



May 23, 2022
(revised July 19, 2022)

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

**Re: Milford Regional Medical Center
Major Site Plan Review
86 Holliston 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 86 Holliston Street in Medway, Massachusetts. The Project consists of construction of a 21,900 square-foot medical building with associated driveways, parking lot containing 102 parking spaces, utilities, and drainage infrastructure.

TT is in receipt of the following materials:

- A plan (Plans) set titled "Site Plan, 86 Holliston Street, Medway, Massachusetts" dated April 14, 2022, prepared by Guerriere & Halnon, Inc. (GHI).
- A Stormwater Report (Report), containing the Project Narrative and other required submittals for Major Site Plan Review, titled "Stormwater Report for Medway Medical Building, 86 Holliston Street, Medway, MA" dated April 14, 2022, prepared by GHI.
- A Transportation Impact Assessment (TIA), dated April 2022, prepared by Vanasse & Associates, Inc. (VAI).
- Architectural Renderings, dated February 11, 2021, prepared by HPA Design, Inc. (HPA).
- A Photometric Plan, dated April 15, 2022, prepared by Holbrook-Associated, Inc. (HAI).
- An Application for Major Site Plan Approval, dated April 14, 2022, prepared by GHI.
- An Application for Approval of Special Permit, dated April 13, 2022, prepared by the Applicant.

The Plans and accompanying materials were reviewed for conformance with the following Regulations and Bylaws:

- 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. The Project's TIA has been reviewed for conformance with standard professional practices in the state of Massachusetts for the preparation of traffic impact and access studies for Projects of the size and nature of the proposed development. Review of the Project for zoning and stormwater related matters is being conducted by Town personnel and is excluded from this review.

TT 7/19/22 Update

The Applicant has supplied TT with a revised submission addressing comments provided in our previous letter including the following documents:

- A revised plan (Plans) set titled “Site Plan, 86 Holliston Street, Medway, Massachusetts,” dated April 14, 2022 with revisions through June 29, 2022, prepared by GHI.
- A response to comments letter, dated July 12, 2022, prepared by GHI.
- A sound study (Sound Study) letter titled “86 Holliston Street, Medway, MA – Sound Study” dated July 6, 2022, prepared by Tech Environmental (Tech Env).
- A floor plan (Floor Plan) titled “Ground Floor Plan,” dated April 7, 2022, prepared by the SLAM Collaborative (SLAM).
- A lighting and fixtures layout plan (Lighting Plan) set, dated July 6, 2022, prepared by Holbrook-Associated, Inc. (HAI).
- An underground piping inspection (Piping Inspection) letter titled “Underground Piping, 86 Holliston Street-Medway, MA,” dated June 22, 2022, prepared by DWD Engineering, Inc. (DWD)
- A traffic study (Traffic Study) letter with responses to traffic comments titled “Response to Major Site Plan Review, Proposed Medical Office Building – 86 Holliston Street, Medway, Massachusetts,” dated May 31, 2022, prepared by VAI.
- A traffic study (Traffic Study) letter titled “Transportation Improvement Program, Proposed Medical Office Building – 86 Holliston Street, Medway, Massachusetts,” dated July 15, 2022, prepared by VAI.

The revised Plans and supporting information were reviewed against our previous comment letter (May 23, 2022) and comments have been tracked accordingly. Text shown in gray represents information contained in previous correspondence while new information is shown in black text.

SITE PLAN REVIEW

Site Plan Rules and Regulations (Chapter 200)

1. An Environmental Impact Assessment has not been provided. (Ch. 200 §204-3.F.2)
 - *GHI 7/12/22 Response: An Environmental Impact Statement has been provided.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
2. A Neighborhood Impact Assessment has not been provided. (Ch. 200 §204-3.F.3)
 - *GHI 7/12/22 Response: A Neighborhood Impact Statement has been provided.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
3. A Parking Impact Assessment has not been provided. (Ch. 200 §204-3.F.4)
 - *GHI 7/12/22 Response: A Parking Impact Statement has been provided.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
4. Earth removal calculations have not been provided. (Ch. 200 §204-3.I)
 - *GHI 7/12/22 Response: Earth removal calculations have been provided on Sheet 6 of the revised site plan set.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
5. Earth fill estimates have not been provided. (Ch. 200 §204-3.J)
 - *GHI 7/12/22 Response: Earth removal calculations have been provided on Sheet 6 of the revised site plan set.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**

6. Wetlands adjacent to the site have been identified and displayed on the Plans. However, a copy of an Order of Resource Area Delineation (ORAD) from the Medway Conservation Commission depicting the approved wetland resource affecting the proposed Project has not been provided. (Ch. 200 §204-3.K)
 - *GHI 7/12/22 Response: A notice of intent has been filed with the Medway Conservation Commission and public hearings for the project are underway. Upon issuance of an Order of Conditions for the project, copies will be provided to the Planning Board as required.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
7. A Site Context Sheet has not been provided. However, a Vicinity Map providing parcels with 2,000 feet of the site is provided on the Cover Sheet and an Abutter Sheet is also included in the Plans. A waiver has been requested from this Regulation. (Ch. 200 §204-5.B)
 - *GHI 7/12/22 Response: G&H respectfully defers to the commission on granting of the requested waiver.*
 - **TT 7/19/22 Update: No further action necessary until Board decision on Waiver requests.**
8. The Applicant has not included proposed setback lines on the Plans. (Ch. 200 §204-5.D.1)
 - *GHI 7/12/22 Response: Dimensions from the proposed building to the front, side, and rear lot lines have been added to the site plan. Compliance with the minimum setback distances is summarized in the zoning table on sheet 5 of the revised site plan set.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
9. A Landscaping Plan has been provided. However, it is not stamped by a Registered Professional Landscape Architect. A waiver has been requested from this Regulation. (Ch. 200 §204-5.D.8)
 - *GHI 7/12/22 Response: G&H respectfully defers to the commission on granting of the requested waiver.*
 - **TT 7/19/22 Update: No further action necessary until Board decision on Waiver requests.**
10. Floor plans with the use of all interior areas have not been provided. (Ch. 200 §204-5.D.11)
 - *GHI 7/12/22 Response: Architectural floor plans have been provided as requested.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
11. A Master Signage Plan has not been provided. (Ch. 200 §204-5.D.14)
 - *GHI 7/12/22 Response: On behalf of the Applicant, we respectfully request a waiver to the master signage plan requirement. The Waiver Request Form has been attached for review and will be added to the Cover Sheet prior to endorsement.*
 - **TT 7/19/22 Update: No further action necessary until Board decision on Waiver requests.**
12. The Applicant has requested a waiver to provide 5-foot-wide sidewalks between the parking area and the building entrance. However, it appears the sidewalks on the Plans exceed 5 feet throughout. Applicant or GHI to advise and update as needed. (Ch. 200 §207-9.B.1)
 - *GHI 7/12/22 Response: The proposed sidewalk at the front of the building narrows to a 5' width between the building entrances where 7' is required, as parking overhangs the sidewalk. G&H respectfully defers to the commission on granting of the requested waiver.*
 - **TT 7/19/22 Update: The proposed sidewalks appear to be minimum 7-feet wide along the building as required. In our opinion, this comment is resolved.**
13. The Applicant has included a large portion of the proposed parking along the street frontage. We recommend the Applicant consider relocating the building closer to the frontage with all parking to the side and rear of the Project. This condition would also help alleviate potential issues with the south entrance/egress and the anticipated queue at the traffic signal. If parking is required along the frontage, we recommend removing parking facing the roadway and including one-way circulation (egress) at the south drive aisle to incentivize parking in the northerly portions of the site. (Ch. 200 §207-12.B)
 - *GHI 7/12/22 Response: G&H has evaluated Tetra Tech's recommendation to relocate parking to the rear of the property and found it incompatible with the requirements of the project. However the total number of proposed parking spaces has been reduced from 102 to 88, with the reduction occurring*

primarily in the front left corner. G&H notes that landscaped amenity space has been provided between the proposed parking and Main Street and will provide increased screening of the parking area. Additionally, the site and its driveway connections has been shifted an additional 15' north and the south driveway connection revised to exit only.

- **TT 7/19/22 Update: We recommend discussion of this comment at the next PEDB meeting. We believe the site layout is sufficient given site constraints related to the adjacent resource area.**
14. The parking lot layout has several spaces adjacent to building entrances. Parking spaces shall not be located within 20 feet of building entrances, building exits, and emergency access points. A waiver has been requested from this Regulation. (Ch. 200 §207-12.G.3.a)
- *GHI 7/12/22 Response: G&H respectfully defers to the commission on granting of the requested waiver.*
 - **TT 7/19/22 Update: No further action necessary until Board decision on Waiver requests.**
15. It appears the proposed parking may be within 15 feet to a property line at the north side of the Project. The Applicant should show dimensioning from the property lines to the closets parking space. (Ch. 200 §207-12.G.3.b)
- *GHI 7/12/22 Response: Dimensions demonstrating compliance with required parking setbacks have been provided on the revised site plan set.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
16. The Applicant has not included curb radius throughout the site. All curbing shall have a minimum radius of three feet. (Ch. 200 §207-12.H.2)
- *GHI 7/12/22 Response: Curb radius labels have been added to the site plan as requested. All proposed radii meet the minimum 3' requirement.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
17. Provisions for the installation of underground telephone and cable TV have not been provided on the Plans. Additionally, electric runs to proposed lighting and the proposed electric vehicle charging has not been provided. (Ch. 200 §207-16.A)
- *GHI 7/12/22 Response: The proposed electric service has been revised to include telephone and cable, and electric runs added to the vehicle charging stations as requested.*
 - **TT 7/19/22 Update: We anticipate the proposed electric utility will be installed underground from the proposed utility pole to the transformer. However, we recommend the Applicant specifically note underground installation of the utilities on the Plans.**
18. The Applicant should confirm if two 6-foot square dumpsters are sufficient to serve the proposed building. The dumpster area appears to be undersized for the use. The narrative shall also elaborate on medical waste disposal and how that will occur. (Ch. 200 §207-17)
- *GHI 7/12/22 Response: The Applicant has reviewed the requirements of a similar multi-practice facility on Commerce Drive in Northbridge. The Northbridge facility is slightly larger, and utilizes a single 6'x8' dumpster, emptied twice a week. Accordingly our proposed dumpster enclosure has been revised to accommodate a 6'x10' dumpster and relocated to the northwest corner to avoid maneuvering conflicts with the existing driveway.*
 - **TT 7/19/22 Update: The detail appears to show a proposed stockade style fence for the dumpster enclosure. The Applicant shall confirm with the PEDB if the stockade fence is the preferred style noted by the DRC.**

19. The Applicant has provided a Landscaping Plan with evergreen landscape buffers only located at the rear property line. Perimeter landscaping with evergreens are required between the site and all adjoining properties. A waiver has been requested from this Regulation. (Ch. 200 §207-19.B.2)
- *GHI 7/12/22 Response: G&H respectfully defers to the Board on granting of the requested waiver. G&H notes the building facade is designed to match the aesthetic of the abutting farm property and that the abutting properties to the west and east share the same owner as the project.*
 - **TT 7/19/22 Update: No further action necessary until Board decision on Waiver requests.**
20. Shade trees are required for every 6 parking spaces. It does not appear the site provides enough shade trees adjacent to parking areas in the Landscaping Plan. A waiver has been requested from this Regulation. (Ch. 200 §207-19.C.1.d)
- *GHI 7/12/22 Response: A total of 15 shade trees, exclusive of evergreen screening trees and existing shade trees along the Walgreens driveway, have been provided for the 88 proposed spaces on the revised site plan, meeting the requirement of 1 tree per 6 spaces. Accordingly, the waiver request has been withdrawn.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**

General Site Plan Comments

21. We recommend the Applicant consider land banking the southernmost parking aisle to reduce overall impervious area on the site which is currently at approximately 74% impervious coverage. The Applicant is providing 29 additional parking spaces as compared to required spaces calculated by the use.
- *GHI 7/12/22 Response: The total number of proposed spaces has been reduced from 102 to 88, with the removal of spaces occurring in the southwest corner of the parcel. The total impervious coverage has been reduced to 68.3%.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
22. The Applicant should provide narrative on potential modification of the striping on the existing driveway to accommodate the new development. Additionally, stop bars are recommended at stop signs for consistency.
- *GHI 7/12/22 Response: The south entrance has shifted 15' north from its originally proposed location and has been revised to exit only at the request of the Board and peer review. Accordingly, no modification to the striping on the existing driveway is proposed.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**
23. The waiver list on the Cover Sheet is inconsistent with the waiver requests provided in the Major Site Plan Application and should be coordinated.
- *GHI 7/12/22 Response: The cover sheet and site plan application waiver lists have been coordinated as requested.*
 - **TT 7/19/22 Update: We recommend a Condition requiring the Applicant show all requested/approved Waivers on the cover sheet prior to final Plan endorsement.**
24. The Applicant should provide detail on the proposed generator pad and any additional required screening.
- *GHI 7/12/22 Response: Additional screening has been provided around the proposed generator pad, as requested. The proposed generator pad size is preliminary and details on its pad will be provided prior to construction.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**

TRAFFIC REVIEW

Project Study Area Intersections

25. The traffic impact assessment (TIA) evaluated two existing, signalized intersections including the Route 109/Holliston Street intersection and the Route 109/Walgreens/Medway Commons intersection. The Project proposes to share access to the site with the Walgreens driveway on Route 109. Town of Medway Planning & Economic Development Board Rules and Regulations require TIA's to include all intersections within one-quarter mile of a site which would include the Route 109/Richard Road intersection for the proposed medical office building Project. Although not specifically evaluated as part of the TIA, the traffic study estimates that the proposed medical office building will generate approximately 15 to 23 vehicle trips through this intersection during peak hours. This represents an additional vehicle trip every 2 to 4 minutes which would not be expected to materially impact operations at the Route 109/Richard Road intersection. Therefore, the study area presented in the TIA is appropriate for a Project of this size and land use.

- *VAI 5/31/22 Response: No formal response from Applicant.*
 - **TT 7/19/22 Update: The original comment was a statement made about the quality and completeness of the study and was not an issue noted in the analysis. No further updates required. In our opinion, this comment is resolved.**

Study Time Periods

26. The study includes an impact analysis of the weekday morning (7am-9am) and weekday evening (4pm-6pm) peak periods. The proposed medical office building is anticipated to also provide outpatient emergency care (in addition to women's health and wellness and pediatric care). Therefore, the study also includes an impact analysis of the Saturday midday (11am-2pm) peak periods. The time periods chosen for detailed analysis are appropriate for this type of medical office use.

- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**

Traffic Volumes

27. The turning movement counts (TMCs) and automatic traffic recorder (ATR) counts were conducted on Thursday, February 17, 2022 and Saturday, February 19, 2022 at the study intersections. The traffic volumes were increased by 12.5 percent for seasonality (February was determined to be a below-average traffic month) based on MassDOT historical traffic count data. The study also reviewed historical count data at the Route 109/Walgreens/Medway Commons intersection from October 2018. The study determined that no adjustments to the observed February 2022 traffic volumes were warranted as a result of the ongoing COVID-19 pandemic. Tetra Tech generally concurs with this methodology.

- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**

Public Transportation

28. The TIA states that the Greater Attleboro-Taunton Regional Transit Authority (GATRA) provides Dial-a-Ride paratransit services to eligible persons in the community. However, regularly scheduled public transportation is not provided in the immediate vicinity of the site, with the closest GATRA bus stop located more than 10 minutes away. Therefore, the TIA did not reduce the estimate vehicle trip generation for the proposed medical office building as a result of area public transportation services. Tetra Tech agrees with this methodology.

- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**

Sight Distance

29. The TIA evaluated available sight distances at the existing Walgreens driveway on Route 109 since this driveway is also proposed to support access to the site. The sight distance evaluation was based on procedures outlined in the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets, 7th Edition (2018). The sight distance evaluation was based on the posted speed limit of 35 miles per hour (mph). The observed 85th percentile travel speeds on Route 109 were not included in the evaluation as they were lower than the posted speed limit. Tetra Tech generally concurs with this methodology.
- **VAI 5/31/22 Response:** *See response at Comment 25.*
 - **TT 7/19/22 Update:** **See Update at Comment 25.**
30. Tetra Tech identified discrepancies between the tabular summary of the sight distance analysis presented in the TIA and the supporting calculations provided in the attachment materials. However, the discrepancies do not change the overall conclusion reported in the TIA that the available stopping sight and intersection sight distance on Route 109 at the shared access way with the site/Walgreens exceeds minimum AASHTO requirements for the posted speed limit.
- **VAI 5/31/22 Response:** *The subject calculations have been revised and are attached. As noted by TT and identified in the April 2022 TIA, the available lines of sight at the intersection exceed the recommended minimum distances for safe and efficient operation.*
 - **TT 7/19/22 Update:** **In our opinion, this comment is resolved.**

Safety Analysis

31. The TIA provided a crash analysis for the existing study intersections between 2015 and 2019 (the most recent complete year of MassDOT data) based on MassDOT crash data which is generally consistent with industry standard methodology. During the five-year study period, intersection improvements were implemented by others at the Route 109/Holliston Street intersection to address safety issues identified in the 2014 Road Safety Audit (RSA) prepared for the intersection. The TIA did not provide the crash data in the appendix material. Tetra Tech recommends the MassDOT crash data be provided for completeness.
- **VAI 5/31/22 Response:** *The MassDOT crash data is attached.*
 - **TT 7/19/22 Update:** **In our opinion, this comment is resolved.**
32. The TIA reported a total of 36 crashes at the Route 109/Holliston Street intersection and 25 crashes at the Route 109/Medway Commons Driveway intersection during the five-year study period, resulting in crash rates consistent with or below the MassDOT Statewide (0.78) and Districtwide (0.89) averages for signalized intersections. Tetra Tech generally concurs with the crash rate calculations provided.
- **VAI 5/31/22 Response:** *See response at Comment 25.*
 - **TT 7/19/22 Update:** **See Update at Comment 25.**
33. Although not discussed in the TIA, GHI has completed an 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 will serve as the de facto access to the 86 Holliston Street site, Tetra Tech recommends that 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 medical office building Project.
- **VAI 7/15/22 Response:** *...Based on our discussion and with input from both the Medway Department of Public Works and Tetra Tech, the scope of the off-site improvements to be undertaken as a part of the Project will focus on improvements at the route 109/Medway Commons/Walgreens driveway intersection and will entail the following elements:*

- *Review and modify (reconstruct) the wheelchair ramps for crossing the Walgreens/Project site driveway at Route 109 to meet Americans with Disabilities Act (ADA) requirements;*
- *Upgrade the existing pedestrian push button assemblies and indications at the intersection to meet ADA requirements, including the installation of countdown-type indications;*
- *Install retroreflective tape on backplates for the traffic signal indications;*
- *Review existing trees and trim as necessary to improve visibility of the traffic signal indications;*
- *Restripe the existing pavement markings along Route 109 and the Project site driveway;*
- *Install “Watch for Solar Glare” sign on Route 109 westbound east of the intersection; and*
- *Restripe the crosswalks across Route 109 and the Project site driveway to ladder-style.*
- **TT 7/19/22 Update: In our opinion, this comment is resolved.**

Study Time Horizon

34. The TIA utilized a seven-year planning horizon from the year the traffic study was submitted (2029 Future Year condition) which is consistent with MassDOT traffic study guidelines.

- *VAI 5/31/22 Response: See response at Comment 25.*
- **TT 7/19/22 Update: See Update at Comment 25.**

Future No-Build Traffic Volumes

35. A one percent annual growth rate was applied for seven years from the 2022 Existing peak hour traffic volumes to estimate peak hour traffic volumes in the planning year 2029. This growth rate was based on MassDOT continuous count station data. The TIA also considered traffic associated with specific area development Projects based on consultation with the Medway Planning and Economic Development Department. Tetra Tech generally concurs with this methodology.

- *VAI 5/31/22 Response: See response at Comment 25.*
- **TT 7/19/22 Update: See Update at Comment 25.**

Trip Generation

36. Trip Generation Land Use Code (LUC) 720 – Medical-Dental Office trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition were applied. This methodology is reasonable for the proposed medical office building use.

- *VAI 5/31/22 Response: See response at Comment 25.*
- **TT 7/19/22 Update: See Update at Comment 25.**

Trip Distribution/Trip Assignment

37. The distribution of Project trips through the study intersections is based on existing travel patterns adjacent to the site during peak commuting periods. Tetra Tech recommends that the Applicant provide the supporting trip distribution calculations for review.

- *VAI 5/31/22 Response: A diagram has been provided as an attachment that summarizes the existing trip distribution patterns within the study area during the peak hours. These patterns were used as the basis of the trip distribution pattern for Project-generated trips.*
- **TT 7/19/22 Update: In our opinion, this comment is resolved.**

Intersection Operational Analysis

38. The TIA utilized Highway Capacity Manual (HCM) methodology for the signalized intersections using Synchro software to conduct the intersection capacity analyses. This is consistent with industry-standard methodology.
- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**
39. The TIA indicates that the study intersections operate at overall levels of service (LOS) D or better operations during the peak hours under existing conditions and future year conditions (with or without the Project). Industry standards suggest that LOS D or better operations during peak hours are generally considered acceptable for most intersections. The TIA also reports that all movements at the intersection will operate at LOS D or better operations with or without the Project. The exception is the Holliston Street southbound movement at Route 109 which is expected to operate at longer delays (LOS E) during the weekday morning peak hour. However, this LOS E condition will occur independently of the proposed medical office building use, with a Project-related delay increase to this movement of less than 2 seconds. Project-related vehicle queues at the study intersections are shown to increase by up to 7 vehicles during peak hours. Additionally, field observations conducted by Tetra Tech during the weekday evening peak hour indicate that existing vehicle queues on Route 109 westbound at Holliston Street extend back through the Route 109/Medway Commons Walgreens driveway intersection at times. Tetra Tech recommends that the Applicant consider evaluating traffic signal timing modifications at the study intersections to determine if improved vehicle queueing can be achieved.
- *VAI 5/31/22 Response: As shown on Table 1A, with the implementation of an optimal traffic signal timing and phasing plan at the study area intersections, overall motorist delay will be reduced to the extent that all movements operate at LOS D or better, with minor increases (up to three (3) vehicles) and more substantial decreases (up to five (5) vehicles) in vehicle queueing shown to occur. To the extent so desired by the Town, the Project proponent will design and implement an optimal traffic signal timing and phasing plan for the intersections of Route 109 at Holliston Street and Route 109 at the Project site driveway and the Medway Commons driveway. These improvements will be completed prior to the issuance of a Certificate of Occupancy for the Project, subject to receipt of all necessary rights, permits and approvals.*
 - **TT 7/19/22 Update: The Applicant met with representatives from the Town and TT on July 14, 2022 to discuss RSA improvements from the 39 Main Street Project that may be implemented as part of this Project. During that discussion, the Applicant noted they intended to retime the Holliston Street signal to mitigate for the proposed development. Medway DPW responded and noted that they have recently been conducting signal retiming at the intersection and did not want any others touching the signal at this time. We recommend a Condition requiring the Applicant monitor the progress of the DPW's retiming effort and coordinate with the Medway DPW to mitigate traffic related to this Project.**

Parking

40. Per the parking summary provided in site Layout Plan Sheet 5, the total proposed parking supply of 102 spaces exceeds the Town requirement of 73 spaces (1 space per 300 sf applied to a 21,900-sf medical office building). 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.
- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**

Site Access/Emergency Access

41. The TIA recommended numerous Project access improvements including a minimum internal circulation aisle width of 24 feet, compliance with Manual on Uniform Traffic Control Devices (MUTCD) standards for all proposed signage and pavement markings, compliance with American with Disabilities Act (ADA)

standards for all proposed crosswalks and wheelchair ramps, maintenance of proposed signage and landscaping so as not to restrict sight lines at the site driveway and the timely removal of snow accumulations (windrows) within site driveway sight line triangles. Tetra Tech generally concurs with these recommendations.

- *VAI 5/31/22 Response: See response at Comment 25.*
 - **TT 7/19/22 Update: See Update at Comment 25.**

42. The Project is committed to implementing a Transportation Demand Management (TDM) program aimed at reducing single-occupancy vehicle usage at the site. Tetra Tech agrees with the implementation of a TDM program for the site and recommends that the Applicant work with the Town to finalize the specific elements of the program including the location and number of proposed bicycle parking.

- *VAI 5/31/22 Response: The Project proponent will work with the Town to finalize the elements of the Transportation Demand Management (TDM) program for the Project, including the location and amount of bicycle parking to be provided.*
 - **TT 7/19/22 Update: We recommend a Condition requiring the Applicant seek input from the PEDB regarding this comment.**

43. Queues from vehicles waiting to exit the shared access way onto Route 109 could block vehicles from entering the front (south side) of the proposed medical office building site due to the close proximity of the southerly site driveway and the Route 109 signal. Tetra Tech recommends that the Applicant evaluate the feasibility of restricting the southerly driveway to exit-only movements or implementing alternative traffic guidance/control at the internal southerly intersection with Walgreens (i.e., Do Not Block pavement markings and signage, all-way Stop control, etc.) to minimize vehicle conflicts on the north leg of the Route 109/Walgreens driveway intersection.

- *VAI 5/31/22 Response: As suggested by TT, the south driveway will be reconfigured to serve as a one-way exit from the Project site or "Do Not Block" pavement markings with accompanying signs will be installed. The selected traffic control strategy will be shown on a subsequent revision of the Site Plans that will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**

44. The Project proposes to install Stop signs at the Project driveway approaches to the shared access way with Walgreens. Tetra Tech recommends that MUTCD-compliant Stop bar pavement markings also be installed at these locations.

- *VAI 5/31/22 Response: Stop-bar pavement markings will be added and shown on a subsequent revision of the Site Plans that will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: These items have been provided on the updated Site Plans. In our opinion, this comment is resolved.**

45. The Project proposes to locate the medical office building's trash pick-up/drop-off area at the intersection with the proposed northerly site driveway and the shared access way with Walgreens. Although this is a low-volume intersection, the location of the proposed trash area will require a trash truck to pull in and/or back out in the intersection causing a potentially unsafe condition. Tetra Tech recommends that the Applicant explore the feasibility of relocating the proposed trash area so that a trash truck can safely maneuver in and out of the trash area with minimal impacts to vehicles traveling through this area.

- *VAI 5/31/22 Response: The dumpster location will be reviewed and relocated so as to avoid the conflict identified by TT, and will be shown on a subsequent revision of the Site Plans that will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: The dumpster has been relocated to the northwest portion of the site which should mitigate potential conflicts. In our opinion, this comment is resolved.**

46. Tetra Tech recommends that the Applicant provide information on the proposed loading/delivery operations and ensure that proposed loading activity will not impede access and circulation for patients, staff or emergency vehicles.
- *VAI 5/31/22 Response: A narrative describing loading and delivery operations will be provided by others under separate cover. These activities will be scheduled to occur during off-peak patient periods.*
 - **TT 7/19/22 Update: We recommend this item be discussed at the next PEDB meeting to ensure all parties are in agreement on proposed loading and delivery times.**
47. Tetra Tech recommends that the Applicant provide AutoTurn analyses to ensure that the largest emergency vehicle, delivery vehicle and trash truck can adequately access the site. The emergency circulation should be reviewed with the Medway Fire Department.
- *VAI 5/31/22 Response: A vehicle turning analysis will be provided for a service/delivery vehicle and the Medway Fire Department design vehicle, and will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: The Turning Analysis Plan has not been provided. We recommend a Condition requiring the Applicant provide the Plan prior to final Plan endorsement.**
48. The proposed snow storage location in the northeast portion of the site could block the sight line of the trash area for vehicles entering the rear part of the site at this location.
- *VAI 5/31/22 Response: The snow storage areas will be reviewed and adjusted as necessary so as not to inhibit sight lines. These adjustments will be shown on a subsequent revision of the Site Plans that will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: The trash area has been relocated to the northwest portion of the site. In our opinion, this comment is resolved.**
49. The proposed snow storage in the southwest corner of medical office building could block the views of oncoming traffic and vehicles pulling in or backing out of parking spaces in this area of the site.
- *VAI 5/31/22 Response: The snow storage areas will be reviewed and adjusted as necessary so as not to inhibit sight lines. These adjustments will be shown on a subsequent revision of the Site Plans that will be submitted by others under separate cover.*
 - **TT 7/19/22 Update: In our opinion, this comment is resolved.**

ADDITIONAL COMMENTS

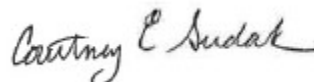
50. The Applicant is proposing an approximate 5,400± earth fill for the Project and should meet Section 207-8.F of the Regulations.
51. The Applicant shall install Cultec Separator Rows on the proposed SIS systems as required by Section 207-14.D of the Regulations.
52. We recommend rounding the northern end of the access driveway to prevent vehicles parking at the squared-off (as currently shown) portion of the driveway.

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 him/her 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