100 WEST STREET, SUITE 200
 WESTBOROUGH, MASSACHUSETTS 01581
 TEL: 508-867-2100 FAX: 508-867-2104

DATE: 04/27/2010
 DRAWING NO.: 030000-03
 SHEET NO.: 041 CHANGING
 SCALE: 1/4" = 1'-0"
 PROJECT NO.: 030000
 SHEET NO.: 69



NOTES:
 1. CURBS TO BE 2' WIDE CONCRETE EXCEPT WHERE 7' WIDTH.
 2. ALL CURBS TO BE 5' UNLESS NOTED OTHERWISE.
 3. SIDEWALKS TO BE 6' WIDE REINFORCED CONCRETE.
 4. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING AND UNIT FLOOR PLANS.




BUILDING	FLOOR OR TYPE	NUMBER OF UNITS	UNIT SQ. FT.	TOTAL SQ. FT.
MAIN BUILDING	1ST FLOOR	30	84,000	84,000
	2ND FLOOR	42	112,000	196,000
	3RD FLOOR	42	112,000	308,000
	4TH FLOOR	42	112,000	420,000
PAVILION	1ST FLOOR	3,000	3,000	3,000
	2ND FLOOR	3,000	3,000	6,000
MEDICAL BUILDING	1ST FLOOR	4,000	4,000	4,000
	2ND FLOOR	4,000	4,000	8,000
	3RD FLOOR	4,000	4,000	12,000
COTTAGES	1 UNIT	1	1,000	1,000
	2 UNITS	2	2,000	3,000
	3 UNITS	3	3,000	6,000
	4 UNITS	4	4,000	10,000
NUMBER OF COTTAGES	1 UNIT	1	1,000	1,000
	2 UNITS	2	2,000	3,000
TOTALS		202	85,000	85,000

PLANNING BOARD APPROVAL
 REQUIRED UNDER THE SPECIAL
 ZONING BY-LAW.
 REVIEW PLANNING BOARD,
 100 WEST STREET, SUITE 200
 WESTBOROUGH, MASSACHUSETTS 01581
 DATE OF SUBMITTAL:
 DATE OF APPROVAL:

SHEET 1
 SHEET 3

SHEET 1
 SHEET 2



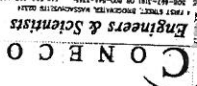
STATE OF MASSACHUSETTS
REGISTERED PROFESSIONAL ENGINEER
No. 10101
JOSEPH J. DURAKO

NO.	DATE	DESCRIPTION

SALMON HEALTH AND RETIREMENT
COMMUNITY
250 261.581R AND 263 VILLAGE STREET
MEDFORD, MASSACHUSETTS 02155

CONTRACTING CARE MANAGEMENT, LLC
1 LYMAN STREET
MEDFORD, MASSACHUSETTS 02155

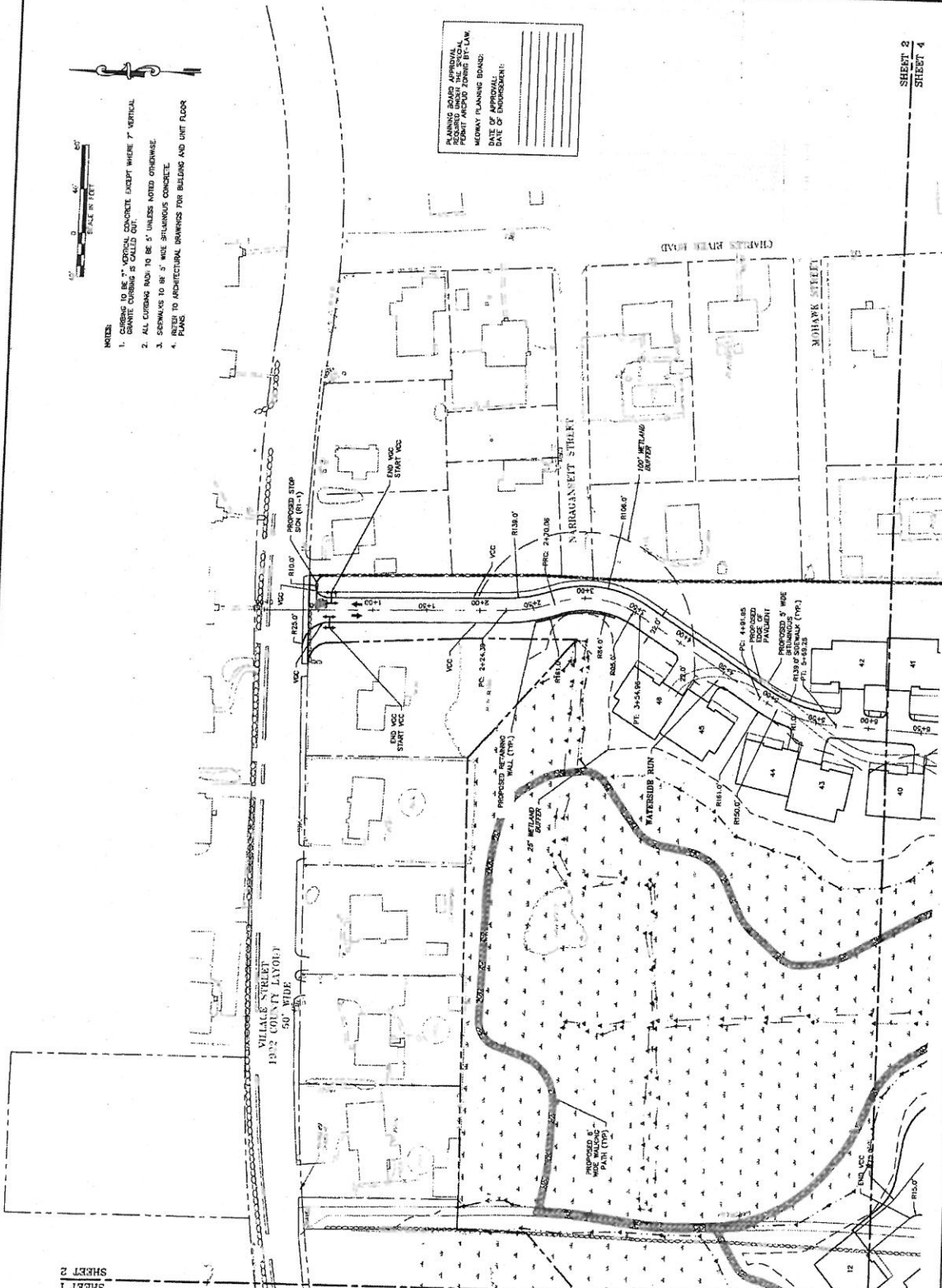
ARCUP SPECIAL PERMIT
SITE PLANS
SHEET 2 OF 4



CON BE CO
Engineers & Scientists
1000 BRIDGE STREET, SUITE 200
MEDFORD, MASSACHUSETTS 02155
TEL: 978-682-7300
FAX: 978-682-7304

DATE: 06/27/2013
DESIGNED BY: JLD
CHECKED BY: JLD
DRAWN BY: JLD
SCALE: AS SHOWN
PROJECT NO.: 1302
SHEET NO.: 2

C10



NOTES:

1. CURBS TO BE 12" WIDE. CONCRETE EXCEPT WHERE 7" VERTICAL CURBS OR 4" WIDE CURBS IS CALLED OUT.
2. ALL CURBS TO BE 4" UNLESS NOTED OTHERWISE.
3. SIDEWALKS TO BE 5' WIDE UNLESS NOTED OTHERWISE.
4. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING AND UNIT FLOOR PLANS.

PLANNING BOARD APPROVAL
PROVIDED UNDER THE SPECIAL
PERMIT AUTHORITY OF THE CITY OF
MEDFORD, MASSACHUSETTS.

MIDWAY PLANNING BOARD:
DATE OF APPROVAL: _____
DATE OF ENDORSEMENT: _____

SHEET 2
SHEET 4

SHEET 1
SHEET 2

DRAWINGS BY: _____
SCALE: _____
DATE: _____
APPROVED BY: _____
TITLE: _____



November 2, 2015

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

**Re: Salmon Health and Retirement Senior Community
261 Village Street
Medway, Massachusetts
Traffic Impact and Access Study Review**

Dear Ms. Affleck-Childs:

Tetra Tech (TT) has reviewed the September 24, 2015 Memorandum prepared by McMahon Associates that provided responses to Tetra Tech's July 22, 2015 comments on the April 2015 Traffic Impact and Access Study prepared by McMahon Associates, Inc. (McM) for the Salmon Health and Retirement Senior Community project. We offer the Planning Board the following updates on our original comments:

1. TT 7/22/15 Comment: *The study adjusted (increased) the March volumes by approximately eight percent to account for seasonal fluctuations in traffic flows near the study area. However, the study did not provide supporting data in the appendices for this assumption. The applicant should provide data and/or calculations to support this adjustment.*

McM 9/24/15 Response: Average daily traffic volume data were reviewed for two permanent Mass DOT count locations on 1-495 in Bellingham (Station 6125) and Milford (Station 3180) to identify a seasonal adjustment factor. The most conservative seasonal adjustment factor for the month of March at these two locations was calculated to be eight percent which was then applied to the traffic volumes collected to account for seasonal fluctuations in traffic flows near the study area. A summary of the traffic volume data at MassDOT permanent count stations 3180 and 6125 are provided in Attachment A.

Status: Tetra Tech has reviewed the additional data provided by McMahon and concur with the methodology used to make the seasonal adjustment to the traffic volumes counted in March 2015. Comment is resolved.

2. TT 7/22/15 Comment: *The applicant should prepare a crash summary table by intersection and provide copies of the MassDOT crash data.*

McM 9/24/15 Response: A summary table of the crash data at each of the study area intersections is provided in Attachment B. As noted in the traffic impact study, the crash rates at all but one of the intersections are well below state and district averages for unsignalized intersections. Attachment B also includes MassDOT crash data details for all study area intersections for the period between 2010 and 2012.

Status: The applicant has provided the safety data as requested, and as noted in their response, only one intersection (Village Street at Franklin Street) exceed MassDOT's average crash rates. Comment is resolved.

Marlborough Technology Park
100 Nickerson Road, Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201 tetrattech.com



3. TT 7/22/15 Comment: *Therefore, the applicant should provide additional safety information for the intersection of Franklin Street/Village Street including the following:*

- *Evaluation of 2013 crash data, which was recently published by Mass DOT.*
- *Preparation of a collision diagram for this location for all crashes that occurred between 2010 and 2013, including relevant details such as time of crash, type of crash, light conditions, weather conditions, road surface conditions, etc.*
- *If the more detailed safety analysis indicates a pattern or trend at this intersection, the applicant should identify potential corrective measures.*

McM 9/24/15 Response: Review of the 2013 MassDOT crash data at the intersection of Franklin Street and Village Street shows a total of seven crashes occurred in 2013. The details and summary of the MassDOT crash data for this intersection is provided in Attachment B.

Due to the number of crashes recorded in 2013, McMahon requested crash reports from the Medway Police Department for the intersection of Franklin Street at Village Street. The crash reports were reviewed, summarized and a crash diagram was created. Based on this analysis, two main causes of the crashes became apparent. The first cause was related to northbound and southbound vehicles on Franklin Street not coming to a stop at the intersection. The second main cause of crashes at this location was driver confusion over which vehicle had the right-of-way to proceed through the intersection. The crash diagram and associated crash report summaries are provided in Attachment C.

The configuration of the intersection resulting in these crashes is an existing condition and is not expected to be significantly exacerbated by the proposed project. However, if the town were interested in implementing improvements at the intersection, one corrective measure could be to improve the visibility of the signage for the northbound and southbound Franklin Street approaches and to place improved advanced warning signage on each approach.

Status: Tetra Tech concurs with McMahon's recommendation to install improved advance warning signage on each of the four approaches to the intersection. This measure will further improve the visibility of the four-way stop, building upon the installation of the solar-powered flashing STOP signs installed by the Town. It is recommended that the applicant be responsible for the design and installation of the advance warning signage on each of the intersection's approaches as part of the project's off-site traffic mitigation package.

4. TT 7/22/15 Comment: *The applicant should provide a summary of daily trip generation estimates, by land use component, for the proposed project.*

McM 9/24/15 Response: A summary of daily trip generation estimates by land use component has been compiled and is provided in Attachment D. The proposed project is anticipated to result in approximately 1,384 total vehicle trips daily (693 entering vehicle trips and 691 exiting vehicle trips).

Status: Tetra Tech concurs with the trip generation methodology used by McMahon to estimate daily trips for the proposed project. Existing daily traffic on Village Street is approximately 6,300



vehicles per day, therefore, the project is expected to increase traffic on Village Street by approximately 11 percent east and west of the site as compared to existing conditions. Comment is resolved.

5. TT 7/22/15 Comment: To facilitate completion of Tetra Tech's review of the study, the applicant should provide a figure(s) showing the projected site generated trips for the morning and afternoon peak hours.

McM 9/24/15 Response: Traffic volume schematics depicting the weekday morning and weekday afternoon peak hour site generated trips are provided in Attachment E.

Status: The diagrams provided by McMahon satisfy Tetra Tech's request. Review of the diagrams indicate that the project will increase traffic on Village Street east of the site by 59 vehicles in the AM peak and by 70 vehicles in the PM peak. This represents an increase in traffic of approximately 8 percent in the AM peak and 9 percent PM peak as compared to the No-Build conditions. Similar increases are forecast for Village Street west of the site: 57 vehicles in the AM peak (+ 7.5 percent) and 70 vehicles in the PM peak (+ 9 percent).

Additionally, at the important intersection of Village Street at Franklin Street the project will add approximately 52 vehicles during the morning peak hour (4.1 percent increase), and 63 vehicles in the afternoon peak (4.6 percent increase). Comment is resolved.

6. TT 7/22/15 Comment: The applicant should revise Table 3 of the study to reflect the actual delay and v/c results from the Synchro worksheets. The applicant should also revise Table 3 of the study to report operational results for each approach at the intersection of Village Street/Franklin Street, not just the "critical" movement.

McM 9/24/15 Response: The full level of service summaries are provided in Attachment F of this document.

Status: Tetra Tech has reviewed McMahon's Attachment F, with a special focus on the intersection of Village Street and Franklin Street because of existing safety issues at that location. The analysis results in Attachment F indicates that delays will increase at this important intersection as a result of the project.

In the AM peak hour delays are expected to increase between 1 and 8 seconds per vehicle, depending upon the approach, with queues increasing by 1 or 2 vehicles. Overall level of service (LOS) is forecast to be LOS E in the future, with and without the project.

In the PM peak, delays for drivers are expected to increase between 1 and 11 seconds per vehicle, with vehicular queues increasing by approximately 1 vehicle. Overall LOS is projected to be LOS F in the future, with and without the project.

Although the delay and queue increases are not significant, there are already safety concerns at this location and the additional vehicles from the project traveling through the intersection will only exacerbate the concerns. Comment is resolved.



7. TT 7/22/15 Comment: *Based on the Synchro model results provided in the appendices, the peak hour factors (PHF) used at each of the study intersections for future No-Build and Build conditions analyses were the same as the existing conditions, except at two intersections: Village Street at High Street and Village Street at Holliston Street Extension. These two intersections were analyzed with higher peak hour factors (PHF) during the afternoon peak hour in the future conditions. The applicant should explain the reason of this inconsistency.*

McM 9/24/15 Response: The peak hour factors used at Village Street at High Street and Village Street at Holliston Street Extension for the future No-Build and Build conditions have been updated. The Synchro worksheets have been provided in Attachment G. The updated results do not change the findings presented in the previously submitted traffic impact study.

Status: Revised traffic analysis results prepared McMahon and provided in Attachment G are consistent with regards with input parameters such as peak hour factors. Comment is resolved.

8. TT 7/22/15 Comment: *The applicant should provide documentation to support sight distance measurements collected on the field.*

McM 9/24/15 Response: Field measurements collected at the site driveway locations were performed following AASHTO guidelines. With the clearing of existing trees associated with the project site driveways, the measured available sight distance was over 500 feet in both directions at the proposed east and west site driveways. An available sight distance of over 500 feet well exceeds both the stopping sight distance and intersection sight distance requirements for the measured 85th percentile speed. Field sheets utilized during the measurement of the available sight distance are provided in Attachment H.

Status: Applicant provided the supportive sight distance documentation as requested. Review of the data indicates that adequate sight distance can be provided at both site driveways. The proposed site plans should ensure that any signage related to the project be installed at locations that do not impact sight distance looking east or west at either driveway. Likewise, the landscape plans should ensure that any proposed landscape elements are not installed in locations that would impair sight lines at the site driveways. Comment is resolved.

9. TT 7/22/15 Comment: *The applicant should provide concept plans of the proposed driveways showing relevant information such as intersection control signs, lane configuration, sidewalks and crosswalks, etc.*

McM 9/24/15 Response: The proposed site plan is provided in Attachment I of this document for review.

Status: Applicant provided copies of the site plans as requested. Comment is resolved.

During the planning board hearing on July 28, 2015, the implementation of crosswalks across Village Street at the proposed site driveways was discussed. The implementation of crosswalks and signage would provide a safe opportunity for residents of the proposed facility and residents of the neighborhood to cross Village Street. Proposed signage could include LED flashing pedestrian warning signs that could be push button actuated, alerting vehicles to the presence of a pedestrian within the crosswalk.



An updated site plan with the proposed crosswalk locations and signage will be submitted to the planning board for review and approval.

Status: Tetra Tech has reviewed the latest site plan submittal (dated 10/20/15) and offer the following comments on the proposed crosswalks on Village Street at the proposed site driveways.

1. Coneco Engineers should consult with McMahon Associates to get input on the proper number and locations of the proposed Solar Powered RRFB Crosswalk Signal System shown on Sheets C16 and C17.
2. Advance warning signs that are in compliance with the MUTCD should be installed east and west of each crosswalk and added to Sheets C16 and C17. Coneco should consult with McMahon Associates for the appropriate locations and sign designations.
3. Although not specified in the detail for the Solar Powered RRFB Crosswalk Signal System on Sheet C51, the signal post should be a black ornamental post.

It is recommended that the applicant be responsible for the design and installation of the two Village Street enhanced crosswalks (with associated RRFB signals) as part of the project's off-site traffic mitigation package.

Thank for affording Tetra Tech with the opportunity to provide the Town of Medway with these peer review services. We trust that you will find the above comments helpful in your review of the proposed application. If you have any questions or comments regarding the above information, please feel free to contact me at (508) 786-2338.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael J. Hall'.

Michael J. Hall
Senior Project Manager

Date November 05, 2015
To Town of Medway Planning & Economic Development
From Dario Designs Inc. and Coneco Engineers & Scientists
Project Salmon Health & Retirement Community
Subject Response to Comments at the October 27th Public Hearing

The Senior Community Site consists of 54 freestanding homes/cottages with attached garages, 15 attached homes/cottages with interior parking, 56 apartment homes in a common building, 60 traditional assisted living units and 40 memory care assisted living apartments, as well as a medical office building and pavilion proposed to be developed on the 56.9 acre site. The site is located on the south side of Village Street and west of the Charles River Road. It is bordered on the west and south by the Charles River. The site is at present mostly undeveloped forest with bordering vegetated wetlands and two certified vernal pools. The definitive plan submission includes landscape design drawings, architectural drawings for the facility and unit types, site utilities, including stormwater management design, water, gas, and electric.

BASIS OF REVIEW

- A. Plans entitled "Salmon Health and Retirement Community ARCPUD Special Permit Site Plans, Village Street, Medway, Massachusetts 02053" containing twenty (99) drawings, fifty-six (60) prepared by Coneco Engineers & Scientists (CES), eleven (11) prepared by Clough Harbour & Associates (CHA) and twenty-eight (28) prepared by Dario Designs, Inc. (DDI), dated June 12, 2015, Revised October 13, 2015.
- B. "Stormwater Management Report," Volumes I & II prepared by Coneco Engineers & Scientists (CES), dated May 1, 2015, Revised October 13, 2015.
- C. Response Letter to Town Comments dated October 13, 2015.
- D. Letter from the Charles River Pollution Control District, dated February 17, 2015
- E. Response Letter, dated October 13, 2015, from Coneco Engineers & Scientists addressing comments contained within the peer review letter from Tetra Tech, dated August 5, 2015.
- F. Tetra Tech "Traffic Impact and Access Study Review" dated November 2, 2015

COMMENTS

ITEM COMMENTS FROM THE PUBLIC HEARING ON OCTOBER 27, 2015:

- 1. The Board recommended that the Assessor's Office look at the cottage numbers that were assigned to make sure they are within the town's standards.
CCM: Contacted Donna at the Assessor's office to review the numbering and to provide feedback, if any. (SEE EXHIBIT A)
- 2. When discussing that CCM will request a waiver from Section 7.1.1.I it was clarified that the zoning requires 1 bicycle space for each 20 required vehicle parking spaces (not for EACH required vehicle parking space).
DDI: 336 parking spaces are required for the site. 1 bicycle per 20 required vehicle spaces = 17 bicycle spaces. We are providing space for 22 bicycles (this would equal 1



bicycle space per every 16 required vehicle spaces). See attached Exhibit B for the zoning requirements, parking impact assessment and drawing A1.01MR. (SEE EXHIBIT B)

3. When discussing Item #2 in the Response to Town Comments letter (the turnaround on Lilac Path by building #50 should be longer to accommodate fire apparatus and ambulances) the Board wanted the Fire Chief and Tetra Tech to review the proposed plan.
CCM: In an email dated, October 27, 2015, Fire Chief Jeff Lynch has responded: "Susy, I have no questions. The width of the roads still continue to be shown at 22 feet on the plans which satisfy the Mass Fire Code requirement of at least 22 feet. Also, I have read the response letter from DDI and am satisfied with the answers to my previous questions. Thanks. Jeff" (SEE EXHIBIT C)
4. It was mentioned that the Conservation Commission had a specific seed mix for any sensitive or other applicable wetland areas. The Board wanted to see the specified mix.
CCM: Bridget Graziano was contacted and her response was "Anything from New England Wetlands Plants that corresponds with the locations. <http://www.newp.com/catalogue-seeds.html> Just chose which one works best for the site/area you are looking to seed." (SEE EXHIBIT D)
5. The Board questioned whether a 30" tree on the east side could be saved. It was noted that this particular tree is shown at a high point of a swale. They want to see a construction detail on how the tree will be saved. There are also 3 other trees on the east side that the board would like us to look at and see if there are any ways to save them.
CES: In progress
6. A DRC representative in the audience questioned the retaining wall facing the river (by the canoe launch). It is shown as being about nine feet tall. The board wanted to see materials and details for this wall. The board suggested looking into creative plantings to try and screen the wall.
CES: In progress (SEE EXHIBIT E-TBD)
CHA: In progress
7. The board thought it would be helpful to have the fence on the east side of the property shown on the Civil Drawings (not just on the landscape drawings).
CES: In progress
8. The board was worried about the buffer between the existing residence and the swale. They suggested that the landscape plans should show the swale. They also recommended we talk to the Town of Medway about possibly having the town catch the water at the ends of the streets and pipe it into our site. Coneco commented that it would involve expensive water treatment. Another suggestion was to look if Waterside Run could be moved back from the property line at Narragansett Street.
CES: In progress
CHA: In progress



9. A member of the audience asked if the Open Space Plan is impacted due to the swales.
CES: In progress
10. Tetra Tech "Traffic Impact and Access Study Review" dated November 2, 2015, Item #3: Tetra Tech concurs with McMahon's recommendation to install improved advance warning signage on each of the four approaches to the intersection. This measure will further improve the visibility of the four-way stop, building upon the installation of the solar-powered flashing STOP signs installed by the Town. It is recommended that the applicant be responsible for the design and installation of the advance warning signage on each of the intersection's approaches as part of the project's off-site traffic mitigation package.
CCM: To be discussed at hearing. (SEE EXHIBIT F for the complete Tetra Tech document)
11. Tetra Tech "Traffic Impact and Access Study Review" dated November 2, 2015, Comment after Item #9: Tetra Tech has reviewed the latest site plan submittal (dated 10/20/15) and offer the following comments on the proposed crosswalks on Village Street at the proposed site driveways.
1. Coneco Engineers should consult with McMahon Associates to get input on the proper number and locations of the proposed Solar Powered RRFB Crosswalk Signal System shown on Sheets C16 and C17.
 2. Advance warning signs that are in compliance with the MUTCD should be installed east and west of each crosswalk and added to Sheets C16 and C17. Coneco should consult with McMahon Associates for the appropriate locations and sign designations.
 3. Although not specified in the detail for the Solar Powered RRFB Crosswalk Signal System on Sheet C51, the signal post should be a black ornamental post.
- It is recommended that the applicant be responsible for the design and installation of the two Village Street enhanced crosswalks (with associated RRFB signals) as part of the project's off-site traffic mitigation package.
CES: In progress (SEE EXHIBIT F for the complete Tetra Tech document)

Very truly yours,
Dario Designs, Inc.

Very truly yours,
Coneco Engineers & Scientists, Inc.

Dario DiMare, AIA, LEED AP
President

Shane M. Oates.
Senior Project Manager – Engineering

EXHIBIT A

Email to Donna Greenwood, October 28, 2015

From: JRobinsonCCM@aol.com [mailto:JRobinsonCCM@aol.com]
Sent: Wednesday, October 28, 2015 03:29 PM
To: soates@coneco.com; dario@dariodesigns.com
Subject: Fwd: The Willows

fyi

Jeffrey S. Robinson, Managing Partner
Continuing Care Management LLC
1 Lyman Street
Westborough, MA 01581
Office 508 898-3416, ext 3773
Cell 508 254-2745
F-508 366-1930
www.salmonhealthandretirement.com

From: JRobinsonCCM@aol.com
To: dgreenwood@townofmedway.org
Sent: 10/28/2015 3:27:52 P.M. Eastern Daylight Time
Subj: The Willows

Donna, pleasure speaking with you today, as discussed, please review the proposed numbering system for the Willows (Susy has the drawings) and let me know if you have any feedback, appreciate it, Jeff

Jeffrey S. Robinson, Managing Partner
Continuing Care Management LLC
1 Lyman Street
Westborough, MA 01581
Office 508 898-3416, ext 3773
Cell 508 254-2745
F-508 366-1930
www.salmonhealthandretirement.com

EXHIBIT B

**Zoning Requirements for Bicycle Parking, Parking Impact
Assessment, Drawing A1.01MR**

I. Bicycle Parking.

1. Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy of any new building that results in the need for additional vehicular parking facilities. The minimum required number of bicycle spaces shall be one per twenty motor vehicle spaces unless waived during Site Plan Review or, where Site Plan Review is not required, by the Building Inspector, based on individual site conditions.
2. Off-street parking for bicycles shall include provision for secure storage of bicycles. Such facilities shall provide lockable enclosed lockers or racks or equivalent structures in or upon which the user may lock a bicycle. Structures that require a user-supplied locking device shall be designed to accommodate both chain and U-shaped locking devices and shall support the bicycle frame at two locations (not just the wheel).
3. Bicycle parking facilities shall be securely anchored and located in a clearly designated, safe, and convenient location. Whenever possible, the bicycle parking shall be placed within fifty feet of building entrances and in well-lit areas.

J. Reduced Parking. The number of parking spaces required pursuant to Table 3 may be reduced by special permit from the Planning and Economic Development Board, subject to the provisions herein. Where the Board of Appeals is the special permit granting authority for the proposed use, the Board of Appeals shall have the authority to administer this section.

1. The reduction shall not exceed 30 percent of the minimum number of spaces required under Table 3.
2. The applicant shall demonstrate to the Board's satisfaction that a reduction is warranted due to circumstances such as but not limited to:
 - a. Peak parking needs generated by the proposed uses occur at different times.
 - b. Demographic or other characteristics of site users.
 - c. For a nonresidential development, the applicant agrees to participate in a transportation demand management program.
 - d. The extent to which the applicant's proposal accommodates other means of transportation to or circulation within the site, such as sidewalks or bicycle racks, or safe and convenient pedestrian walkways between buildings in a multi-building development.
 - e. Safe, convenient forms of pedestrian access between the proposed development and nearby residential uses.
 - f. The presence of a public or private parking lot within 400 feet of the proposed use.
 - g. The availability of legal on-street parking.

SALMON Health and Retirement Senior Community

Parking Impact Assessment

The proposed project is a 57 acre self-contained community with approx. 1.5 miles of roadway, internal parking, external parking and driveway parking. We expect all parking to take place on the property and no parking off the property. The following is a description of the different aspects of the project and its parking capacity.

PARKING REGULATIONS

Required: 2 parking spaces per dwelling unit

Cottages are considered one (1) dwelling unit each

Congregate Apartments are considered half (1/2) dwelling unit each

	<u>REQ'D</u>	<u>PRVD</u>
<ul style="list-style-type: none"> ▪ Independent Attached Cottage Homes (AC) (2 parking spaces per cottage) 15 cottages attached to the main bldg 	30	32
<ul style="list-style-type: none"> ▪ Independent Congregate Apartments (1 parking space per apartment) 56 apartments 	56	60
<ul style="list-style-type: none"> ▪ Traditional Assisted Living Apartments (1 parking space per apartment) 60 apartments 	60	62
<ul style="list-style-type: none"> ▪ Memory Impaired Assisted Living Apartments (1 parking space per apartment) 40 apartments 	40	42
<hr/>		
SUBTOTAL Congregate Apartment Building		
Including parking spaces outside the garage surrounding the main bldg	186	196
<hr/>		
<ul style="list-style-type: none"> ▪ Medical Office Building (MOB) (1 parking space / 300sf useable or net) 9,584sf/300sf = 32 	32	32
<ul style="list-style-type: none"> ▪ Pavilion Building (P) (1 parking space / 300sf useable or net) 2,988sf/300sf = 10 	10	15
<ul style="list-style-type: none"> ▪ Independent Detached Cottages (DC) (2 parking spaces per cottage) 54 detached cottages 	108	108
<hr/>		
TOTAL WHOLE CAMPUS PARKING (Congregate + MOB, P, DC)	336	341
<hr/>		
Driveway Parking Calculation		
1 car garage units = ADD 1 space / cottage for 7 cottages		7
2 car garage units = ADD 2 spaces / cottage for 47 cottages		94
<hr/>		
TOTAL WHOLE CAMPUS PARKING (Plus DC Driveway Parking)	336	442

EXHIBIT C

Email from Fire Chief Jeff Lynch, October 27, 2015

From: Susan Affleck-Childs [<mailto:sachilds@townofmedway.org>]
Sent: Monday, November 02, 2015 02:01 PM
To: 'JRobinsonCCM@aol.com'; 'Dario DiMare'; Shane Oates
Subject: FW: Revised plans - The Willows ARCPUD

Hi,

See email below from Fire Chief Jeff Lynch in response to the revised plans.

This note will be provided to the PEDB as part of their packet for the 11/10/15 public hearing.

Best.

Susy Affleck-Childs

Susan E. Affleck-Childs
Planning and Economic Development Coordinator

Town of Medway
155 Village Street
Medway, MA 02053
508-533-3291
sachilds@townofmedway.org

Town of Medway – A Massachusetts Green Community

Please remember when writing or responding, the Massachusetts Secretary of State has determined that e-mail is a public record.

The information in this e-mail, including attachments, may contain privileged and confidential information intended only for the person(s) identified above. If you are not the intended recipient, you are hereby notified that any dissemination, copying or disclosure of this communication is strictly prohibited. Please discard this e-mail and any attachments and notify the sender immediately.

From: Jeff Lynch
Sent: Tuesday, October 27, 2015 4:49 PM
To: Susan Affleck-Childs
Subject: RE: Revised plans - The Willows ARCPUD

Susy, I have no questions. The width of the roads still continue to be shown at 22 feet on the plans which satisfy the Mass Fire Code requirement of at least 22 feet. Also, I have read the response letter from DDI and am satisfied with the answers to my previous questions. Thanks. Jeff

From: Susan Affleck-Childs
Sent: Thursday, October 22, 2015 7:06 PM
To: Gay, Thomas; Jeff Lynch
Cc: Andy Rodenhiser ; Stephanie Mercandetti
Subject: Revised plans - The Willows ARCPUD

Hi,

We have received revised plans dated 10-13-15 and 10-20-15 for the proposed Willows ARCPUD development off of Village Street.

The revised plans have been posted to the PEDB web page at http://www.townofmedway.org/Pages/MedwayMA_Bcomm/PlanEcon/ApplicationsDocs/willows. You may review them there and/or download them for your use.

The applicant's consultants have also responded to the comment letters received from the Board's consultants and various Town staff and committees, including yours. See attached.

The consultants will be presenting the revised plans to the PEDB during the 10-27-15 public hearing, at 7:30 p.m. at Town Hall. You are encouraged to attend and ask questions.

We would appreciate it if you would review the revised plans, prepare another comment letter and provide it to the PEDB to review and discuss at the subsequent public hearing which I expect will take place on 11-10-15. If at all possible, I would appreciate receiving that from you by November 5th.

I will be away from the office from 10-23 through 10-30 but I will be checking my email regularly and will respond to email questions.

Thanks.

Susy

Susan E. Affleck-Childs
Planning and Economic Development Coordinator

Town of Medway
155 Village Street
Medway, MA 02053
508-533-3291
sachilds@townofmedway.org

Town of Medway – *A Massachusetts Green Community*

Please remember when writing or responding, the Massachusetts Secretary of State has determined that e-mail is a public record.

The information in this e-mail, including attachments, may contain privileged and confidential information intended only for the person(s) identified above. If you are not the intended recipient, you are hereby notified that any dissemination, copying or disclosure of this communication is strictly prohibited. Please discard this e-mail and any attachments and notify the sender immediately.

EXHIBIT D

Email from Bridget Graziano, October 28, 2015

From: JRobinsonCCM@aol.com [mailto:JRobinsonCCM@aol.com]
Sent: Wednesday, October 28, 2015 03:48 PM
To: soates@coneco.com; dario@dariodesigns.com
Subject: Fwd: Salmon

Jeffrey S. Robinson, Managing Partner
Continuing Care Management LLC
1 Lyman Street
Westborough, MA 01581
Office 508 898-3416, ext 3773
Cell 508 254-2745
F-508 366-1930
www.salmonhealthandretirement.com

From: bgraziano@townofmedway.org
To: JRobinsonCCM@aol.com
CC: soates@coneco.com
Sent: 10/28/2015 3:47:06 P.M. Eastern Daylight Time
Subj: RE: Salmon

Anything from New England Wetlands Plants that corresponds with the locations.

<http://www.newp.com/catalogue-seeds.html>

just chose which one works best for the site/area you are looking to seed.

B

From: JRobinsonCCM@aol.com [mailto:JRobinsonCCM@aol.com]
Sent: Wednesday, October 28, 2015 3:41 PM
To: Bridget Graziano
Cc: soates@coneco.com
Subject: Re: Salmon

Bridget, as discussed, please send the seed mix spec you recommend.

Jeff

Jeffrey S. Robinson, Managing Partner
Continuing Care Management LLC
1 Lyman Street
Westborough, MA 01581
Office 508 898-3416, ext 3773
Cell 508 254-2745
F-508 366-1930
www.salmonhealthandretirement.com

EXHIBIT E

Sample of Retaining Wall

EXHIBIT F

**Tetra Tech "Traffic Impact and Access Study Review", dated
November 2, 2015**



November 2, 2015

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

**Re: Salmon Health and Retirement Senior Community
261 Village Street
Medway, Massachusetts
Traffic Impact and Access Study Review**

Dear Ms. Affleck-Childs:

Tetra Tech (TT) has reviewed the September 24, 2015 Memorandum prepared by McMahon Associates that provided responses to Tetra Tech's July 22, 2015 comments on the April 2015 Traffic Impact and Access Study prepared by McMahon Associates, Inc. (McM) for the Salmon Health and Retirement Senior Community project. We offer the Planning Board the following updates on our original comments:

1. TT 7/22/15 Comment: *The study adjusted (increased) the March volumes by approximately eight percent to account for seasonal fluctuations in traffic flows near the study area. However, the study did not provide supporting data in the appendices for this assumption. The applicant should provide data and/or calculations to support this adjustment.*

McM 9/24/15 Response: Average daily traffic volume data were reviewed for two permanent Mass DOT count locations on 1-495 in Bellingham (Station 6125) and Milford (Station 3180) to identify a seasonal adjustment factor. The most conservative seasonal adjustment factor for the month of March at these two locations was calculated to be eight percent which was then applied to the traffic volumes collected to account for seasonal fluctuations in traffic flows near the study area. A summary of the traffic volume data at MassDOT permanent count stations 3180 and 6125 are provided in Attachment A.

Status: Tetra Tech has reviewed the additional data provided by McMahon and concur with the methodology used to make the seasonal adjustment to the traffic volumes counted in March 2015. Comment is resolved.

2. TT 7/22/15 Comment: *The applicant should prepare a crash summary table by intersection and provide copies of the MassDOT crash data.*

McM 9/24/15 Response: A summary table of the crash data at each of the study area intersections is provided in Attachment B. As noted in the traffic impact study, the crash rates at all but one of the intersections are well below state and district averages for unsignalized intersections. Attachment B also includes MassDOT crash data details for all study area intersections for the period between 2010 and 2012.

Status: The applicant has provided the safety data as requested, and as noted in their response, only one intersection (Village Street at Franklin Street) exceed MassDOT's average crash rates. Comment is resolved.

Marlborough Technology Park
100 Nickerson Road, Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201 tetratech.com



3. TT 7/22/15 Comment: *Therefore, the applicant should provide additional safety information for the intersection of Franklin Street/Village Street including the following:*

- *Evaluation of 2013 crash data, which was recently published by Mass DOT.*
- *Preparation of a collision diagram for this location for all crashes that occurred between 2010 and 2013, including relevant details such as time of crash, type of crash, light conditions, weather conditions, road surface conditions, etc.*
- *If the more detailed safety analysis indicates a pattern or trend at this intersection, the applicant should identify potential corrective measures.*

McM 9/24/15 Response: Review of the 2013 MassDOT crash data at the intersection of Franklin Street and Village Street shows a total of seven crashes occurred in 2013. The details and summary of the MassDOT crash data for this intersection is provided in Attachment B.

Due to the number of crashes recorded in 2013, McMahon requested crash reports from the Medway Police Department for the intersection of Franklin Street at Village Street. The crash reports were reviewed, summarized and a crash diagram was created. Based on this analysis, two main causes of the crashes became apparent. The first cause was related to northbound and southbound vehicles on Franklin Street not coming to a stop at the intersection. The second main cause of crashes at this location was driver confusion over which vehicle had the right-of-way to proceed through the intersection. The crash diagram and associated crash report summaries are provided in Attachment C.

The configuration of the intersection resulting in these crashes is an existing condition and is not expected to be significantly exacerbated by the proposed project. However, if the town were interested in implementing improvements at the intersection, one corrective measure could be to improve the visibility of the signage for the northbound and southbound Franklin Street approaches and to place improved advanced warning signage on each approach.

Status: Tetra Tech concurs with McMahon's recommendation to install improved advance warning signage on each of the four approaches to the intersection. This measure will further improve the visibility of the four-way stop, building upon the installation of the solar-powered flashing STOP signs installed by the Town. It is recommended that the applicant be responsible for the design and installation of the advance warning signage on each of the intersection's approaches as part of the project's off-site traffic mitigation package.

4. TT 7/22/15 Comment: *The applicant should provide a summary of daily trip generation estimates, by land use component, for the proposed project.*

McM 9/24/15 Response: A summary of daily trip generation estimates by land use component has been compiled and is provided in Attachment D. The proposed project is anticipated to result in approximately 1,384 total vehicle trips daily (693 entering vehicle trips and 691 exiting vehicle trips).

Status: Tetra Tech concurs with the trip generation methodology used by McMahon to estimate daily trips for the proposed project. Existing daily traffic on Village Street is approximately 6,300



vehicles per day, therefore, the project is expected to increase traffic on Village Street by approximately 11 percent east and west of the site as compared to existing conditions. Comment is resolved.

5. TT 7/22/15 Comment: *To facilitate completion of Tetra Tech's review of the study, the applicant should provide a figure(s) showing the projected site generated trips for the morning and afternoon peak hours.*

McM 9/24/15 Response: Traffic volume schematics depicting the weekday morning and weekday afternoon peak hour site generated trips are provided in Attachment E.

Status: The diagrams provided by McMahon satisfy Tetra Tech's request. Review of the diagrams indicate that the project will increase traffic on Village Street east of the site by 59 vehicles in the AM peak and by 70 vehicles in the PM peak. This represents an increase in traffic of approximately 8 percent in the AM peak and 9 percent PM peak as compared to the No-Build conditions. Similar increases are forecast for Village Street west of the site: 57 vehicles in the AM peak (+ 7.5 percent) and 70 vehicles in the PM peak (+ 9 percent).

Additionally, at the important intersection of Village Street at Franklin Street the project will add approximately 52 vehicles during the morning peak hour (4.1 percent increase), and 63 vehicles in the afternoon peak (4.6 percent increase). Comment is resolved.

6. TT 7/22/15 Comment: *The applicant should revise Table 3 of the study to reflect the actual delay and v/c results from the Synchro worksheets. The applicant should also revise Table 3 of the study to report operational results for each approach at the intersection of Village Street/Franklin Street, not just the "critical" movement.*

McM 9/24/15 Response: The full level of service summaries are provided in Attachment F of this document.

Status: Tetra Tech has reviewed McMahon's Attachment F, with a special focus on the intersection of Village Street and Franklin Street because of existing safety issues at that location. The analysis results in Attachment F indicates that delays will increase at this important intersection as a result of the project.

In the AM peak hour delays are expected to increase between 1 and 8 seconds per vehicle, depending upon the approach, with queues increasing by 1 or 2 vehicles. Overall level of service (LOS) is forecast to be LOS E in the future, with and without the project.

In the PM peak, delays for drivers are expected to increase between 1 and 11 seconds per vehicle, with vehicular queues increasing by approximately 1 vehicle. Overall LOS is projected to be LOS F in the future, with and without the project.

Although the delay and queue increases are not significant, there are already safety concerns at this location and the additional vehicles from the project traveling through the intersection will only exacerbate the concerns. Comment is resolved.



7. TT 7/22/15 Comment: *Based on the Synchro model results provided in the appendices, the peak hour factors (PHF) used at each of the study intersections for future No-Build and Build conditions analyses were the same as the existing conditions, except at two intersections: Village Street at High Street and Village Street at Holliston Street Extension. These two intersections were analyzed with higher peak hour factors (PHF) during the afternoon peak hour in the future conditions. The applicant should explain the reason of this inconsistency.*

McM 9/24/15 Response: The peak hour factors used at Village Street at High Street and Village Street at Holliston Street Extension for the future No-Build and Build conditions have been updated. The Synchro worksheets have been provided in Attachment G. The updated results do not change the findings presented in the previously submitted traffic impact study.

Status: Revised traffic analysis results prepared McMahon and provided in Attachment G are consistent with regards with input parameters such as peak hour factors. Comment is resolved.

8. TT 7/22/15 Comment: *The applicant should provide documentation to support sight distance measurements collected on the field.*

McM 9/24/15 Response: Field measurements collected at the site driveway locations were performed following AASHTO guidelines. With the clearing of existing trees associated with the project site driveways, the measured available sight distance was over 500 feet in both directions at the proposed east and west site driveways. An available sight distance of over 500 feet well exceeds both the stopping sight distance and intersection sight distance requirements for the measured 85th percentile speed. Field sheets utilized during the measurement of the available sight distance are provided in Attachment H.

Status: Applicant provided the supportive sight distance documentation as requested. Review of the data indicates that adequate sight distance can be provided at both site driveways. The proposed site plans should ensure that any signage related to the project be installed at locations that do not impact sight distance looking east or west at either driveway. Likewise, the landscape plans should ensure that any proposed landscape elements are not installed in locations that would impair sight lines at the site driveways. Comment is resolved.

9. TT 7/22/15 Comment: *The applicant should provide concept plans of the proposed driveways showing relevant information such as intersection control signs, lane configuration, sidewalks and crosswalks, etc.*

McM 9/24/15 Response: The proposed site plan is provided in Attachment I of this document for review.

Status: Applicant provided copies of the site plans as requested. Comment is resolved.

During the planning board hearing on July 28, 2015, the implementation of crosswalks across Village Street at the proposed site driveways was discussed. The implementation of crosswalks and signage would provide a safe opportunity for residents of the proposed facility and residents of the neighborhood to cross Village Street. Proposed signage could include LED flashing pedestrian warning signs that could be push button actuated, alerting vehicles to the presence of a pedestrian within the crosswalk.



An updated site plan with the proposed crosswalk locations and signage will be submitted to the planning board for review and approval.

Status: Tetra Tech has reviewed the latest site plan submittal (dated 10/20/15) and offer the following comments on the proposed crosswalks on Village Street at the proposed site driveways.

1. Coneco Engineers should consult with McMahon Associates to get input on the proper number and locations of the proposed Solar Powered RRFB Crosswalk Signal System shown on Sheets C16 and C17.
2. Advance warning signs that are in compliance with the MUTCD should be installed east and west of each crosswalk and added to Sheets C16 and C17. Coneco should consult with McMahon Associates for the appropriate locations and sign designations.
3. Although not specified in the detail for the Solar Powered RRFB Crosswalk Signal System on Sheet C51, the signal post should be a black ornamental post.

It is recommended that the applicant be responsible for the design and installation of the two Village Street enhanced crosswalks (with associated RRFB signals) as part of the project's off-site traffic mitigation package.

Thank for affording Tetra Tech with the opportunity to provide the Town of Medway with these peer review services. We trust that you will find the above comments helpful in your review of the proposed application. If you have any questions or comments regarding the above information, please feel free to contact me at (508) 786-2338.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael J. Hall'.

Michael J. Hall
Senior Project Manager

PGC ASSOCIATES, INC.

1 Toni Lane
Franklin, MA 02038-2648
508.533.8106
gino@pgcassociates.com

November 4, 2015

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

**Re: Salmon Health and Retirement Comment Community Revised ARCPUD
Special Permit Applications (The Willows).**

Dear Mr. Rodenhiser:

I have reviewed the revised plans for an ARCPUD special permit submitted by Continuing Care Management, LLC of Westborough. The owner is Charlotte Realty LLC, of Sharon.

The proposal is to construct a complex for persons over 55 consisting of 56 detached independent living cottages, 15 independent living cottages attached to the main building, 56 apartments in a common building along with 60 assisted living units and 40 memory care assisted living units. Also included are a pavilion and a medical office building along with walking paths, open space, parking, drainage, landscaping, etc. The plans were prepared by Coneco Engineers and Scientists of Bridgewater (Engineers), CHA of Keene New Hampshire (Landscape Architects) and Dario Designs of Northborough (Architects), and are dated June 12, 2015, with a revision date of October 13, 2015.

The property is located off of Village Street in the Agricultural-Residential II zoning district. I have repeated the relevant comments from my July 9, 2015 review letter and added new comments in **bold** as follows:

Zoning

9. It is not possible to determine that the open space requirements are met. No calculations are provided to document that the quantities are met (40% of total, 60% Common Open Space, maximum of 50% of required open space can be wetland resources and no drainage facilities within open space) and no boundaries are indicated to identify open space.

I had subsequently reviewed the open space plan provided and determined that the requirements had been met. The revised plans indicate a slightly reduced percentage of open space (66% vs. 70%) but still well above the 40% required. The subcategories of open space also remain in compliance.

11. There is no documentation that the Four Step Design Process was used (8.5.J). It should be noted, however, the result indicates that the most important resource areas have been avoided.

The applicant has clearly demonstrated that the 4-step design process was used.

14. Section 7.1 provides parking requirements. It requires 2 spaces per "unit" as calculated in #5 above. Thus 298 spaces are required for the units. It also requires 1 space per 300 square feet of net usable area for other uses. The medical offices require 38 spaces at 11,275 square feet, but this figure is likely to be reduced when net usable area is determined (At present, 21 spaces are provided). The pavilion is another 3522 square feet so another 12 spaces would be required (and 14 are provided) for it for a total of 348 spaces required.

The applicant used a ratio of 1 space per 500 square feet for the medical building and pavilion. This has resulted in 20 spaces for the medical building and 8 for the pavilion. Therefore the total calculated by the applicant is 326. The applicant's Parking Impact Assessment indicates 334 spaces provided in one section and 440 in another. The total number of spaces may be OK (subject to verification of the actual number and the net usable area of the medical offices and pavilion) but the allocation may need to be adjusted. Section 7.1.1.J allows the PEDB to reduce the required number if documentation can be shown to justify a reduction. Also, the Parking Impact Assessment needs to be revised to be consistent with what is shown on the plans. Finally, consideration should be given to providing a few guest parking spaces in areas that are some distance from the pavilion and main building.

The applicant meets or exceeds the parking requirements in all sections of the project. The Parking Impact Assessment also reconciles what had been different numbers.

15. Section 7.1.1.I requires that there be 1 bicycle space for each required vehicle parking space. No bicycle spaces are shown.

The applicant has provided bike racks for employees within a fence-enclosed area and has requested a waiver from this requirement. As a Zoning Bylaw requirement, the Planning Board does not have the authority to waive this. It would need a variance from the ZBA. Furthermore, while applicant states that the residents would not use bicycles (this may not be true of the residents in independent living units), bicycle racks would be useful for the public who may take advantage of the publicly accessible open space and trails. With 336 spaces (exempting the individual garage spaces), 17 bicycle spaces would be required. It is not clear how many are provided for employees, but it appears that only 8-10 additional rack spaces would be needed to comply.

16. Section 7.1.2.E requires that there be no light trespass onto abutting properties. The photometric plan indicates light trespass up to .4 foot-candles on property to the west.

The revised Photometric Plans now document that this requirement is met.

ARCPUD Rules and Regulations

18. The proposed development generally meets the regulations in the former bylaw with the following possible exceptions:

- a. The roadway and other infrastructure systems should be linked to and coordinated with surrounding off-site infrastructure. The sidewalk network within the site is well designed and extends out to Village Street. However, there is no sidewalk on the same side of Village Street as the project site.

Consideration should be given to add an enhanced crosswalk, perhaps with a lighted warning system, to connect with the sidewalk on the other side of Village Street.

A crosswalk is now provided across Village Street at the Main Entrance. Furthermore, the crosswalk is enhanced with a solar-powered cross warning signal.

- b. Deed restrictions or other measures may be considered to permanently protect the open space, not allow future subdivision, maintain architectural and site development standards, and to prohibit persons under 55 from residing in the development.

The applicant states that a covenant, subject to Town Counsel approval, will be executed to comply with the above. The covenant or other document should also ensure public access to the open space in perpetuity.

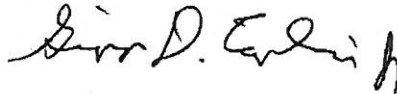
General Comments

- 19. Village Street is a Scenic Road. A public hearing will be required for removal of any trees or stone wall within the street right-of-way. Consideration should be given to applying for that now so that it can be held in conjunction with a continued special permit hearing.

The Scenic Road work permit has been applied for and issued.

If there are any questions about these comments, please call or e-mail me.

Sincerely,



Gino D. Carlucci, Jr.

Susan Affleck-Childs

From: Jeff Lynch
Sent: Tuesday, October 27, 2015 4:49 PM
To: Susan Affleck-Childs
Subject: RE: Revised plans - The Willows ARCPUD

Susy, I have no questions. The width of the roads still continue to be shown at 22 feet on the plans which satisfy the Mass Fire Code requirement of at least 22 feet. Also, I have read the response letter from DDI and am satisfied with the answers to my previous questions. Thanks. Jeff

From: Susan Affleck-Childs
Sent: Thursday, October 22, 2015 7:06 PM
To: Gay, Thomas; Jeff Lynch
Cc: Andy Rodenhiser ; Stephanie Mercandetti
Subject: Revised plans - The Willows ARCPUD

Hi,

We have received revised plans dated 10-13-15 and 10-20-15 for the proposed Willows ARCPUD development off of Village Street.

The revised plans have been posted to the PEDB web page at http://www.townofmedway.org/Pages/MedwayMA_Bcomm/PlanEcon/ApplicationsDocs/willows. You may review them there and/or download them for your use.

The applicant's consultants have also responded to the comment letters received from the Board's consultants and various Town staff and committees, including yours. See attached.

The consultants will be presenting the revised plans to the PEDB during the 10-27-15 public hearing, at 7:30 p.m. at Town Hall. You are encouraged to attend and ask questions.

We would appreciate it if you would review the revised plans, prepare another comment letter and provide it to the PEDB to review and discuss at the subsequent public hearing which I expect will take place on 11-10-15. If at all possible, I would appreciate receiving that from you by November 5th.

I will be away from the office from 10-23 through 10-30 but I will be checking my email regularly and will respond to email questions.

Thanks.

Susy

Susan E. Affleck-Childs
Planning and Economic Development Coordinator

Town of Medway
155 Village Street
Medway, MA 02053
508-533-3291
sachilds@townofmedway.org

Town of Medway – *A Massachusetts Green Community*

Please remember when writing or responding, the Massachusetts Secretary of State has determined that e-mail is a public record.

The information in this e-mail, including attachments, may contain privileged and confidential information intended only for the person(s) identified above. If you are not the intended recipient, you are hereby notified that any dissemination, copying or disclosure of this communication is strictly prohibited. Please discard this e-mail and any attachments and notify the sender immediately.



August 5, 2015 (revised November 5, 2015)

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

**Re: The Willows at Medway
ARCPUD Subdivision Review
Medway, Massachusetts**

Dear Ms. Affleck-Childs,

Tetra Tech (TT) has performed a review of the proposed ARCPUD Subdivision Plans for the above mentioned project. The proposed project includes the construction of freestanding detached and attached cottages, apartments, assisted living facilities, pavilion building and medical office building located on an approximate 57 acre plot of land with frontage along Village Street. The project also proposes to construct a loop road with two entrances to the site from Village Street. Traffic analysis has been completed and part of a separate review letter from TT. The stormwater design will consist of catch-basins, manholes and water quality units that outlet to at-grade and underground detention/infiltration basins prior to flowing off-site.

TT is in receipt of the following materials:

- A plan (Plans) set entitled "Salmon Health and Retirement Community, ARCPUD Special Permit Site Plans, Village Street, Medway, Massachusetts 02053", dated June 12, 2015, prepared by Coneco Engineers & Scientists (CES).
- A stormwater management report (Stormwater Report) entitled "Stormwater Management Report" dated June 12, 2015, prepared by CES.
- A traffic report (Traffic Report) entitled "Traffic Impact Study for the Salmon Health and Retirement Senior Community" dated April 2015, prepared by McMahon Transportation Engineers & Planners (MTEP)
- A narrative (Projection Narrative) entitled "Salmon Health and Retirement Senior Community" prepared by Continuing Care Management LLC (CCM)
- A form (Application Forms) set entitled "Application for Adult Retirement Community Planned Unit Development (ARCPUD)", dated June 12, 2015, prepared by CCM.
- A form set entitled "Medway Planning and Economic Development Board, Request for Waiver from Rules and Regulations", dated July 8, 2011, prepared by CHA Consulting Inc. (CHA).

Marlborough Technology Park
100 Nickerson Road
Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201



The Plans, Drainage Report and accompanying materials were reviewed for conformance with the Town of Medway, Massachusetts Planning Board Regulations, the MA DEP Storm Water Management Standards (Revised January 2008) and good engineering practice. The following is a list of comments generated during the review of the design documents. Reference to the applicable regulation requirement is given in parentheses following the comments.

Conformance with Planning Board Rules and Regulations for the Review and Approval of Land Subdivisions (Chapter 100):

- 1) It appears labeling of the profiles is incorrect. The profiles appear to be drawn correctly, however, the vertical scale reads 1"=40' instead of 1"=4'. (Ch. 100 §5.6.3)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 2) The name for the project on the proposed Plans is not consistent with "The Willows" title which has been used for the project recently. All material should reflect the permanent name of the project. (Ch. 100 §5.7.3)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 3) The applicant has not shown existing trees (12 in. dia.) on the existing conditions plan. This information is utilized in determining the extent of disturbance to the land and to help the board better understand the magnitude of tree removal on-site. (Ch. 100 §5.7.6)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 4) The zoning district is not shown on the Plans. (Ch. 100 §5.7.13)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 5) Building setbacks are not shown on the Plans. (Ch. 100 §5.7.14)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 6) A waiver list is not shown on the cover sheet of the Plans. (Ch. 100 §5.7.16)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 7) The applicant has not provided the notation that the Plans are subject to a covenant to be recorded with the Plans. (Ch. 100 §5.7.18)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.



TETRA TECH

- 8) The applicant has not provided invert information for the infiltration trenches associated with the drain infrastructure. (Ch. 100 §5.7.23.c)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 9) The applicant has not provided an O & M Plan on the Plans. (Ch. 100 §5.7.23.e)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 10) A typical cross-section of the proposed roadways has not been provided. (Ch. 100 §5.7.25)
 - TT 11/05/15 Update: The applicant has provided a cross-section of the roadway. However, the pavement thickness should be increased to 4" per the town of Medway "Permanent Private Roadway" detail.
- 11) The applicant has not provided street name signs on the Plans. Stop signs have been provided but no mention of street name signage. It is recommended the applicant also place a note on the plan to coordinate signage installation with Medway DPS prior to construction. Also, confirmation of approval of street names have not been provided. (Ch. 100 §5.7.27)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.

Conformance with Planning Board Rules and Regulations for Review and Approval of ARCPUD Plans and Issuance of ARCPUD Special Permits (Chapter 300):

- 12) It appears labeling of the profiles is incorrect. The profiles appear to be drawn correctly, however, the vertical scale reads 1"=40' instead of 1"=4'. (Ch. 300 §303-4.A.8)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 13) The applicant has not provided a locus map detailing street configuration, major land uses, major natural features and zoning district boundaries within 2,000 feet of the boundary of the site at a minimum scale of 1"=800'. (Ch. 300 §303-4.A.9)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 14) A list of waivers has not been supplied on the Plans. (Ch. 300 §303-6.N)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.



The following items were found to be not in conformance with the MA DEP Storm Water Management Standards, Town of Medway Stormwater Design Standards (Chapter 100 Section 7.7) or requiring additional information as it relates to site drainage facilities:

- 15) The applicant should update the HydroCAD report pond descriptions to correspond to the descriptions on the Grading and Drainage Sheets (i.e. update description for Pond MF to Infiltration Trench 1).
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 16) The applicant should show test pit locations on the Grading and Drainage Sheets for ease of reviewing the proposed drainage.
 - TT 11/05/15 Update: Test pit locations are shown on the Grading and Drainage sheets. However, the applicant has not provided a test pit within the footprint of all proposed infiltration BMP's. At a recent meeting with the applicant, they stated they will be conducting test pits at each infiltration BMP.
- 17) Runoff rates and volumes must be detained on-site for the two (2), ten (10), twenty-five (25), and one hundred (100) years storm events. For ease of review, please include a comparison table for runoff volumes in Appendix C of the Stormwater Management Report. (Ch. 100 §7.7.2.g)
 - TT 11/05/15 Update: A comparison table for runoff volumes has been provided. However, the Applicant should confirm the proposed total runoff for the "Offsite West" design point since the values included in Appendix C do not match the HydroCAD report.
- 18) All drain pipes except sub-drains shall be Class IV reinforced concrete pipe as required by the regulations. Utilities Note #7 on sheet C1 states that "*Utility pipe materials shall be as follows unless otherwise notes on the plan: storm drainage pipes shall be double wall, smooth interior high density polyethylene (HDPE)*". However, TT has no objection to the pipe specified for the project. (Ch. 100 §7.7.4.b)
 - TT 11/05/15 Update: Comment acknowledged, the applicant is requesting a waiver. This item has been address to our satisfaction.
- 19) The applicant has not provided foundation perimeter drains on the Plans (Ch. 100 §7.7.4.d)
 - TT 11/05/15 Update: Comment acknowledged, the applicant is requesting a waiver. This item has been addressed to our satisfaction.
- 20) On sheet C17, infiltration trench adjacent to Unit 50 on Lilac Path is not labeled.



TETRA TECH

- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 21) On sheet C19, infiltration trench adjacent to Unit 27 on Willow Pond Circle is not labeled.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 22) The applicant should confirm the areas for all subcatchments. The existing conditions HydroCAD report has a total area of 57.491 acres. The proposed conditions HydroCAD report has a total area of 50.981 acres (2,220,716 sf) and the proposed Unit Infiltration Systems HydroCAD report has a total area of 3.261 acres. There is a 3.249 acre decrease under the proposed conditions. However, the outer subcatchment boundary on Figures 7 and 8 appear to be identical.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 23) The applicant should update the Charles River subcatchment data on Figure 7 to match the data in the existing HydroCAD report.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 24) The applicant should update the Charles River, Intermediate Roadway, Main Campus, and Pond Drive subcatchment data on Figure 8 to match the data in the proposed HydroCAD report.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 25) The applicant should confirm that all infiltration BMPs have a minimum separation from seasonal high groundwater of at least two (2) feet. If the separation is less than four (4) feet, provide a mounding analysis per Volume 3, Chapter 1, pages 28-29 of the 2008 Massachusetts Stormwater Handbook.
- TT 11/05/15 Update: Based upon our meeting with the applicant, they will be providing a table indicating separation to groundwater.
- 26) The applicant should confirm that all proposed infiltration BMP's are able to drain fully within 72 hours. The calculations included in Appendix C of the Stormwater Management Report includes a general calculation, however, a calculation should be included for each infiltration BMP.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.



- 27) The Stormwater Management Report indicates that “a total of 85,057 cubic feet is provided on the site in just the underground infiltration systems”. The applicant should confirm this number against the HydroCAD report.
- TT 11/05/15 Update: Stormwater Management Report indicates that Basin 1 provides 16,904 cf of infiltration capacity and Basin 2 provides 20,933 cf of infiltration capacity. However this does not match the HydroCAD Report. Credit for the infiltration capacity should be taken below the lowest outlet. Also, the report should be updated to reference Basin 3, since Basin 2 has been deleted.
- 28) The applicant should confirm the saturated hydraulic conductivity (rawls rate) for all infiltration BMPs. The proposed HydroCAD report utilizes an exfiltration value of 2.41 inches/hour which corresponds to loamy sand, HSG A but the Drawdown calculations utilize an exfiltration value of 1.0 inches/hour which corresponds to sandy loam, HSG B.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 29) Per Volume 1, Chapter 1, page 11 of the 2008 Massachusetts Stormwater Handbook Infiltration Basins & Infiltration Trenches provide 80% TSS removal provided it is combined with adequate pretreatment such as a sediment forebay, vegetated filter strip, grass channel, or a water quality swale prior to infiltration. The TSS removal calculations in Table 4 of the Stormwater Management Report accounts for Infiltration BMPs having a TSS removal rate of 80% however Infiltration Basins 1, 2, and 3 do not have adequate pretreatment.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 30) The Charles River (segment ID MA.72-04) is listed as an impaired water. If a TMDL exists that indicates a need to reduce pollutants other than TSS please provide documentation showing that the proposed BMPs are consistent with the TMDL.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 31) The applicant should confirm that all proposed Stormceptor units are capable of treating the water quality volume. Refer to the following MassDEP document, “Standard Method to Convert Required Water Quality Volume to a Discharge Rate for Sizing Flow Based on Manufactured Proprietary Stormwater Treatment Practices” which is located at the following webpage:
<http://www.mass.gov/eea/agencies/massdep/water/regulations/stormwater-policies-guidance.html>



- TT 11/05/15 Update: The Applicant has provided calculations. However, the incorrect data was used in calculating Stormceptor water quality flow rate. The impervious area discharging to the stormceptor unit should be used in calculating the Stormceptor water quality flow rate not the total area. The applicant should confirm the water quality volume treatment depth. In the Water Quality Volume calculations 0.5 inches is used, however in the Stormceptor water quality flow rate calculations 1.0 inches is used. Also the applicant should confirm that the Stormceptor units are capable of fully treating the water quality flow rate without any bypass.
- 32) Inverts of all proposed Stormceptor units should be confirmed by the applicant. On sheet C21, the invert into the unit is equal to the invert out for all the units. However, this does not correspond to the *Inlet and Outlet Pipe Invert Elevations Differences* listed in the *Stormceptor Design Notes* in Appendix I of the Stormwater Management Report.
- TT 11/05/15 Update: The Applicant has spoken to the Stormceptor manufacturer and confirmed that inverts can match without jeopardizing the effectiveness of the units. This item has been addressed to our satisfaction.
- 33) The applicant should update the inverts for all infiltration trenches in the HydroCAD report to correspond to the inverts listed in the Infiltration Trench Summary Table on sheet C21. For example on sheet C21 Infiltration Trench 1 has a bottom of trench elevation of 175.21 and a bottom culvec elevation of 176.21. However, in the HydroCAD report the elevations are 0.00 and 1.00.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 34) Per Volume 2, Chapter 2, page 91 of the 2008 Massachusetts Stormwater Handbook Basins 1, 2 and 3 shall have a 15 foot vehicle access around the entire basin perimeter.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 35) Per Volume 2, Chapter 2, page 91 of the 2008 Massachusetts Stormwater Handbook Basins 1, 2 and 3 shall have a drawdown device to draw the basin down for maintenance purposes.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 36) The inlets to Basins 1, 2, and 3 are submerged during the 25-year storm event. The applicant should confirm that the storm drain pipe networks into the basins have sufficient freeboard available to accommodate the tailwater condition.



TETRA TECH

- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 37) The intent of Basin 2 is unclear as shown on the Plans. It appears Cultec infiltration chambers are placed below an at-grade detention basin. This condition may cause issues with maintenance of both BMP's and may also cause increases in earthwork at this location. It is recommended the applicant research options to provide one BMP or the other at this location.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 38) The applicant confirm the berm elevation of Basin 1. On sheet C17 the berm elevation is 180.0 however in the HydroCAD report the berm elevation is 181.0.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 39) The applicant has not provided a minimum of one foot of freeboard in Basin 2.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 40) The applicant should confirm the berm elevation of Basin 3. On sheet C20 the berm elevation is 179.0, however, in the HydroCAD report the berm elevation is 180.0.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 41) The applicant should confirm invert of FES-2. On sheet C17 the invert of FES-2 is 173.50, however, in the HydroCAD report the invert is 176.50.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 42) The applicant should confirm invert of FES-4. On sheet C19 the invert of FES-4 is 166.5, however, in the HydroCAD report the invert is 173.5.
- TT 11/05/15 Update: The Applicant has replaced FES-4 with a headwall. However, the Applicant should confirm the outlet information since the information provided on sheet C26 does not match the HydroCAD report.
- 43) The applicant should confirm invert of FES-6. On sheet C20 the invert of FES-6 is 165.5, however, in the HydroCAD report the invert is 173.50.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 44) Runoff from the abutting side streets (Nipmuc Street and Iroquios Street) flows to the west towards the wetlands in the Existing Condition. On sheet C18 the proposed grading on the eastern side of the roadway appears to be creating a low spot. The



applicant should confirm that the proposed grading will not impact the abutting side streets.

- TT 11/05/15 Update: The Applicant has added a 24 inch nyloplast area drain (AD-1) north of Narragansett Street and a double catch basin (DCB-1) north of Iroquios Street. TT met with the applicant and this area is being redesigned and a revision will be provided at a later date.
- 45) It appears that existing runoff from adjacent properties near Naumkeag Street discharges to Basin 3. However, the subcatchment for Basin 3 does not include any area from the adjacent properties. The applicant should confirm Basin 3 has adequate storage to mitigate runoff from the adjacent properties.
- TT 11/05/15 Update: The Applicant has added a swale along the eastern property line to convey off-site flows however the Applicant should confirm that the swale has adequate capacity to convey flows and that no ponding will occur on the adjacent property. Appendix C of the Stormwater Management Report includes swale calculations, however the input data does not match what is shown on the Grading and Drainage Sheets. The Applicant should also provide a construction detail for the swale.
- 46) Many of the proposed infiltration trenches are located on or near slopes. The applicant should confirm that there will be no break-out from the infiltration trenches.
- TT 11/05/15 Update: The Applicant noted that impermeable barriers can be added to ensure that breakout does not occur. However, further analysis is required to determine where impermeable barriers are required.
- 47) Per Volume 1, Chapter 1, page 9 of the 2008 Massachusetts Stormwater Handbook, the following information should be added to the Long Term Pollution Prevention Plan:
- a) Maintenance of lawns, gardens and other landscaped areas;
 - b) Pet waste management;
 - c) Proper management of deicing chemicals and snow;
 - d) If a Total Maximum Daily Load (TMDL) has been developed that indicates that use of fertilizers containing nutrients must be reduced, a Nutrient Management Plan shall be included in the Long Term Pollution Prevention Plan.
- TT 11/05/15 Update: The Applicant will further develop the Long Term Pollution Prevention Plan prior to construction and the establishment of property management.



- 48) The following information has not been provided in the Operation and Maintenance Plan:
- a) Plan showing the location of all the stormwater BMPs and maintenance access areas;
 - b) Description and delineation of public safety features
 - c) Estimated operation and maintenance budget;
 - d) Maintenance schedule for the surface infiltration basins (i.e. Basins 1, 2, and 3);
 - e) Maintenance schedule for the Cultec infiltration trenches.
- TT 11/05/15 Update: The Applicant will further develop the Long Term Pollution Prevention Plan prior to construction and the establishment of property management.
- 49) The Stormwater Management System Operation & Maintenance Checklist has a typo at the bottom of the page (i.e. *Appendix I*).
- TT 11/05/15 Update: This item has been addressed to our satisfaction.

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

- 50) The Applicant shall add note "Plumbers and drain layers of established reputation and experience will be licensed by the Board as Drain Layers authorized to perform work." (Article 111-2)
- TT 11/05/15 Update: This item has been addressed to our satisfaction.

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

- 51) It does not appear the applicant has included detectable warning panels for ADA ramps throughout the site.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 52) Vertical granite curbing has not been provided on the plans for the main entrance as shown on Sheet C9.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 53) The applicant has not provided concrete encasement of vertical concrete curb as shown on the "Vertical Concrete Curb (VCC)" detail on Sheet C53.



TETRA TECH

- TT 11/05/15 Update: Concrete encasement of all curb is recommended. Although dowels are detailed for the concrete curb in the plan set, typically they are not installed in the field due to ease of installation for the contractor.
- 54) Sidewalk throughout the site terminates at Village Street at both entrances. Provisions for a crosswalk to the northern side of Village Street should be shown to provide connectivity with existing sidewalk infrastructure on Village Street.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 55) The applicant has not provided a retaining wall detail.
- TT 11/05/15 Update: Details of the wall will be provided prior to construction. Further discussion regarding the type of wall and proximity to drainage infiltration infrastructure will be required once the design is received. Impervious barriers may be necessary adjacent to infiltration chambers to prevent breakout of water through the wall.
- 56) The applicant should provide more detail on the construction sequencing plan. It is expected this project will be constructed in a phased approach and the plan should reflect that. The applicant should also provide a SWPPP and copy of the NPDES Construction General Permit.
- TT 11/05/15 Update: The applicant stated that a SWPPP will be submitted to the town prior to construction. This item has been addressed to our satisfaction.
- 57) The applicant has not provided Finish Floor Elevations (FFE) for the proposed buildings on site. This information is necessary to determine if further grading will be required around the buildings. There is concern that additional grading will be required to install the buildings and encroach on nearby wetlands.
- TT 11/05/15 Update: The applicant has provided a table detailing the foundations of each unit. However, we recommend placing finish floor elevations on the site plans for ease of review.
- 58) A lighting report has been provided. However, details of the lighting are not shown on the Plans.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 59) The applicant has not provided a fire truck turning diagram throughout the site. Coordination between the applicant and the fire chief should be provided to confirm proper fire safety is achieved.



TETRA TECH

- TT 11/05/15 Update: The applicant has coordinated with the fire department regarding all truck turning on-site. This item has been addressed to our satisfaction.
- 60) The applicant has not provided a table providing compensatory storage at each elevation of altered floodplain.
- TT 11/05/15 Update: TT met with the applicant and provided additional comments regarding this item. The applicant will revise the set of plans to show impacts and compensatory storage on the same sheet for ease of review. Conservation to also review this item.
- 61) The applicant has not provided detail on the landscape plan regarding plantings within the wetland replication area.
- TT 11/05/15 Update: This item should be reviewed by Conservation to ensure proper plantings have been provided.
- 62) The plans reference the riverfront area as a buffer. Riverfront area is considered a resource area under the MassDEP Wetlands/Rivers Protection Act.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 63) The applicant has not provided a detail of the proposed walking paths. Additional to the detail, there is concern that there is no grading shown for the paths which would further impact the surrounding wetland. It should also be noted that it is expected the paths within the wetland area will be greater in area than 5,000 s.f. Coordination between the applicant and MassDEP should be provided if the paths are acceptable to the state.
- TT 11/05/15 Update: This item should be reviewed by Conservation to ensure proper requirements are met.
- 64) The applicant should provide correspondence with the utility company responsible for the cross-country sewer located in the southern portion of the site. Construction is proposed within the sewer easement.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 65) The applicant has not provided the sewer main on the plan and profile. It is unclear if the site buildings will be serviced by sewer or septic systems.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.



TETRA TECH

- 66) The water main appears to be closer than 10-feet to the sewer adjacent to the southeast corner of the proposed campus building. DPS should advise on the treatment of this condition.
- TT 11/05/15 Update: The applicant will coordinate with DPS prior to construction. This item has been addressed to our satisfaction.
- 67) The water/gas main appear to be above grade at the cross culvert as shown on Sheet C29. There is concern the water main could freeze during the winter months.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 68) There are many high points in the water main shown. Air release valves are recommended to be installed at high points to release air which may be trapped in the water main.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 69) Gate valves are not shown on the Plans. Water main should be installed per the water/sewer rules and regulations.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.
- 70) Detail of the proposed water main connection in Village Street should be detailed. The town requires controlled density fill be used as a backfill material under pavement in all rights-of-way.
- TT 11/05/15 Update: This item has been addressed to our satisfaction.

The following additional comments are based on revised submission dated October 20, 2015 provided by the applicant:

CES has supplied TT with a revised submission based upon comments provided by TT in our previous letter. Revised comments are shown by "TT 11/5/15 Update" bulleted below each item. Text has been grayed for items which have been completed or superseded. TT has reviewed Stormwater Only from the revised October 20, 2015 submission. Site layout, utilities, additional drainage revisions and good engineering practice will be reviewed and comments provided in subsequent letters.

TT is in receipt of the following materials:

- A plan (Plans) set entitled "Salmon Health and Retirement Community, ARCPUD Special Permit Site Plans, Village Street, Medway, Massachusetts 02053", dated June 12, 2015, revised October 20, 2015, prepared by CES.



TETRA TECH

- A stormwater management report (Stormwater Report) entitled "Stormwater Management Report" dated June 12, 2015, revised October 20, 2015, prepared by CES.
- Stream Crossing Calculations, dated October 14, 2015.

The revised Plans, Drainage Report and accompanying materials were reviewed for conformance with the MA DEP Storm Water Management Standards (Revised January 2008) and good engineering practice.

- 71) The Applicant should confirm that the proposed culverts at the stream crossing are capable of conveying flows for the fifty (50) year storm event and that the calculations include the appropriate headwater and tailwater analyses. (Ch. 100 §7.7.2.h)
- 72) The Applicant has added Subcatchment AR (abutter runoff) to the HydroCAD analysis. This subcatchment under the proposed hydrologic conditions should be subdivided to indicate the tributary area discharging to AD-1, DCB-1, and the proposed swale along the eastern property line.
- 73) TT met with the applicant and his engineers on Tuesday November 3, 2015 to discuss revision of the drainage infrastructure along the eastern portion of the site. Once revisions are received, that portion of the drainage will be reviewed and comments provided in a subsequent review letter.

These comments are offered as guides for use during the Town's review. However, due to the large number of comments included in this letter and size of the project, we are expecting additional comments as plans are revised throughout the review process. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,

Sean P. Reardon, P.E.
Vice President



November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Discussion with Paul Yorkis – Status of
Pine Ridge/Candlewood and Hartney
Acres (Newton Lane)

You may remember that the Board has been trying for many months to have an update provided on the status of these two developments. Paul Yorkis will attend the meeting on behalf of developer John Claffey. I do not know if John plans to attend.

Attached are two documents for each development – An overview/summary description of the development and selected sheets from the plan.

November 9, 2015

John Claffey & Paul Yorkis
Clafco Builders, LLC
P.O. Box 1
Medway, MA 02053

**Re: Remaining Civil Engineering & Land Surveying Services:
"Hartney Acres II" Definitive Subdivision & "Village at Pine Ridge OSRD" – Medway, MA**

Dear John & Paul:

At your request, I am providing the following summary of remaining civil engineering and land surveying work relating to the "Hartney Acres II" Definitive Subdivision and "Village at Pine Ridge" Open Space Residential Development (OSRD) projects. This information is based on my November 5, 2015 meeting with Dan O'Driscoll, PLS as the original Project Design Engineer and Land Surveyor and represents to the best of our knowledge the remaining work for each project.

"Hartney Acres II" Definitive Subdivision – Newton Lane Medway, MA

Our most recent involvement with this project was during 2006 and 2007, at which time individual house lot Conservation Commission "Notice of Intent" permitting and house foundation as-built plans were complete. Prior to this, the three (3) Detention Basin As-Built Plans were submitted and approval by VHB, Inc. in November 2005.

Planning Board Certificate of Action - Remaining Scope of Work:

- Concrete Boundary Markers To Be Set Along Roadway Layout
- As-Built Survey Field Work of Roadway, Grading, & Utilities
- As-Built "Newton Lane" Roadway Plan & Profile (2 Sheets) Including Grades /Utilities - Drafting
- Street Acceptance Plan "Newton Lane" – Drafting
- Initial Submittal of "As-Built" & "Street Acceptance" Plans to Planning Board
- Town's Engineering Consultant (Tetrattech) Review of As-Built & Street Acceptance Plans
- Plan Revisions based on Engineering Consultant Review
- Final Review / Approval of As-Built & Street Acceptance Plans
- Plot Final Mylar Copies of As-Built & Street Acceptance Plans for Planning Board / Selectman signature

Conservation Commission Order of Conditions DEP File # 216-645 – Remaining Scope of Work

- As-Built Survey & Plan of "wetland replication area"
- Certificate of Compliance Request To be Filed with Medway Conservation Commission
- Technical Assistance with Compliance Documentation based on Final As-Built Plan
- Meetings w/ Conservation Agent & Commission, as necessary

"Village at Pine Ridge" Open Space Residential Development – Pine Ridge Drive Medway, MA

Our most recent involvement with this project was during June / July 2006, at which time we assisted with the Project's Conservation Commission Notice of Intent submittal and permitting.

Planning Board Certificate of Action: - Remaining Scope of Work

- As-Built Survey Field Work–Pine Ridge Dr. Roadway , Grading, & Utilities & Candlewood Improvements
- As-Built "Pine Ridge Drive" Roadway Plan & Profile, Grading & Utilities (2 Sheets) - Drafting
- As-Built Plan – "Candlewood Drive & Emergency Access Improvements" – Drafting
- Initial Submittal of As-Built Plans to Planning Board
- Town's Engineering Consultant (Tetratex) Review of As-Built Plans
- Plan Revisions based on Engineering Consultant Review
- Final Review / Approval of As-Built Plans
- Plot Final Mylar Copies of As-Built Plans for Planning Board signature

Conservation Commission Order of Conditions DEP File # 216-726 – Remaining Scope of Work

- Certificate of Compliance Request To be Filed with Medway Conservation Commission
- Technical Assistance with Compliance Documentation based on Final As-Built Plan
- Meetings w/ Conservation Agent & Commission, as necessary

Please note I've recently started working with McClure Engineering, Inc. and can continue to provide civil engineering services for these projects. McClure Engineering, Inc. and O'Driscoll Land Surveying, Co. are in the process of preparing separate cost estimates and proposals for the above described scope of work. Upon completion, we will forward our cost estimate to you under separate cover.

You can contact me with any questions or comments at (508) 864-6802. Thank you.

Sincerely,



David Faist, P.E.

cc: Daniel O'Driscoll, PLS, 46 Cottage Street, Medway, MA 02053

Overview of Pine Ridge OSRD (Pine Ridge Drive)

Developer – John Claffey

Description – This is a 20 unit, townhouse condominium development. There are 5 buildings of 4 units each. The first units were built in 2007; the last group of 4 townhouses was constructed in 2010. The development includes 150 linear feet of permanent private roadway. The development includes an 11.6 acre open space parcel shown as Parcel C on the plan. The intent is for Parcel C to be conveyed to the Town through the Medway Conservation Commission.

History

OSRD Special Permit approved – December 13, 2005

Definitive Plan decision – June 22, 2006

Definitive Plan endorsed – September 26, 2006

OSRD Special Permit modified (re: ownership of open space parcel) – November 28, 2006

Location – In the southeast quadrant of Medway, north of Candlewood Drive which is west off of Farm Street.

Other Requirements

1. Completion of subdivision improvements on Candlewood Drive, the access road to Pine Ridge Drive as specified in the punch list dated March 5, 2001, prepared by VHB, Inc. *NOTE* - Candlewood Drive is owned by John Claffey and remains an unaccepted street.
2. Construct an emergency access between the end of Island Road and Candlewood Drive as described in correspondence from Fire Chief Wayne Vinton dated 9/22/05 and 10/11/05. *NOTE* - Island Drive is owned by John Claffey and remains an unaccepted street.
3. Install Landscaping on private property at 12 and 14 Candlewood Drive, in the right-of-way of Pine Ridge Drive adjacent to 12 and 14 Candlewood Drive, and on the applicant's property adjacent to 12, 14 and 16 Candlewood Drive, as shown on Sheet 7 of 14 of the definitive subdivision plan.

Current Bond Balance – \$40,000 as approved by the PEDB on 8-9-2011. This reflects the Board's minimum bond amount requirement.

Current Construction Account Balance – \$1,598.52. The last TT inspection occurred in August/September 2011.

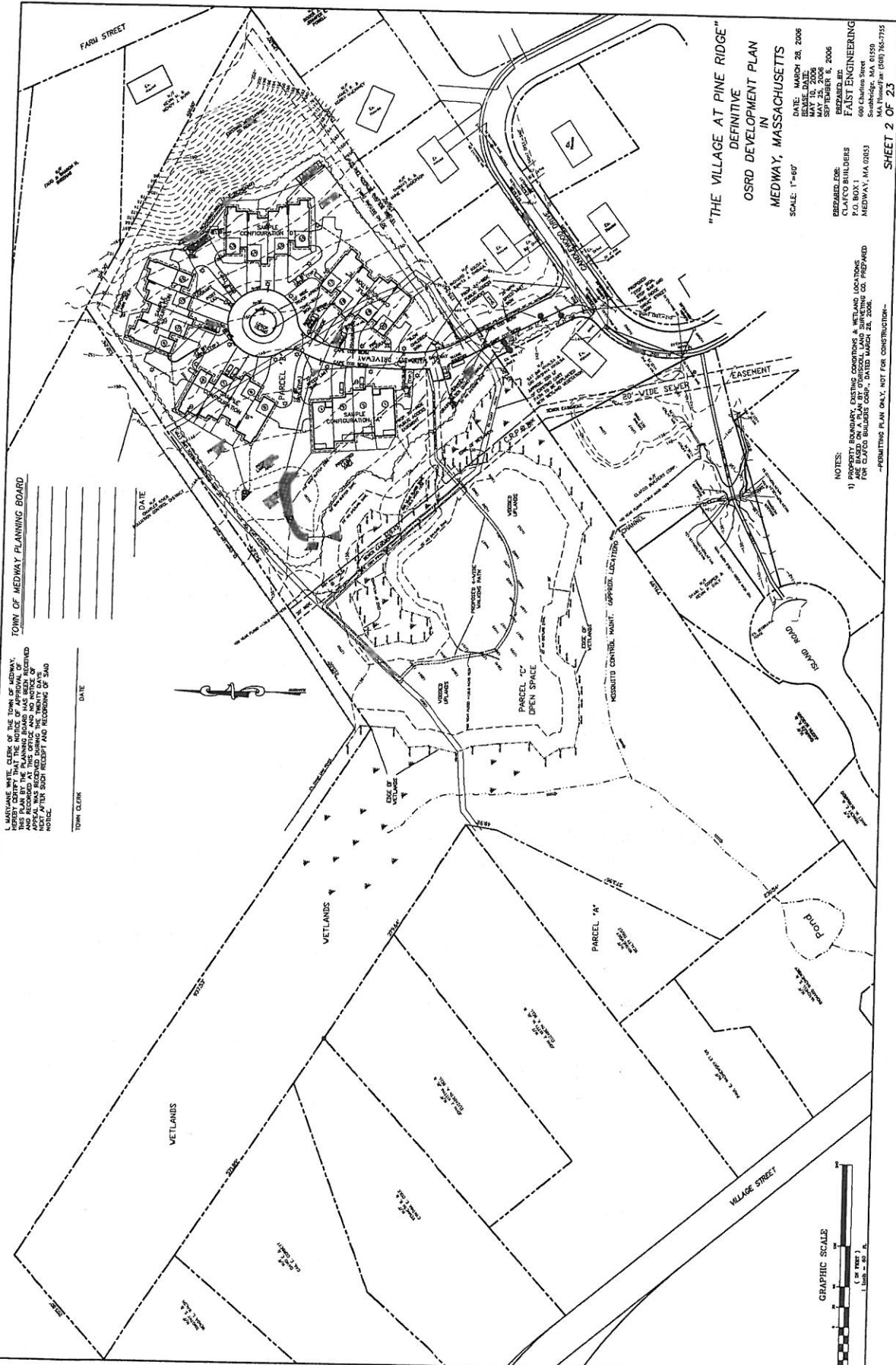
See attached sheets from the Pine Ridge Definitive Plan

SAC – 11/5/5

TOWN OF MEDWAY PLANNING BOARD

I, MARYKATE WHITE, CLERK OF THE TOWN OF MEDWAY, DO HEREBY CERTIFY THAT THE INDEX OF APPROVAL OF THIS PLAN BY THE PLANNING BOARD HAS BEEN RECEIVED AT THIS OFFICE AND NO NOTICE OF APPEAL HAS BEEN FILED WITHIN THE PERIOD OF 30 DAYS NEXT AFTER EACH RECEIPT AND RECORDING OF SAID NOTICE.

TOWN CLERK DATE



"THE VILLAGE AT PINE RIDGE"
DEFINITIVE
OSRD DEVELOPMENT PLAN
IN
MEDWAY, MASSACHUSETTS

SCALE: 1"=60'

DATE: MARCH 28, 2006
PREPARED BY: CLAYCO BUILDERS
F.O. BOX 1
MEDWAY, MA 01953

DATE: MARCH 28, 2006
PREPARED BY: FAST ENGINEERING
600 Chatham Street
Sudbury, MA 01559
MA Professional (018) 7657515

SHEET 2 OF 23

NOTES:
1) PROPERTY BOUNDARY, CURBLINE, ADJACENT WETLAND LOCATIONS ARE BASED ON A PLAN BY TOPOGICAL LAND SURVEYING CO. PREPARED FOR CLAYCO BUILDERS CORP., DATED MARCH 28, 2006.

—PERMITTING PLAN ONLY, NOT FOR CONSTRUCTION—



1. APPROVE PLANNING BOARD OF THE TOWN OF MEDWAY, HENRY GERRY THAT THE ABOVE DESCRIBED DEVELOPMENT AND PLAN BY THE PLANNING BOARD HAS BEEN REVIEWED AND APPROVED AND THAT THE PLANNING BOARD HAS BEEN ADVISED THAT THE PLAN IS IN ACCORDANCE WITH THE TOWN OF MEDWAY ZONING BY-LAW AND THE TOWN OF MEDWAY DEVELOPMENT CONTROL ACT. APPROVAL WAS RECEIVED DURING THE TOWN'S OPEN HOUSE ON MAY 15, 2006. APPROVAL WAS RECEIVED DURING THE TOWN'S OPEN HOUSE ON MAY 15, 2006. APPROVAL WAS RECEIVED DURING THE TOWN'S OPEN HOUSE ON MAY 15, 2006. APPROVAL WAS RECEIVED DURING THE TOWN'S OPEN HOUSE ON MAY 15, 2006.

DATE _____

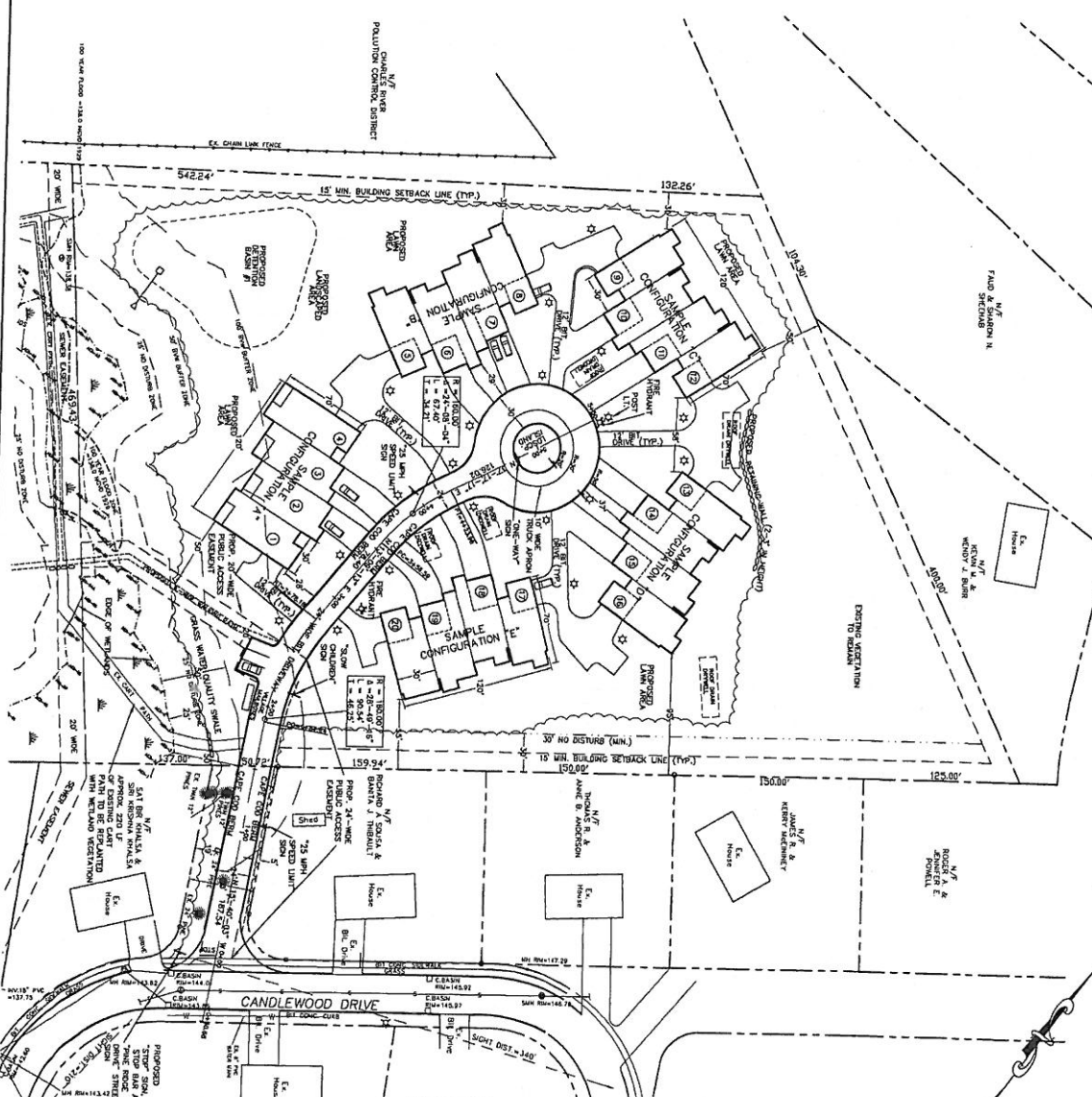
TOWN CLERK _____

NOTES

1) PROPERTY BOUNDARY, EXISTING CONDITIONS & WETLAND LOCATIONS FOR CLAYCO BUILDERS CORP., 6100 MAJOR 2E, 2006.

GRAPHIC SCALE

Scale: 1" = 40'

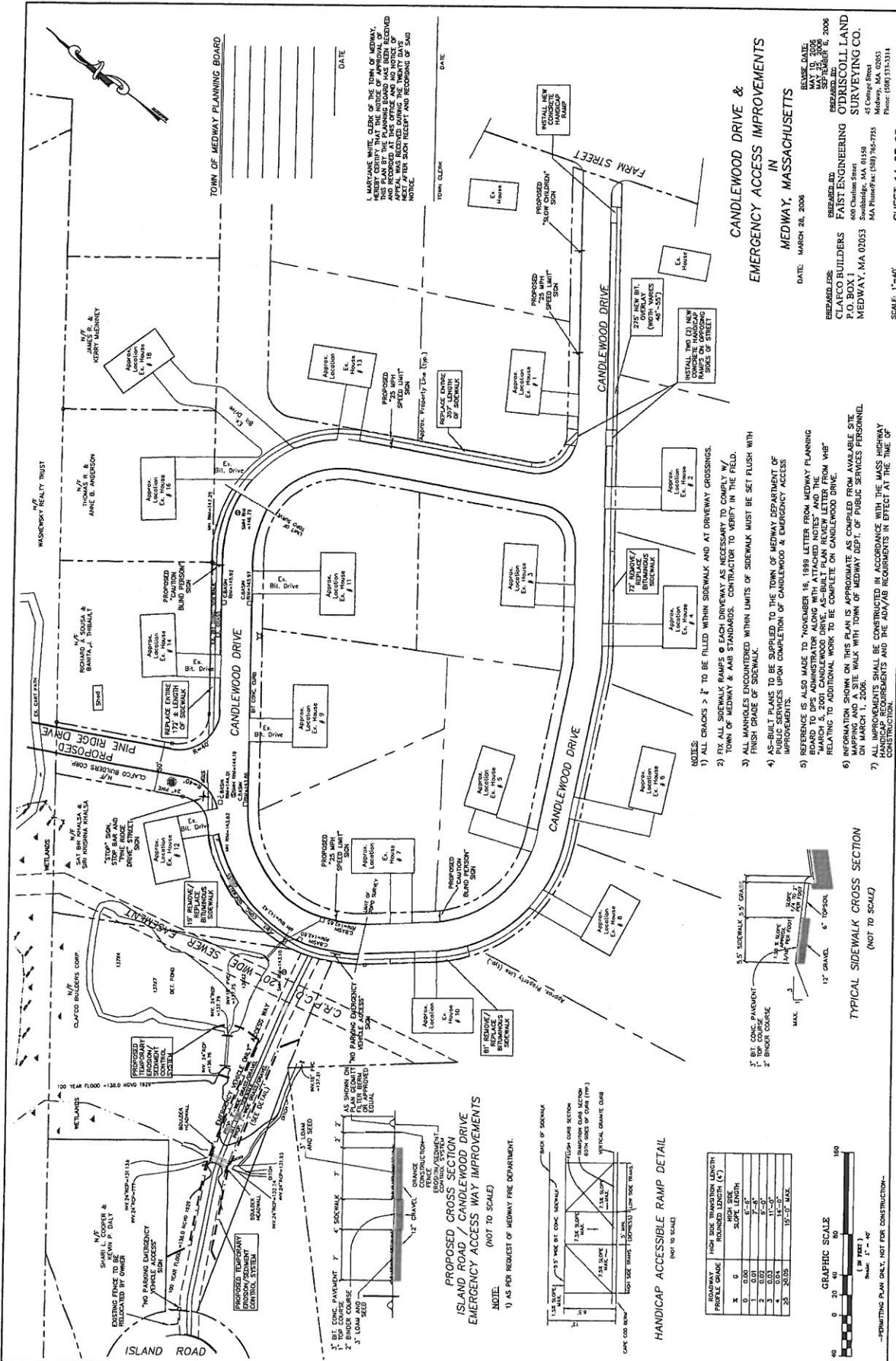


"THE VILLAGE AT PINE RIDGE"
 LAYOUT & MATERIALS PLAN
 OSDR DEVELOPMENT PLAN
 IN
 MEDWAY, MASSACHUSETTS
 SCALE: 1"=40'

DATE: JUNE 20, 2006
 REVISION: NONE
 PREPARED BY: CLAYCO BUILDERS
 FASTENBERG

600 Candlewood Drive
 Southborough, MA 01550
 MA Planning, (508) 365-5755

- LEGEND**
- N/A Non-Of-Family
 - Concrete Board With Drill Hole
 - First Floor Elevation
 - First Floor Elevation
 - Second Floor Elevation
 - Third Floor Elevation
 - Fourth Floor Elevation
 - Fifth Floor Elevation
 - Sixth Floor Elevation
 - Seventh Floor Elevation
 - Eighth Floor Elevation
 - Ninth Floor Elevation
 - Tenth Floor Elevation
 - Eleventh Floor Elevation
 - Twelfth Floor Elevation
 - Thirteenth Floor Elevation
 - Fourteenth Floor Elevation
 - Fifteenth Floor Elevation
 - Sixteenth Floor Elevation
 - Seventeenth Floor Elevation
 - Eighteenth Floor Elevation
 - Nineteenth Floor Elevation
 - Twentieth Floor Elevation
 - Twenty-First Floor Elevation
 - Twenty-Second Floor Elevation
 - Twenty-Third Floor Elevation
 - Twenty-Fourth Floor Elevation
 - Twenty-Fifth Floor Elevation
 - Twenty-Sixth Floor Elevation
 - Twenty-Seventh Floor Elevation
 - Twenty-Eighth Floor Elevation
 - Twenty-Ninth Floor Elevation
 - Thirtieth Floor Elevation
 - Thirty-First Floor Elevation
 - Thirty-Second Floor Elevation
 - Thirty-Third Floor Elevation
 - Thirty-Fourth Floor Elevation
 - Thirty-Fifth Floor Elevation
 - Thirty-Sixth Floor Elevation
 - Thirty-Seventh Floor Elevation
 - Thirty-Eighth Floor Elevation
 - Thirty-Ninth Floor Elevation
 - Fortieth Floor Elevation
 - Forty-First Floor Elevation
 - Forty-Second Floor Elevation
 - Forty-Third Floor Elevation
 - Forty-Fourth Floor Elevation
 - Forty-Fifth Floor Elevation
 - Forty-Sixth Floor Elevation
 - Forty-Seventh Floor Elevation
 - Forty-Eighth Floor Elevation
 - Forty-Ninth Floor Elevation
 - Fiftieth Floor Elevation
 - Fifty-First Floor Elevation
 - Fifty-Second Floor Elevation
 - Fifty-Third Floor Elevation
 - Fifty-Fourth Floor Elevation
 - Fifty-Fifth Floor Elevation
 - Fifty-Sixth Floor Elevation
 - Fifty-Seventh Floor Elevation
 - Fifty-Eighth Floor Elevation
 - Fifty-Ninth Floor Elevation
 - Sixtieth Floor Elevation
 - Sixty-First Floor Elevation
 - Sixty-Second Floor Elevation
 - Sixty-Third Floor Elevation
 - Sixty-Fourth Floor Elevation
 - Sixty-Fifth Floor Elevation
 - Sixty-Sixth Floor Elevation
 - Sixty-Seventh Floor Elevation
 - Sixty-Eighth Floor Elevation
 - Sixty-Ninth Floor Elevation
 - Seventieth Floor Elevation
 - Seventy-First Floor Elevation
 - Seventy-Second Floor Elevation
 - Seventy-Third Floor Elevation
 - Seventy-Fourth Floor Elevation
 - Seventy-Fifth Floor Elevation
 - Seventy-Sixth Floor Elevation
 - Seventy-Seventh Floor Elevation
 - Seventy-Eighth Floor Elevation
 - Seventy-Ninth Floor Elevation
 - Eightieth Floor Elevation
 - Eighty-First Floor Elevation
 - Eighty-Second Floor Elevation
 - Eighty-Third Floor Elevation
 - Eighty-Fourth Floor Elevation
 - Eighty-Fifth Floor Elevation
 - Eighty-Sixth Floor Elevation
 - Eighty-Seventh Floor Elevation
 - Eighty-Eighth Floor Elevation
 - Eighty-Ninth Floor Elevation
 - Ninetieth Floor Elevation
 - One Hundred Floor Elevation
 - One Hundred and One Floor Elevation
 - One Hundred and Two Floor Elevation
 - One Hundred and Three Floor Elevation
 - One Hundred and Four Floor Elevation
 - One Hundred and Five Floor Elevation
 - One Hundred and Six Floor Elevation
 - One Hundred and Seven Floor Elevation
 - One Hundred and Eight Floor Elevation
 - One Hundred and Nine Floor Elevation
 - One Hundred and Ten Floor Elevation
 - One Hundred and Eleven Floor Elevation
 - One Hundred and Twelve Floor Elevation
 - One Hundred and Thirteen Floor Elevation
 - One Hundred and Fourteen Floor Elevation
 - One Hundred and Fifteen Floor Elevation
 - One Hundred and Sixteen Floor Elevation
 - One Hundred and Seventeen Floor Elevation
 - One Hundred and Eighteen Floor Elevation
 - One Hundred and Nineteen Floor Elevation
 - One Hundred and Twenty Floor Elevation
 - One Hundred and Twenty-One Floor Elevation
 - One Hundred and Twenty-Two Floor Elevation
 - One Hundred and Twenty-Three Floor Elevation
 - One Hundred and Twenty-Four Floor Elevation
 - One Hundred and Twenty-Five Floor Elevation
 - One Hundred and Twenty-Six Floor Elevation
 - One Hundred and Twenty-Seven Floor Elevation
 - One Hundred and Twenty-Eight Floor Elevation
 - One Hundred and Twenty-Nine Floor Elevation
 - One Hundred and Thirty Floor Elevation
 - One Hundred and Thirty-One Floor Elevation
 - One Hundred and Thirty-Two Floor Elevation
 - One Hundred and Thirty-Three Floor Elevation
 - One Hundred and Thirty-Four Floor Elevation
 - One Hundred and Thirty-Five Floor Elevation
 - One Hundred and Thirty-Six Floor Elevation
 - One Hundred and Thirty-Seven Floor Elevation
 - One Hundred and Thirty-Eight Floor Elevation
 - One Hundred and Thirty-Nine Floor Elevation
 - One Hundred and Forty Floor Elevation
 - One Hundred and Forty-One Floor Elevation
 - One Hundred and Forty-Two Floor Elevation
 - One Hundred and Forty-Three Floor Elevation
 - One Hundred and Forty-Four Floor Elevation
 - One Hundred and Forty-Five Floor Elevation
 - One Hundred and Forty-Six Floor Elevation
 - One Hundred and Forty-Seven Floor Elevation
 - One Hundred and Forty-Eight Floor Elevation
 - One Hundred and Forty-Nine Floor Elevation
 - One Hundred and Fifty Floor Elevation



WASHEWICK REALTY TRUST
 N/E
 JAMES R. &
 KERRY BERNHEIM

N/E
 RICHARD V. ROCCA &
 BARBARA J. TRIBALTI

N/E
 SHARIL L. COOPER &
 WYN P. DALY

N/E
 SATI BHAVNALA &
 SHI INDIRA KHANSA

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

N/E
 CLAYCO BUILDERS CORP.

TOWN OF MEDWAY PLANNING BOARD

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

I, MARILYN WHITE, CLERK OF THE TOWN OF MEDWAY, DO HEREBY CERTIFY THAT THIS PLAN BY THE PLANNING BOARD HAS BEEN RECEIVED AND APPROVED BY THE TOWN OF MEDWAY AND NO NOTICE OF APPEAL WAS RECEIVED NEXT AFTER SUCH RECEIPT AND RECORDING OF SAID PLAN.

TOWN CLERK

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

**CANDLEWOOD DRIVE &
 EMERGENCY ACCESS IMPROVEMENTS**
 IN
 MEDWAY, MASSACHUSETTS

DATE: MARCH 28, 2006
 PREPARED BY: CLAYCO BUILDERS
 FAUST ENGINEERING
 SURVEYING CO.
 40 Chatham Street
 South Scituate, MA 02583
 MA Phone/Fax: (508) 765-7755
 Phone: (508) 779-3111

REVISION DATE: MAY 10, 2006
 REVISION NO: 02
 REVISION BY: SURVEYING CO.

SCALE: 1"=40'

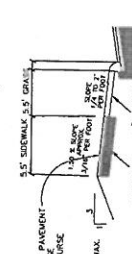
REVISION NO: 01
 REVISION DATE: MARCH 28, 2006
 REVISION BY: SURVEYING CO.

REVISION NO: 02
 REVISION DATE: MAY 10, 2006
 REVISION BY: SURVEYING CO.

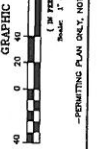
REVISION NO: 03
 REVISION DATE: MAY 10, 2006
 REVISION BY: SURVEYING CO.

REVISION NO: 04
 REVISION DATE: MAY 10, 2006
 REVISION BY: SURVEYING CO.

- NOTES:
- 1) ALL CRACKS > 1/8" TO BE FILLED WITHIN SIDEWALK AND AT DRIVEWAY CROSSINGS.
 - 2) FIX ALL SIDEWALK RAMPS @ EACH DRIVEWAY AS NECESSARY TO COMPLY W/ TOWN OF MEDWAY & ADA 5 STANDARDS. CONTRACTOR TO VERIFY IN THE FIELD.
 - 3) ALL MANHOLES ENCOUNTERED WITHIN LIMITS OF SIDEWALK MUST BE SET FLUSH WITH FINISH GRADE OF SIDEWALK.
 - 4) AS-BUILT PLANS TO BE SUPPLIED TO THE TOWN OF MEDWAY DEPARTMENT OF PUBLIC WORKS UPON COMPLETION OF CANDLEWOOD & EMERGENCY ACCESS IMPROVEMENTS.
 - 5) REFERENCE IS ALSO MADE TO "NOVEMBER 16, 1999 LETTER FROM MEDWAY PLANNING BOARD TO DCS ADMINISTRATOR ALUMAS" AND "MARCH 5, 2001 CANDLEWOOD DRIVE, AS-BUILT PLAN REVIEW LETTER FROM W&B" RELATING TO ADDITIONAL WORK TO BE COMPLETE ON CANDLEWOOD DRIVE.
 - 6) INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE AS COMPILED FROM AVAILABLE SITE DATA AND AERIAL PHOTOGRAPHS. THE TOWN OF MEDWAY DEPT. OF PUBLIC SERVICES PERSONNEL ON MARCH 20, 2006, AT SITE WALK WITH TOWN OF MEDWAY DEPT. OF PUBLIC SERVICES PERSONNEL.
 - 7) ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MASS HIGHWAY HANDICAP REQUIREMENTS AND THE ADA/VAB REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.



BOUNDARY PROFILE GRADE	HIGH SIDE TRANSITION LENGTH (L _T)	LOW SIDE TRANSITION LENGTH (L _T)	SLOPE LENGTH
0	0.00	0.00	6'-0"
1	0.00	0.00	6'-0"
2	0.00	0.00	6'-0"
3	0.00	0.00	6'-0"
4	0.00	0.00	6'-0"
5	0.00	0.00	6'-0"
6	0.00	0.00	6'-0"
7	0.00	0.00	6'-0"
8	0.00	0.00	6'-0"
9	0.00	0.00	6'-0"
10	0.00	0.00	6'-0"
11	0.00	0.00	6'-0"
12	0.00	0.00	6'-0"
13	0.00	0.00	6'-0"
14	0.00	0.00	6'-0"
15	0.00	0.00	6'-0"
16	0.00	0.00	6'-0"
17	0.00	0.00	6'-0"
18	0.00	0.00	6'-0"
19	0.00	0.00	6'-0"
20	0.00	0.00	6'-0"
21	0.00	0.00	6'-0"
22	0.00	0.00	6'-0"
23	0.00	0.00	6'-0"
24	0.00	0.00	6'-0"
25	0.00	0.00	6'-0"
26	0.00	0.00	6'-0"
27	0.00	0.00	6'-0"
28	0.00	0.00	6'-0"
29	0.00	0.00	6'-0"
30	0.00	0.00	6'-0"
31	0.00	0.00	6'-0"
32	0.00	0.00	6'-0"
33	0.00	0.00	6'-0"
34	0.00	0.00	6'-0"
35	0.00	0.00	6'-0"
36	0.00	0.00	6'-0"
37	0.00	0.00	6'-0"
38	0.00	0.00	6'-0"
39	0.00	0.00	6'-0"
40	0.00	0.00	6'-0"
41	0.00	0.00	6'-0"
42	0.00	0.00	6'-0"
43	0.00	0.00	6'-0"
44	0.00	0.00	6'-0"
45	0.00	0.00	6'-0"
46	0.00	0.00	6'-0"
47	0.00	0.00	6'-0"
48	0.00	0.00	6'-0"
49	0.00	0.00	6'-0"
50	0.00	0.00	6'-0"
51	0.00	0.00	6'-0"
52	0.00	0.00	6'-0"
53	0.00	0.00	6'-0"
54	0.00	0.00	6'-0"
55	0.00	0.00	6'-0"
56	0.00	0.00	6'-0"
57	0.00	0.00	6'-0"
58	0.00	0.00	6'-0"
59	0.00	0.00	6'-0"
60	0.00	0.00	6'-0"
61	0.00	0.00	6'-0"
62	0.00	0.00	6'-0"
63	0.00	0.00	6'-0"
64	0.00	0.00	6'-0"
65	0.00	0.00	6'-0"
66	0.00	0.00	6'-0"
67	0.00	0.00	6'-0"
68	0.00	0.00	6'-0"
69	0.00	0.00	6'-0"
70	0.00	0.00	6'-0"
71	0.00	0.00	6'-0"
72	0.00	0.00	6'-0"
73	0.00	0.00	6'-0"
74	0.00	0.00	6'-0"
75	0.00	0.00	6'-0"
76	0.00	0.00	6'-0"
77	0.00	0.00	6'-0"
78	0.00	0.00	6'-0"
79	0.00	0.00	6'-0"
80	0.00	0.00	6'-0"
81	0.00	0.00	6'-0"
82	0.00	0.00	6'-0"
83	0.00	0.00	6'-0"
84	0.00	0.00	6'-0"
85	0.00	0.00	6'-0"
86	0.00	0.00	6'-0"
87	0.00	0.00	6'-0"
88	0.00	0.00	6'-0"
89	0.00	0.00	6'-0"
90	0.00	0.00	6'-0"
91	0.00	0.00	6'-0"
92	0.00	0.00	6'-0"
93	0.00	0.00	6'-0"
94	0.00	0.00	6'-0"
95	0.00	0.00	6'-0"
96	0.00	0.00	6'-0"
97	0.00	0.00	6'-0"
98	0.00	0.00	6'-0"
99	0.00	0.00	6'-0"
100	0.00	0.00	6'-0"



PRINTING PLAN ONLY, NOT FOR CONSTRUCTION.
 SCALE: 1"=40'

Overview of Hartney Acres Subdivision (Newton Lane)

Developer – John Claffey

Description – 8 lot, large homes subdivision, approved in December 2004. The PB endorsed the plan on 2-8-2005. First house was constructed in 2006; the last house was built in 2011. 991 linear feet of roadway, intended to be accepted as a public way. The subdivision includes 3 detention ponds, all on house lots. The development also includes a 75,249 sq. ft. open space parcel shown as Parcel A on the plan. It is a long, skinny parcel approximately 66' wide by 1200 feet long and runs from the northeast corner of the main part of the site easterly out to Summer Street. The intention is for that parcel to be conveyed to the Town through the Conservation Commission.

Location – In the northwest quadrant of Medway, east of Nobscot Road which is north off of Stanley Road which is west off of Summer Street.

Current Bond Balance - \$36,414 as approved by the PEDB on 10-30-2007.

Current Construction Account Balance - \$102.71. The last subdivision inspection occurred in November 2007 and was conducted by VHB. Tetra Tech has had no involvement with this development.

See attached sheet from the Hartney Acres Definitive Subdivision Plan.

Prepared by SAC (11-5-15)

TOWN OF HARTNEY PLANNING BOARD

7/19/05 DATE

PLAN REVISIONS ARE SUBJECT TO THE CONDITIONS SET FORTH IN THE LEGEND. THIS ROAD CERTIFICATE IS VALID FOR THE PERIOD OF 180 DAYS FROM THE DATE OF ACTION DATED 12-17-04.

I, HARTNEY WHITE, CLERK OF THE TOWN OF HARTNEY, HEREBY CERTIFY THAT THE NOTICE OF APPROVAL OF THIS ROAD CERTIFICATE WAS MAILED AND RECEIVED AS REQUIRED AT THIS OFFICE AND NO OBJECTION WAS RECEIVED WITHIN THE PERIOD OF THIRTY DAYS NEXT AFTER SUCH RECEIPT AND RECORDING OF SAID ROAD CERTIFICATE.

West Avenue
TOWN CLERK 2/2/05

- LEGEND
- N/T NEW OR EXISTING
 - CB OH CONCRETE BOUND WITH DRILL HOLE
 - FND FOUND
 - PROP PROPOSED
 - R.C.P. REINFORCED CONCRETE PIPE
 - APPRX APPROXIMATE
 - FORMANT FORMANT
 - BRN BRN BRN
 - EXISTING CONTOUR LINE
 - PROPOSED CONTOUR LINE
 - CHN CHAN
 - SEWER FORCE MAIN
 - DET. DETENTION HOLE
 - UNITY POLE
 - ELEV. ELEVATION
 - TES TEST
 - SECTION SECTION
 - BRN BRN BRN
 - CONCRETE CONCRETE
 - CONCRETE CONCRETE
 - QUALITY TREATMENT UNIT
 - OUTLET CONTROL STRUCTURE
 - B.F. B.F.
 - BASE GARAGE FLOOR ELEVATION
 - BM BENCHMARK
 - THE ALUM BOX
 - WATER GATE
 - VERTICAL GRANITE CURB
 - NEW TEST PIPE (N/T)
 - ELECTRIC TELEPHONE & CABLE
 - PROPOSED STREET TREES
 - NORTHERN RED BARK
 - ARISTOPEL PEAR
 - COLUMBIAN MAPLE

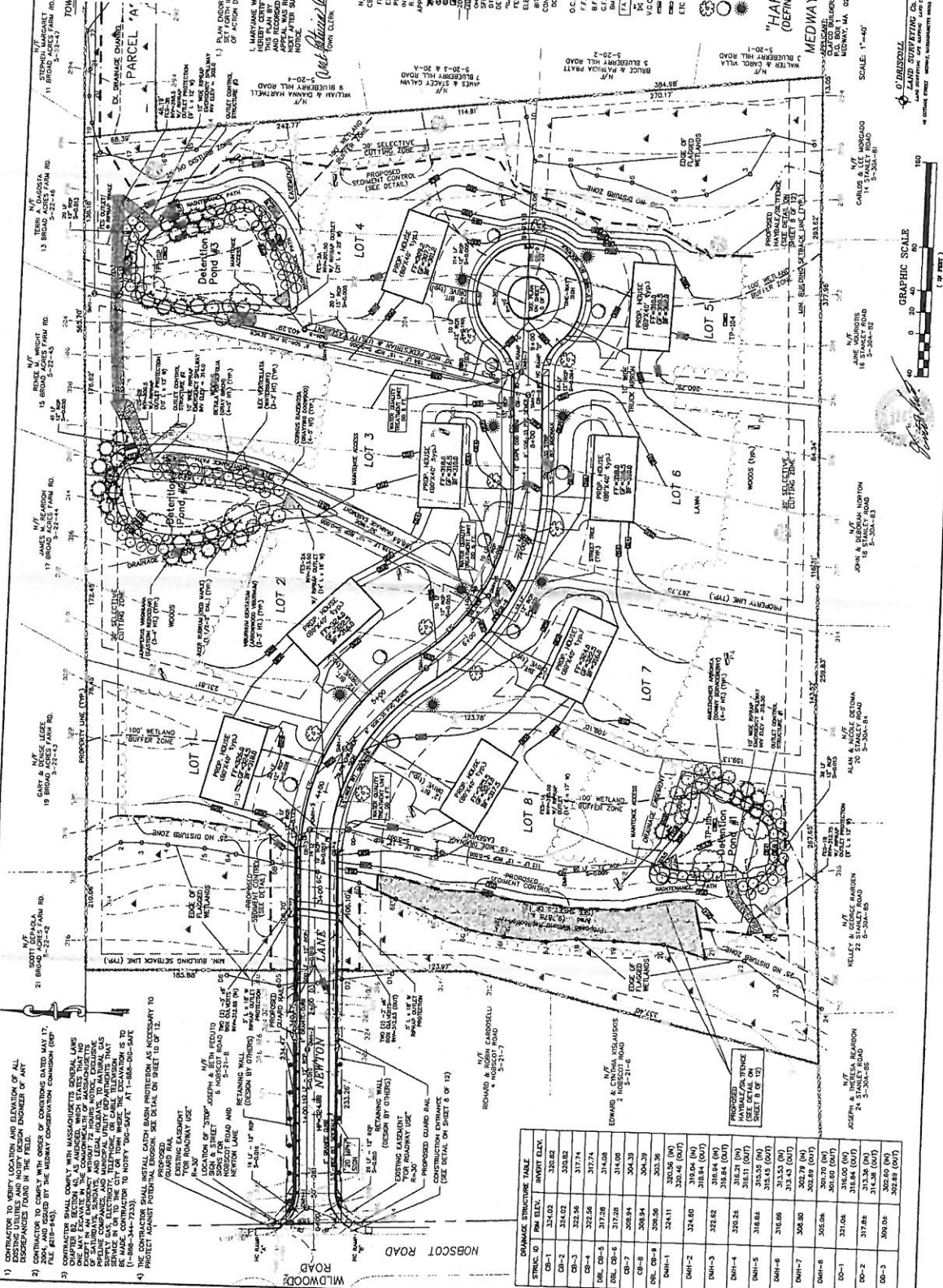
"HARTNEY ACRES II"
(DEFINITIVE SUBDIVISION PLAN)
IN
MEDWAY, MASSACHUSETTS

DATE: NOVEMBER 29, 2004
RELEASED LABEL: 12-17-04
DECEMBER 17, 2004

SCALE: 1"=40'

GRAPHIC SCALE
(IN FEET)
0 20 40 60 80 100 120 140 160 180

SHEET 4 OF 12



- NOTES:
- CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND NOTIFY DESIGN ENGINEER OF ANY DISCREPANCIES FOUND IN THE FIELD.
 - CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTICES FROM THE TOWN OF HARTNEY AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (DOT) FILE #04-04-000.
 - CHAPTER 263B, REGULATION 263B.00(1) OF THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (DOT) STATES THAT THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTICES FROM THE TOWN OF HARTNEY AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (DOT) FILE #04-04-000.
 - PROJECT AGAINST POTENTIAL FLOODING AS NECESSARY TO PROTECT THE ROADWAY USE.

PROPOSED DRAINAGE STRUCTURE TABLE (SEE DETAIL ON SHEET 5 OF 12)

STRUCT ID	RM ELEV.	INVERT ELEV.
DS-1	324.02	320.82
DS-2	324.02	320.82
DS-3	322.56	317.74
DS-4	322.56	317.74
DS-5	317.20	314.08
DS-6	317.20	314.08
DS-7	308.84	304.39
DS-8	308.50	303.36
DS-9	324.11	320.36
DS-10	324.80	320.46
DS-11	322.62	318.84
DS-12	320.24	316.29
DS-13	318.84	315.55
DS-14	316.86	313.43
DS-15	308.80	302.79
DS-16	308.08	301.70
DS-17	321.02	318.84
DS-18	317.82	314.38
DS-19	308.92	302.80



November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Charles River Village Bond Reduction

The following items are attached for your review:

- Punch list update and bond reduction estimate dated 11-5-15 prepared by Tetra Tech
- CRV Project Completion Checklist updated 11-6-15

Background – The bond amount for CRV was established in October 2013 in the amount of \$132,417 based on the estimate provided by Tetra Tech. The performance security is in the form of a tri-party agreement among the PEDB, Charles River Village LLC (John Claffey) and Needham Bank.

Current Status – Paul Yorkis, on behalf of the developer John Claffey, has requested the bond reduction. This is the first request for a bond reduction for Charles River Village. Roadway topcoat paving occurred on Wednesday 11-4-15; Steve Bouley was on-site for the paving work.

Tetra Tech has provided an estimate that the bond could be reduced from \$132,417 to \$16,755. Please remember that the Board has a policy to retain at least \$40,000 in a bond account until project completion.

This development project is not fully completed. Please review attached Checklist.



TETRA TECH

MEMORANDUM

To: Susan Aifeck-Childs – Medway Planning and Economic Development Board
Coordinator

Fr: Steven Bouley, E.I.T. – Tetra Tech (TT)

Re: Charles River Village OSRD
Subdivision Review (Punchlist)
Medway, MA

Dt: October 13, 2015 (revised November 5, 2015)

On October 5, 2015 at the request of the Medway Planning and Economic Development Board, Tetra Tech (TT), Medway Department of Public Services (DPS) and Medway Water/Sewer Department personnel performed a Punch List inspection of the Charles River Village OSRD. The inspection was conducted based upon the approved plan set.

On November 4, 2015 TT visited the project site to conduct a punch list inspection and observe final top course paving of the project. TT met with project applicants John Claffey and Paul Yorkis and Medway DPS representative Jim Smith while on-site.

The following is a list of items and issues that should be repaired or resolved:

Roadway

1. The roadway requires top course paving. (See Appendix A, Photo #1)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
2. Bituminous berm is required around the interior loop surrounding Stormwater Basin #1. (See Appendix A, Photo #1)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
3. The water trench patch located in Village Street is settling and requires repair. Due to the damage caused by the settlement of the trench, Medway DPS requests the repair to be a 2" mill and overlay for the full width of Village Street within the limits of Neelon Lane. DPS has offered to adjust castings of drain, water and sewer structures located within the overlay area. (See Appendix A, Photo #2-#3)

Marlborough Technology Park
100 Nickerson Road
Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201



TETRA TECH

- TT 11/05/15 Update: This item has been addressed to our satisfaction.
4. The water trench patch located within the paved portion of Cherokee Lane is settling and requires repair. The area of trench settlement should be removed, gravel placed, compacted and the trench repaved. The joint between the existing pavement and the trench patch for the length of the patch to Charles River Road should be sealed. (See Appendix A, Photo #4)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

Drainage

5. Rip-rap is required at FES-5 as the swale is eroding at the outlet location. (See Appendix A, Photo #5)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

6. The swale along Cherokee Lane requires additional hydroseed in order to establish sufficient cover to prevent erosion. (See Appendix A, Photo #6)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

7. DMH-4 requires backfill material (foam and seed) around the frame and cover. (See Appendix A, Photo #7)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

Open Space/Landscaping

8. The proposed public access trail requires clearing and/or maintenance. It is difficult to determine the extent of the trail as there are no markers or a defined path to walk through. (See Appendix A, Photo #8-#10)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

9. It does not appear the boundary markers (iron rod with cap) have been installed or cannot be found. The applicant should locate and/or install all boundary markers per the approved plans.



- TT 11/05/15 Update: This item has been addressed to our satisfaction.

10. The applicant should ensure that all plantings, as shown on the "Definitive OSRD Planting Plan", are installed as proposed.

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

Water*

11. Hydrants are required to be painted and flagged per town standards. Coordinate with Medway Water Department regarding this item. (See Appendix A, Photo #11)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

*Comments received from Town of Medway Water & Sewer Department.

Additional Comments

12. During a site walk with PEDB, Conservation and Trail Committee representatives, a question was brought up on how the trail should be marked. It was suggested the applicant install small reflectors on trees which would provide pedestrians utilizing the trail a definitive pathway to follow to navigate through the system.

- TT 11/05/15 Update: The applicant has installed markers throughout the trail system. This item has been addressed to our satisfaction. However, it is at the discretion of the board if the installation is complete as suggested.

If you have any questions or require additional information, please don't hesitate to contact me at (508) 786-2200.

P:\21583\143-21583-13014 (CHARLES RIVER VILLAGE)\CONSTRUCTION\FIELD\OBSERVATION\PUNCH LIST\MEMO-CHARLES RIVER VILLAGE PUNCH LIST_2015-10-13 (REVISED 2015-11-05).DOC



TETRA TECH

**Bond Value Estimate
Charles River Village
Open Space Residential Development
Medway, Massachusetts
October 5, 2013 (revised November 5, 2015)**

Marlborough Technology Park
100 Nickerson Road
Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201

DESCRIPTION	QUANTITY	UNIT	UNIT COST	ENGINEERS ESTIMATE
HMA Top Course - 1 1/2" Depth (Roadway)	160	TON	\$125.25	\$20,040
HMA Berm	1,050	LF	\$6.00	\$6,300
Rip-Rap	5	CY	\$82.50	\$413
Loam	140	CY	\$30.00	\$4,200
Seeding	1,675	SY	\$1.56	\$2,613
Water Gate Adjustments	13	EA	\$150.00	\$1,950
Drain Structure Adjustments	7	EA	\$300.00	\$2,100
Sanitary Structure Adjustments	4	EA	\$300.00	\$1,200
8" HDPE Pipe (Roof Runoff Recharge Trench)	445	LF	\$20.00	\$8,900
Additional Signs	0	EA	\$100.00	\$0
Light Poles	7	EA	\$2,000.00	\$14,000
Trees	51	EA	\$250.00	\$12,750
Other Landscaping	1	LS	\$5,000.00	\$5,000
Private Utilities	1	LS	\$5,000.00	\$5,000
Lighting	1	LS	\$1,500.00	\$1,500
Pavement Markings	1	LS	\$300.00	\$300
6' White Vinyl Fence	96	LF	\$34.00	\$3,264
Cherokee Lane Improvements	1	LS	\$3,000.00	\$3,000
2 year Snow Plowing	578	LF/YR	\$2.50	\$2,890
2 year Road Maintenance	578	LF/YR	\$2.00	\$2,312
2 year Drainage Maintenance	578	LF/YR	\$2.00	\$2,312
As-built Plans	578	LF	\$5.00	\$2,890
Legal Services	1	LS	\$3,000.00	\$3,000
			Subtotal	\$13,404
			Contingency (25%)	\$3,351
			Recommended Bond Value	\$16,755

Notes:

1. Items in gray have been completed to date. Subtotal reflects total of all other items.

Charles River Village - Project Completion TO DO List

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
1	Check status of CRV Construction Account	SAC	11-6-15 \$ 2,733.02 in account - OK
2	Conduct site inspection and prepare punch list re: all items shown on CRV definitive plan including path/trail on open space parcel, landscaping between buildings and around utility boxes, completion of emergency access from CRV to Cherokee Lane, etc.	Tetra Tech	Inspection occurred 10/5/15. Punch list is dated 10/14/15 and was emailed to JC and PGY on 10/14.
3	Carry out specified punch list items	John Claffey	Completed 11/6/15
4	TT Re-inspection	Tetra Tech	Completed 11/4/2015
5	Project Completion Sign off	Tetra Tech	
6	Complete and submit a Certification of Completion and Compliance to PEDB - Condition #23B of CRV Definitive Plan Certificate of Action	John Claffey and project engineer	
7	Prepare as-built plan and submit to PEDB for TT review - Condition 23A of CRV Definitive Plan Certificate of Action	Dave Faist/Dan O'Driscoll	
8	Review as-built plan and provide comments	Tetra Tech	
9	Revise as-built plan if needed	Dave Faist/Dan O'Driscoll	
10	Review revised as-built plan and sign off	Tetra Tech	
11	Convey Open Space Parcel B to Town thru CC and BOS. Conditions #7A and #23C in CRV Definitive Plan Certificate of Action	PGY & John Claffey	Deed submitted to PEDB on 9/30/15; scheduled for 11/12 ConCom mtg and 11/23 BOS meeting
12	PEDB vote re: acceptance of trail on Open Space Parcel B - Condition 7B in CRV Definitive Plan Certificate of Action	SAC to schedule	PEDB voted on 10/27/15 to accept
13	ConCom vote to accept conveyance of Open Space Parcel B to TOM/CC	SAC to schedule	Scheduled for 11/12 ConCom Mtg
14	BOS vote to accept conveyance of Open Space Parcel B to TOM/CC	SAC to schedule	Scheduled for 11/23 BOS meeting
15	Sign the access and use easement allowing public access on Charles View Lane to access open space parcel and provide to PED office	PG & John Claffey	Easement docs submitted to PEDB on 9/30/15. Per Town Counsel, acceptance of this easement needs Town Meeting Vote. May 2016 town meeting

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
16	Copies of invoices re: recent maintenance of stormwater system per the O & M plan	PGY	Copy of 9/30/15 invoice from Truax for cleaning of 9 catch basins was provided. Susy has asked TT to review Stormwater O & M plan to determine what else might be required?
17	Proof that payment in lieu of sidewalk construction has been made - \$3,347 or as specified in Condition #13 of CRV Definitive Plan Certificate of Action	SAC to check	DONE - Paid 11/14/14
18	Secure an acknowledgement letter from the CRV condo association re: their ownership of and responsibility for the operation and maintenance of Charles View Lane, stormwater management facilities, sewer, water, snowplowing/sanding, landscaping, street lights and the annual maintenance of paths in the Open Space Parcel	PGY	Letter dated 9-30-15 provided by John Claffey. I would suggest we also request a letter from the Trustees of the now self managed Pine Ridge Condo Association which is now responsible.
19	Document that taxes are paid to the Town for all property owned by Charles River Village LLC (Claffey) and by the CRV Condo Association - Condition 23F	SAC to check with Treasurer/Collector's office	All set per Joanne Russo 10/22/15
20	Sign offs from various Town Departments - Condition 23G		
20a	<i>Conservation Commission Certificate of Compliance (if applicable)</i>	SAC to contact and request	Not applicable per Bridget Graziano 10/15/16
20b	<i>Fire Department</i>	SAC to contact and request	SAC emailed Chief Lynch on 11/6/15
20c	<i>Police Department</i>	SAC to contact and request	SAC emailed Jeff Watson on 11/6/15
20d	<i>DPS</i>	SAC to contact and request	SAC emailed Tom Holder on 11/6/15
20e	<i>PEDB</i>	SAC to schedule	PEDB needs to wait on voting on this until as-built plan is approved
21	Verification that water conservation measures have been incorporated into building construction - As specified in Condition #14 of CRV Definitive Plan Certificate of Action	John Claffey	
22	Provide proof of recording of master deed, bylaws, rules/regulations, declaration of trust, stormwater management operations and maintenance plan, etc. - As specified in Condition #19 of the CRV Definitive Plan Certificate of Action	PGY	

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
23	Verification from Medway Affordable Housing Trust that payment in lieu of constructing 2 affordable housing units has been completed.	SAC to check	DONE - 9-8-15 email from Doug Havens
	<i>Updated - 11/6/15</i>		

Motion
approve to
reduce to
\$40,000 ↗



note to
Needham
Bank on
* bond
reduction *

November 10, 2015 2015
Medway Planning & Economic Development Board
Meeting

Charles River Village Bond Reduction

The following items are attached for your review:

- Punch list update and bond reduction estimate dated 11-5-15 prepared by Tetra Tech
- CRV Project Completion Checklist updated 11-6-15

Background – The bond amount for CRV was established in October 2013 in the amount of \$132,417 based on the estimate provided by Tetra Tech. The performance security is in the form of a tri-party agreement among the PEDB, Charles River Village LLC (John Claffey) and Needham Bank.

Current Status – Paul Yorkis, on behalf of the developer John Claffey, has requested the bond reduction. This is the first request for a bond reduction for Charles River Village. Roadway topcoat paving occurred on Wednesday 11-4-15; Steve Bouley was on-site for the paving work.

Tetra Tech has provided an estimate that the bond could be reduced from \$132,417 to \$16,755. Please remember that the Board has a policy to retain at least \$40,000 in a bond account until project completion.

This development project is not fully completed. Please review attached Checklist.



To: Susan Affleck-Childs – Medway Planning and Economic Development Board
Coordinator

Fr: Steven Bouley, E.I.T. – Tetra Tech (TT)

Re: Charles River Village OSRD
Subdivision Review (Punchlist)
Medway, MA

Dt: October 13, 2015 (revised November 5, 2015)

On October 5, 2015 at the request of the Medway Planning and Economic Development Board, Tetra Tech (TT), Medway Department of Public Services (DPS) and Medway Water/Sewer Department personnel performed a Punch List inspection of the Charles River Village OSRD. The inspection was conducted based upon the approved plan set.

On November 4, 2015 TT visited the project site to conduct a punch list inspection and observe final top course paving of the project. TT met with project applicants John Claffey and Paul Yorkis and Medway DPS representative Jim Smith while on-site.

The following is a list of items and issues that should be repaired or resolved:

Roadway

1. The roadway requires top course paving. (See Appendix A, Photo #1)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
2. Bituminous berm is required around the interior loop surrounding Stormwater Basin #1. (See Appendix A, Photo #1)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
3. The water trench patch located in Village Street is settling and requires repair. Due to the damage caused by the settlement of the trench, Medway DPS requests the repair to be a 2" mill and overlay for the full width of Village Street within the limits of Neelon Lane. DPS has offered to adjust castings of drain, water and sewer structures located within the overlay area. (See Appendix A, Photo #2-#3)



- TT 11/05/15 Update: This item has been addressed to our satisfaction.
4. The water trench patch located within the paved portion of Cherokee Lane is settling and requires repair. The area of trench settlement should be removed, gravel placed, compacted and the trench repaved. The joint between the existing pavement and the trench patch for the length of the patch to Charles River Road should be sealed. (See Appendix A, Photo #4)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.

Drainage

5. Rip-rap is required at FES-5 as the swale is eroding at the outlet location. (See Appendix A, Photo #5)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
6. The swale along Cherokee Lane requires additional hydroseed in order to establish sufficient cover to prevent erosion. (See Appendix A, Photo #6)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
7. DMH-4 requires backfill material (loam and seed) around the frame and cover. (See Appendix A, Photo #7)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.

Open Space/Landscaping

8. The proposed public access trail requires clearing and/or maintenance. It is difficult to determine the extent of the trail as there are no markers or a defined path to walk through. (See Appendix A, Photo #8-#10)
 - TT 11/05/15 Update: This item has been addressed to our satisfaction.
9. It does not appear the boundary markers (iron rod with cap) have been installed or cannot be found. The applicant should locate and/or install all boundary markers per the approved plans.



- TT 11/05/15 Update: This item has been addressed to our satisfaction.

10. The applicant should ensure that all plantings, as shown on the “Definitive OSRD Planting Plan”, are installed as proposed.

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

Water*

11. Hydrants are required to be painted and flagged per town standards. Coordinate with Medway Water Department regarding this item. (See Appendix A, Photo #11)

- TT 11/05/15 Update: This item has been addressed to our satisfaction.

*Comments received from Town of Medway Water & Sewer Department.

Additional Comments

12. During a site walk with PEDB, Conservation and Trail Committee representatives, a question was brought up on how the trail should be marked. It was suggested the applicant install small reflectors on trees which would provide pedestrians utilizing the trail a definitive pathway to follow to navigate through the system.

- TT 11/05/15 Update: The applicant has installed markers throughout the trail system. This item has been addressed to our satisfaction. However, it is at the discretion of the board if the installation is complete as suggested.

If you have any questions or require additional information, please don't hesitate to contact me at (508) 786-2200.

P:\21583\143-21583-13014 (CHARLES RIVER VILLAGE)\CONSTRUCTION\FIELD OBSERVATION\PUNCH LIST\MEMO-CHARLES RIVER VILLAGE PUNCH LIST_2015-10-13 (REVISED 2015-11-05).DOC



TETRA TECH

Bond Value Estimate
Charles River Village
Open Space Residential Development
Medway, Massachusetts
October 5, 2013 (revised November 5, 2015)

Marlborough Technology Park
100 Nickerson Road
Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201

DESCRIPTION	QUANTITY	UNIT	UNIT COST	ENGINEERS ESTIMATE
HMA Top Course - 1 1/2" Depth (Roadway)	160	TON	\$125.25	\$20,040
HMA Berm	1,050	LF	\$6.00	\$6,300
Rip-Rap	5	CY	\$82.50	\$413
Loam	140	CY	\$30.00	\$4,200
Seeding	1,675	SY	\$1.56	\$2,613
Water Gate Adjustments	13	EA	\$150.00	\$1,950
Drain Structure Adjustments	7	EA	\$300.00	\$2,100
Sanitary Structure Adjustments	4	EA	\$300.00	\$1,200
8" HDPE Pipe (Roof Runoff Recharge Trench)	445	LF	\$20.00	\$8,900
Additional Signs	0	EA	\$100.00	\$0
Light Poles	7	EA	\$2,000.00	\$14,000
Trees	51	EA	\$250.00	\$12,750
Other Landscaping	1	LS	\$5,000.00	\$5,000
Private Utilities	1	LS	\$5,000.00	\$5,000
Lighting	1	LS	\$1,500.00	\$1,500
Pavement Markings	1	LS	\$300.00	\$300
6' White Vinyl Fence	96	LF	\$34.00	\$3,264
Cherokee Lane Improvements	1	LS	\$3,000.00	\$3,000
2 year Snow Plowing	578	LF/YR	\$2.50	\$2,890
2 year Road Maintenance	578	LF/YR	\$2.00	\$2,312
2 year Drainage Maintenance	578	LF/YR	\$2.00	\$2,312
As-built Plans	578	LF	\$5.00	\$2,890
Legal Services	1	LS	\$3,000.00	\$3,000
			Subtotal	\$13,404
			Contingency (25%)	\$3,351
			Recommended Bond Value	\$16,755

Notes:

1. Items in gray have been completed to date. Subtotal reflects total of all other items.

Charles River Village - Project Completion TO DO List

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
1	Check status of CRV Construction Account	SAC	11-6-15 \$ 2,733.02 in account - OK
2	Conduct site inspection and prepare punch list re: all items shown on CRV definitive plan including path/trail on open space parcel, landscaping between buildings and around utility boxes, completion of emergency access from CRV to Cherokee Lane, etc.	Tetra Tech	Inspection occurred 10/5/15. Punch list is dated 10/14/15 and was emailed to JC and PGY on 10/14.
3	Carry out specified punch list items	John Claffey	Completed 11/6/15
4	TT Re-inspection	Tetra Tech	Completed 11/4/2015
5	Project Completion Sign off	Tetra Tech	
6	Complete and submit a Certification of Completion and Compliance to PEDB - Condition #23B of CRV Definitive Plan Certificate of Action	John Claffey and project engineer	
7	Prepare as-built plan and submit to PEDB for TT review - Condition 23A of CRV Definitive Plan Certificate of Action	Dave Faist/Dan O'Driscoll	
8	Review as-built plan and provide comments	Tetra Tech	
9	Revise as-built plan if needed	Dave Faist/Dan O'Driscoll	
10	Review revised as-built plan and sign off	Tetra Tech	
11	Convey Open Space Parcel B to Town thru CC and BOS. Conditions #7A and #23C in CRV Definitive Plan Certificate of Action	PGY & John Claffey	Deed submitted to PEDB on 9/30/15; scheduled for 11/12 ConCom mtg and 11/23 BOS meeting
12	PEDB vote re: acceptance of trail on Open Space Parcel B - Condition 7B in CRV Definitive Plan Certificate of Action	SAC to schedule	PEDB voted on 10/27/15 to accept
13	ConCom vote to accept conveyance of Open Space Parcel B to TOM/CC	SAC to schedule	Scheduled for 11/12 ConCom Mtg
14	BOS vote to accept conveyance of Open Space Parcel B to TOM/CC	SAC to schedule	Scheduled for 11/23 BOS meeting
15	Sign the access and use easement allowing public access on Charles View Lane to access open space parcel and provide to PED office	PG & John Claffey	Easement docs submitted to PEDB on 9/30/15. Per Town Counsel, acceptance of this easement needs Town Meeting Vote. May 2016 town meeting.

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
16	Copies of invoices re: recent maintenance of stormwater system per the O & M plan	PGY	Copy of 9/30/15 invoice from Truax for cleaning of 9 catch basins was provided. Susy has asked TT to review Stormwater O & M plan to determine what else might be required?
17	Proof that payment in lieu of sidewalk construction has been made - \$3,347 or as specified in Condition #13 of CRV Definitive Plan Certificate of Action	SAC to check	DONE - Paid 11/14/14
18	Secure an acknowledgement letter from the CRV condo association re: their ownership of and responsibility for the operation and maintenance of Charles View Lane, stormwater management facilities, sewer, water, snowplowing/sanding, landscaping, street lights and the annual maintenance of paths in the Open Space Parcel	PGY	Letter dated 9-30-15 provided by John Claffey. I would suggest we also request a letter from the Trustees of the now self managed Pine Ridge Condo Association which is now responsible.
19	Document that taxes are paid to the Town for all property owned by Charles River Village LLC (Claffey) and by the CRV Condo Association - Condition 23F	SAC to check with Treasurer/Collector's office	All set per Joanne Russo 10/22/15
20	Sign offs from various Town Departments - Condition 23G		
20a	<i>Conservation Commission Certificate of Compliance (if applicable)</i>	SAC to contact and request	Not applicable per Bridget Graziano 10/15/16
20b	<i>Fire Department</i>	SAC to contact and request	SAC emailed Chief Lynch on 11/6/15
20c	<i>Police Department</i>	SAC to contact and request	SAC emailed Jeff Watson on 11/6/15
20d	<i>DPS</i>	SAC to contact and request	SAC emailed Tom Holder on 11/6/15
20e	<i>PEDB</i>	SAC to schedule	PEDB needs to wait on voting on this until as-built plan is approved
21	Verification that water conservation measures have been incorporated into building construction - As specified in Condition #14 of CRV Definitive Plan Certificate of Action	John Claffey	
22	Provide proof of recording of master deed, bylaws, rules/regulations, declaration of trust, stormwater management operations and maintenance plan, etc. - As specified in Condition #19 of the CRV Definitive Plan Certificate of Action	PGY	

	TASK	WHO is RESPONSIBLE?	STATUS & NOTES - 11/6/15
23	Verification from Medway Affordable Housing Trust that payment in lieu of constructing 2 affordable housing units has been completed.	SAC to check	DONE - 9-8-15 email from Doug Havens
	<i>Updated - 11/6/15</i>		

Susan Affleck-Childs

From: Thomas Holder
Sent: Tuesday, November 10, 2015 1:50 PM
To: Susan Affleck-Childs
Cc: Jim Smith; Richard Kearnan; David Damico
Subject: FW:
Attachments: IMG_2711.JPG; ATT00001.txt; IMG_2710.JPG; ATT00002.txt

Hi Susy - I have attached two photographs which depict two concerns that I viewed today.

1. The transition from pavement to more natural landscaping on Cherokee Lane has washed out. This situation would prevent fire apparatus from traveling up to the development from Cherokee Lane. This transition area should be stabilized to allow for a longstanding structural base to accommodate the weight of fire apparatus.
2. There is a breach (hole) in the newly installed pavement on Village Street. This needs to be cut out and hot mixed installed.
3. The edges of pavement along both sides of Neelon Lane need to be filled & graded (loamed and seeded). This will prevent future degradation of the pavement edges.
4. I noticed a piped stormwater outfall on Cherokee Lane discharging into a grassy swale. It would be good to get verification that this stormwater discharge will not adversely affect Cherokee Lane.

As I write this, I don't recollect whether there was a street sign and stop sign on Neelon Lane at Village Street, please verify.

Thanks for the opportunity to comment.

Tom

Thomas Holder | Director
Department of Public Services

Town of Medway
155 Village Street
Medway, MA 02053
508-533-3275

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

From: Thomas Holder
Sent: Tuesday, November 10, 2015 1:35 PM
To: Thomas Holder <tholder@townofmedway.org>
Subject:



