



June 9, 2022

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

**Re: Bright Path Child Care Center  
Minor Site Plan Review  
67C Main Street  
Medway, Massachusetts**

Dear Ms. Affleck-Childs:

Tetra Tech (TT) has performed a review of the proposed Site Plan for the above-mentioned Project at the request of the Town of Medway Planning and Economic Development Board (PEDB). The proposed Project is located at 67C Main Street in Medway, Massachusetts. The Project consists of a renovation of existing spaces within the Medway Commons shopping center totaling 12,700 square feet. The Project also includes removal of existing parking areas to accommodate outdoor play space with safety wood fiber surfaces, artificial turf, and associated perimeter fencing.

TT is in receipt of the following materials:

- A plan (Plans) set titled "Medway Commons, 67C Main Street Medway, Massachusetts, BrightPath Child Care Center" dated May 19, 2021, prepared by Tighe & Bond, Inc. (TBI).
- A storm water memorandum (Stormwater Memo) titled "Medway Commons – Stormwater Summary Memo" dated March 19, 2022, prepared by TBI.
- An Application for Minor Site Plan Approval, dated May 20, 2022, prepared by Charter Realty and Development Corp.
- A traffic memorandum (Memo) titled "Traffic Memorandum, BrightPath Child Care Center, Medway Commons – 67 Main Street, Medway, MA" dated June 3, 2022, prepared by TBI.

The Plans and accompanying materials were reviewed for conformance with the following regulatory documents:

- Town of Medway Planning & Economic Development Board Rules and Regulations, Chapter 200 – Site Plans, Rules & Regulations for Submission, Review and Approval of Site Plans. (Amended October 8, 2019)

The Project was also reviewed for good engineering practice and overall site plan efficiency. Review of the Project for zoning related matters is being conducted by Town personnel and is excluded from this review.

### **SITE PLAN REVIEW**

#### **Site Plan Rules and Regulations (Chapter 200)**

1. Applicant shall confirm all existing and proposed elevations refer to the North American Vertical Datum of 1988 (NAVD88). (Ch. 200 §204-4.C)
2. The Applicant shall provide a space on the Plans, including the cover sheet, for the Board's signature block, including Decision and plan endorsement dates, and the Town Clerk's no appeal certification. (Ch. 200 §204-4.E)

3. A Stormwater Drainage Evaluation report has not been provided. However, the provided Stormwater Memo describes the changes proposed on-site and the drainage impacts associated with the proposed Project. (Ch. 200 §205-3.D)
4. The Applicant shall provide bearings and distances of property lot lines, as well as display any applicable easements, for the existing lot shown on the Overall Site Plan (C-100). (Ch. 200 §205-5.C)
5. A table displaying the Project's compliance with parking space requirements is provided in the Applicant's Minor Site Plan Application Package. However, the table should be provided on the Plans as well. (Ch. 200 §205-5.E.12)
6. The proposed addition of outdoor play space will close an ingress/egress point for the Medway Commons Development. We recommend the Applicant coordinate with the Medway Fire Department to confirm sufficient emergency access is maintained once the proposed plan is implemented. (Ch. 200 §207-11.A.17)
7. Hot mix asphalt (HMA) surfacing shall be a minimum depth of three and one-half inches in parking areas. The proposed HMA thickness is 3 inches (2" binder, 1" top). (Ch. 200 §207-12.E)
8. The Applicant has not proposed any electric vehicle charging stations for the Project. (Ch. 200 §207-12.I)
9. A Lighting Plan has not been provided. The Applicant shall confirm if existing lighting at the site is sufficient to allow safe travel during hours of operation in periods of the year with less sunlight (i.e. drop-off/pick-up time during fall/winter months). (Ch. 200 §207-18)

#### **General Site Plan Comments**

10. We recommend a guardrail, bollards or similar crash protection along the west side length of the outdoor play area and the adjacent driveway. Heavy equipment traffic is common along the driveway and protection of the outdoor play areas shall be paramount.
11. The Applicant is proposing to remove the existing crosswalk on the west side of the building. We recommend the sidewalk section to the north of the crosswalk also be removed to limit pedestrian traffic to a dead-end sidewalk with no formal crossing. This will also reduce impervious coverage at the site.
12. It appears proposed grading (207 contour) is outside of the limits of the proposed paving. We recommend the Applicant repave the entire area north of the proposed playgrounds (continue the sawcut on the eastern side of the playground north to the existing curb) to reduce any issues with matching existing conditions in that area while also reducing the length of joints. This will also provide a cleaner aesthetic to the Project by limiting jogs in new vs. old pavement.
13. The Applicant should provide a smooth curb transition with a radius and tangent points to tie in the proposed curb to existing where the existing driveway is being removed on the west side of the playground areas.
14. We recommend a mountable curb and wide gate access to allow heavy equipment access to the playground areas in the event they require maintenance.
15. The Applicant should provide detail on the demolition plan for location of construction fencing and other means to protect the general public during construction at the site.
16. A portion of the existing firelane along the front of the existing building is proposed to be removed and should be shown as repaved/restriped on the Plan.
17. The Applicant shall confirm on the plan the method of crosswalk striping removal. Grinding of pavement markings is preferred.

#### **TRAFFIC REVIEW**

##### **Trip Generation**

18. The traffic memo included a trip generation analysis including estimates for the existing shopping plaza use (full occupancy of the plaza without the proposed daycare center use) and the proposed shopping plaza building program (including full occupancy of the plaza retail uses to remain plus the proposed daycare

center). The trip generation estimates were based on industry-standard trip rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 11th Edition for Land Use Code 821 (Shopping Plaza 40-150k with Supermarket) and Land Use Code 565 (Day Care Center). This methodology is reasonable for the existing and proposed uses.

19. The trip generation analysis included the weekday morning, weekday evening and Saturday midday peak hours. The time periods chosen for analysis are appropriate for the existing retail and proposed daycare center space at the site.
20. The Town of Medway Site Plan Rules and Regulations require a detailed traffic impact assessment for Projects with frontage or proposed access on a public way, construction of twenty or more additional parking spaces and trip generation of an additional one hundred trips to or from the site on an adjacent roadway during a peak hour based on the most recent edition of the Institute of Traffic Engineers publication Trip Generation. The Project is expected to reduce the plaza's parking supply by 33 spaces and the traffic memo indicates that the net increase in peak hour trips due to the Project is 95 peak hour trips or less. Furthermore, the Project is anticipated to result in a net reduction in trips during the Saturday midday peak hour relative to the existing building program. Therefore, a detailed traffic impact assessment is not warranted based on the Site Plan Rules and Regulations parking and trip generation criteria.
21. The traffic memo did not reduce the estimated vehicle trip generation for the existing and proposed building program as a result of area public transportation services. Regularly scheduled public transportation is not provided in the immediate vicinity of the site, with the closest Greater Attleboro-Taunton Regional Transit Authority (GATRA) bus stop located more than 10 minutes away. Therefore, TT agrees with the trip generation methodology used in the traffic memo.

#### **Traffic Operations**

22. The traffic memo did not include a capacity analysis of the plaza driveways. However, the traffic memo provided a qualitative assessment of the signalized Route 109/Medway Commons driveway intersection which operates at overall level of service (LOS) D or better operations during the peak hours under existing conditions and future year conditions (without the daycare Project) based on the recent traffic impact assessment prepared for the 86 Holliston Street Project. The traffic memo concludes that the Route 109/Medway Commons signalized intersection is expected to have ample capacity to support the estimated additional trips associated with the proposed daycare Project. TT generally agrees with this assessment.

#### **Parking**

23. Per the parking summary provided in the Minor Site Plan package, the total proposed parking supply of 527 spaces exceeds the Town requirement of 517 spaces for the plaza. Therefore, preparation of a parking analysis is not warranted for the Project. However, please see prior comments regarding parking in the Site Plan Review section.

#### **General Traffic Comments**

24. We recommend a standard-sized sidewalk be provided along the east side of the outdoor play area to connect the northerly parking spaces adjacent to the daycare center to the facility's main indoor doorway.
25. We recommend an island be added to the southerly portion of the parking aisle immediately adjacent to the east side of the daycare outdoor play area to provide a pedestrian refuge area and shorten the crosswalk distance to the main indoor doorway.
26. Although not discussed in the traffic memo, Vanasse and Associates, Inc. (VAI) completed a Road Safety Audit (RSA) for the Route 109/Medway Commons/Walgreens driveway intersection (Dated April 2022) as part of the nearby multifamily residential development Project to be located at 39 Main Street in Medway. The April 2022 RSA identified numerous potential short-term and long-term improvements to enhance safety at the Route 109/Medway Commons/Walgreens driveway intersection. Given that this intersection serves as the access to the Project site, we recommend the Applicant work with the Town to identify which, if any, of the safety improvements identified in the April 2022 should be implemented as part of the proposed daycare facility Project.

27. We recommend installing pedestrian crossing warning signage at the internal midblock crosswalk located at the northerly end of the parking aisle immediately east of the proposed daycare outdoor play area to increase visibility of the additional vehicle activity in this part of the parking lot due to the proposed daycare use.
28. We recommend the Applicant provide AutoTurn analyses to ensure that the largest emergency vehicle can adequately circulate through the modified portion of the parking lot. The emergency circulation should be reviewed with the Medway Fire Department.

## **STORMWATER REVIEW**

### **General Stormwater Comments**

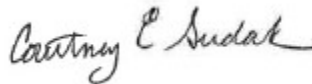
29. TT reviewed the Memo provided by TBI. The Memo summarizes the proposed stormwater management impacts due to the removal of parking spaces and the addition of the outdoor play area. The existing impervious surfaces are proposed to be supplemented with permeable surfaces such as wood fiber and artificial turf. Perimeter underdrains (located under the permeable surfaces) surrounded by crushed stone are proposed to collect stormwater from the play area and discharge to the existing catch basin on the west side of the playground. The catch basin is proposed to remain but will be converted to a manhole (replace grate with cover) and buried under the permeable playground material. It does not appear the proposed development will cause adverse impacts to the existing infrastructure at the Medway Commons site.

These comments are offered as guides for use during the Town's review and additional comments may be generated during the course of review. The Applicant shall be advised that any absence of comment shall not relieve them of the responsibility to comply with all applicable local, state and federal regulations for the Project. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,



Steven M. Bouley, PE (Site Review)  
Project Manager



Courtney E. Sudak, PE (Traffic Review)  
Project Manager

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