



Town of Medway
ZONING BOARD OF APPEALS
155 Village Street, Medway MA 02053
(508) 321-4915

Rori Stumpf, Chair
Brian White, Vice Chair
Carol Gould, Clerk
Christina Oster, Member
Gibb Phenegar, Member

Zoning Board of Appeals Meeting
Wednesday, May 15, 2019 at 7:30 pm
Sanford Hall
155 Village Street Medway, MA 02053
Meeting Minutes

Present: Rori Stumpf, Chairman, Brian White, Vice Chair, Christina Oster, Member and Gibb Phenegar, Member

Absent: Carol Gould, Clerk

Also Present: Barbara J. Saint Andre, Director, Community and Economic Development
Stefany Ohannesian, Administrative Assistant, Community and Economic Development
Steve Bouley and Courtney Jones, Tetra Tech

Chairman Rori Stumpf called the meeting to order at 7:32 pm. He announced that this meeting is being broadcast and recorded by Medway Access Cable

Public Hearings

7:30pm – 7 Wellington Street – application for variances from Section 6.1 of the Zoning Bylaw to split the property into two lots. The applicant seeks variances from the required 150 feet of frontage for proposed Lot 2, which will have 90.81 feet of frontage, and from the required square footage of 22,500 square feet for both proposed lots; Lot 1 will be 11,062 square feet and Lot 2 will be 12,549 square feet.

Mr. Stumpf opened the public hearing for the variance application for 7 Wellington Street.

The Applicants Paul and Marlena Doucette were present with their representative, Patrick Mulvehill. Mr. Mulvehill explained his role and experience being on the Zoning Board of Appeals in Norwood for 25 years. He then provided an overview of what the Applicants are proposing for the variance application. They bought the home knowing it needed a lot of work and over time they have put a lot of work into the home. They would like to build a single family, single level home on Lot 1 if granted. The home owner has been advised to limit himself to single level home living due to medical restrictions. Mr. Mulvehill stated the Applicants would be open to any conditions that are put forward if the application is granted. The Applicants live in the neighborhood with family and close friends who currently help with the maintenance and upkeep on the property due to Mr. Doucette's limitations. They want to stay in Medway.

Mr. Mulvehill then referenced the variance that was granted for 30 Wellington Street on March 3, 2018 and the newly constructed house on the new lot and stated that this is not what the Applicants are going to do with their new lot if granted. Mr. Mulvehill provided some aerial photos of the property and some pictures of the style of homes the Applicants have researched and would consider building (these photographs are attached). He stated they are aware of what conditions might be put forth and that they would be open to complying with them.

Marlena Doucette, 7 Wellington Street spoke about moving to Medway and buying the house across the street from Paul's brother and down the street from close friends. She states Mr. Doucette has had surgeries and therefore they have been advised to downsize. Mr. Mulvehill states the applicants will not be selling the new lot for profit, they are going to build on the potential new lot and live there.

Gibb Phenegar, Member stated he drove by the property and questions the height of the proposed house. He also asked the Applicants if they read the letter received from the Planning and Economic Development, and stated that there are restrictions in that letter that they would need to comply with.

Brian White, Vice Chair stated his concern for the Applicants being able to meet all variance criteria but states he drove through the neighborhood and doesn't think it would be out of the realm of possibility to be granted.

Christina Oster, Member stated she drove by the property as well and wants to make sure that the proposed new building conforms with the neighborhood. She discussed stormwater and height of the possible new building. She stated she doesn't see a problem with the proposed application but wants to make sure all conditions are met if this is granted. There was also a discussion about where the new proposed driveway would be.

Mr. Stumpf discussed the four criteria for a variance and asked Mr. Mulvehill about the first one. Mr. Mulvehill responded regarding the shape and size of the lot. There was discussion as to whether there are any other burdens of the property rather than personal burden on the Applicant and his medical reasons. Mr. Stumpf stated that after hearing comments from any abutters he would like to continue the hearing. He also questioned if this project would be derogating from the Bylaws.

Andy Rodenhiser, Chairman of Planning and Economic Development Board discussed the letter submitted by the PEDB and mentioned the Town of Medway Zoning districts and why they implement this type of zoning in the AR-I district. He stated that ZBA decisions should be decided based on the land and not the owner; as well as restrictions being put in place if this application is granted.

Marie Doucette, 9 Phillips Street stated she is the Applicant's sister-in-law as well as neighbor for 15 years. She stated they all look out for each other and all the family and friends would be happy if they can stay in the neighborhood

Brian Dunn, 6 Wellington Street stated he is in support of whatever they want to build and that they do not have an issue with this application.

Motion made by Brian White, seconded by Gibb Phenegar to continue the hearing for 7 Wellington Street to Wednesday June 5, 2019 at 7:30 pm in Sanford Hall, the vote was unanimous, 4-0.

7:50pm – 39 Main Street Comprehensive Permit Application – The Applicant SLV Medway, LLC seeks a Comprehensive Permit under MGL c. 40B, Sections 20 – 23 as amended, to allow construction of a 190-unit complex called “39 Main” in which 25% of the units (48 units total) will be affordable. The complex will be located on a 12.3-acre parcel in the Agricultural Residential I (AR-I) district of Medway, MA. *Main focus area - Traffic Review.*

Mr. Stumpf asked SLV Medway I, LLC to begin their presentation.

Geoff Engler, SLV Medway, I LLC (the applicant) stated they want to focus on what Tetra Tech has to say regarding their traffic review. The review letter dated May 13, 2019 from Tetra Tech is attached.

Steve Bouley, Tetra Tech stated he was joined by Courtney Jones also of Tetra Tech.

Ms. Jones discussed the traffic report from Vanasse and Associates Inc. She found that Vanasse and Associates, Inc. addressed all comments sufficiently (the letter dated May 14, 2019 is attached). She touched upon what direction the traffic will when exiting the project. She also mentioned that the traffic impact will be minimal on busy intersections. She stated that the applicant is willing to fund a road safety audit on Route 109 at the Walgreens and Medway Commons traffic signal.

Mr. Phenegar discussed the width of the driveway and suggested the applicant go back to the Medway Fire Department. Mr. Engler stated the team is meeting with the Medway Fire Dept. next week and the design that was presented is identical to the design that the Medway Fire Department is requesting. There was then discussion about the size of the proposed driveway and fire lane.

Mr. White discussed “auto turn” and advised the applicant use this program to make sure that the Fire Department is able to safely maneuver through the project.

Ms. Oster stated she is okay with all comments as long as Tetra Tech has no issues.

Mr. Stumpf asked Tetra Tech clarify sight distance plans.

Ms. Jones then discussed the criteria for meeting sight distance requirements, signage and vegetation for the project.

Jeffrey Dirk, Vanasse and Associates, Inc. stated that the team appreciates the comments and the review has given them some ideas to consider and it was a very balanced and fair review.

Mr. Stumpf asked if there was anyone from the public, at that time no public comments were brought forth.

Ms. Saint Andre asked about the sight triangle, what it is and how a condition can be written to ensure the sight triangle is maintained? Mr. Jones explained the intersection and stopping sight distances, and how they are measured between the sight line and travel path on the roadway; the driver should be able to see objects within that area that are two feet tall.

Mr. Dirk stated that the sight triangle can be shown on the plan and that the Board can clearly see what this is referring to and there will be a note added to the endorsed site plan.

Ms. Saint Andre discussed a comment from Tetra Tech on the crosswalk and crosswalk signal to make sure this is shown on the plan. The applicant stated it will be shown on the plan and installed.

Dan Merrikin, Legacy Engineering, LLC discussed the lighting for the project and the light pole at the intersection of the project and Main Street. He is looking for guidance on the lighting, currently there is no street light at the opening of the project. He stated that in order to not disturb abutters they can drop the height and wattage of the light. Mr. White responded that they need to make sure they are not impacting abutters. The project is going to have a double headed fixture at the entrance that will be facing east and west.

The Board and Mr. Engler discussed the schedule of upcoming meetings as well as what the applicant is doing to prepare for the next meeting.

Ms. Saint Andre asked for an updated waiver request list and what will they do to mitigate the impact on abutters in all aspects of the project, particularly during construction.

Mr. Stumpf brought up a letter from an abutter received May 15, 2019 requesting a privacy fence to separate their property from the project. This letter dated May 11, 2019 is attached.

Motion to continue the hearing for 39 Main to Wednesday May 29, 2019 at 7:30 pm at Sanford Hall made by Brian White, seconded by Gibb Phenegar, the vote was unanimous, 4-0.

Approval of Minutes

- April 24, 2019
- May 1, 2019

Motion to approve April 24, 2019 minutes as presented made by: Brian White, seconded by Gibb Phenegar, the vote was unanimous, 4-0.

Motion to approve May, 1, 2019 minutes as presented made by: Brian White, seconded by Gibb Phenegar, the vote was unanimous, 4-0.

Motion to adjourn the meeting at 8:30 pm made by Brian White Seconded by Gibb Phenegar with a unanimous vote of 4- 0- 0.

Respectfully submitted,

Stefany Ohannesian
Administrative Assistant, Community and Economic Development

List of Documents Reviewed at the Meeting

1. Photographs submitted by Patrick Mulvehill, representative for Paul and Marlena Doucette of 7 Wellington Street Medway, MA 02053
2. 39 Main Street 40B Site Plan Review Medway, Massachusetts dated May 13, 2019 from Tetra Tech
3. Response to Traffic Peer Review, Proposed Multifamily Residential Development – 39 Main Street (Route 109) Medway, Massachusetts dated May 14, 2019 from Vanasse & Associates, Inc.
4. Letter dated May 11, 2019 from abutter, Deborah Boczanowski to Chairman Rori Stumpf and members of the Board

15/2019

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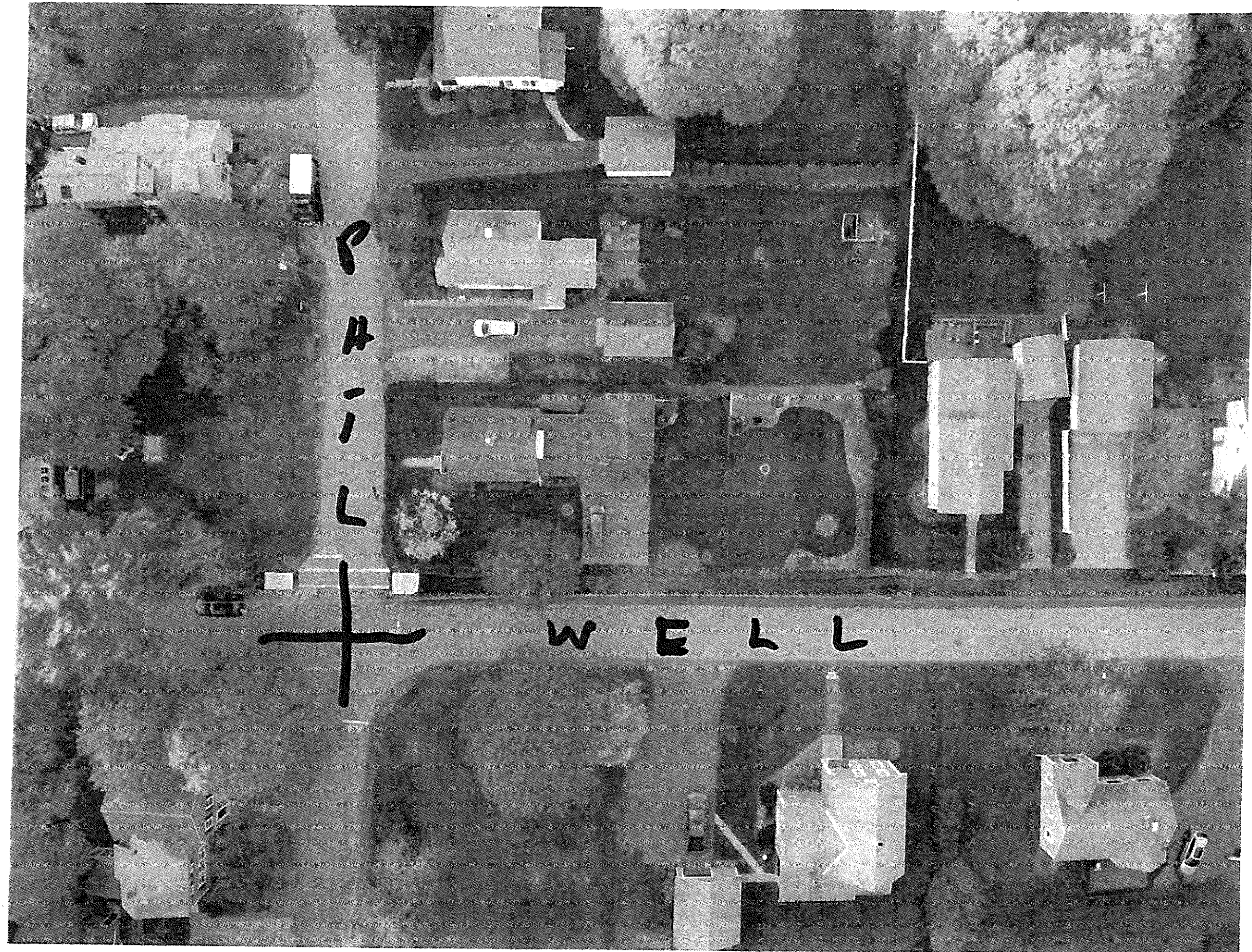




15/2019

DJI_0147.JPG







Subject: [No Subject]

From: patrick mulvehill (packyj66@yahoo.com)

To: packyj66@yahoo.com;

Date: Wednesday, May 15, 2019 4:20 PM



Sent from Yahoo Mail on Android

Attachments

- 5697_1557951525402.jpeg (410.08KB)

Home Plan no. 1525



Quick Data:

Plan No. 1525

Rooms	6
Bedrooms	2
Baths Full	2
Half	0
Garage Size	2 car(s)
Sq. Ft.	Total 1884
	1st 1884
	2nd 0
	3rd 0
Size	Width 62 ft.
	Depth 58 ft.

View Sample Plan Sets:

- ☐ Full Plan Set
- ☐ Study Plan Set

Plan no. 1525 - Details

Main Roof Type Gable

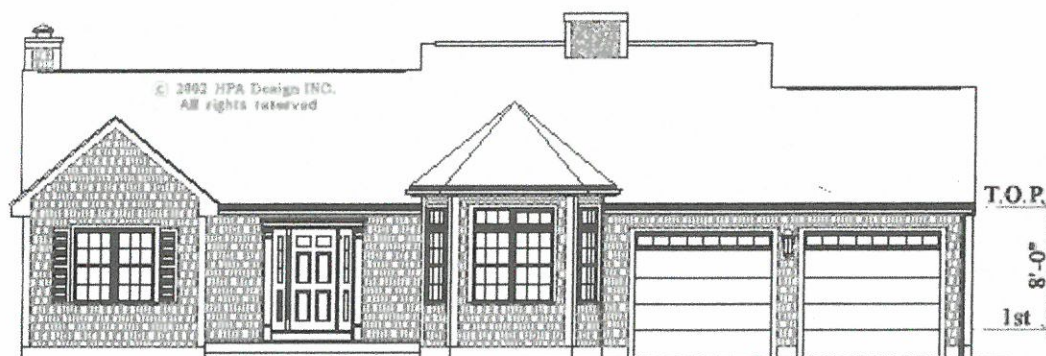
Garage Type Attached

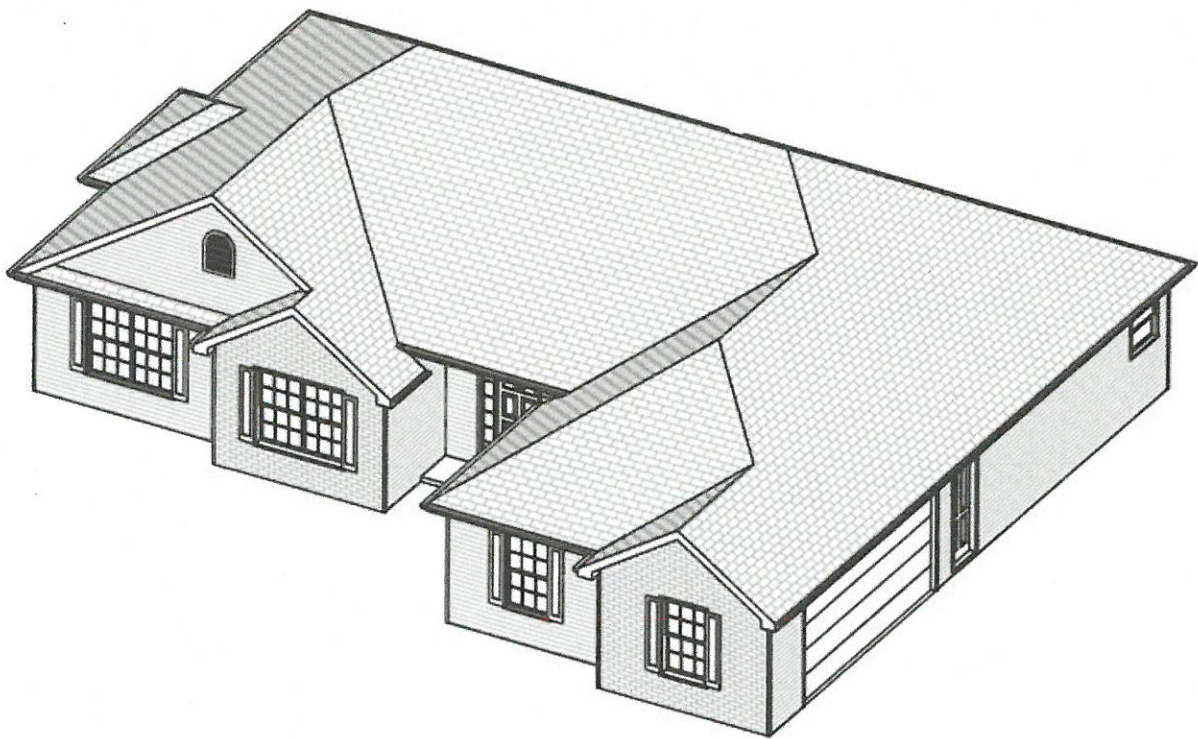
Basement Type Full Walkout

Special Features include

First Floor Master Suite

Plan no. 1525 - Front Elevation







May 13, 2019

Ms. Barbara J. Saint Andre
Director, Community & Economic Development
Medway Town Hall
155 Village Street
Medway, MA 02053

**Re: 39 Main Street
40B Site Plan Review
Medway, Massachusetts**

Dear Ms. Saint Andre:

Tetra Tech (TT) has reviewed specific submittal materials for the above-referenced Project to assist the Medway Zoning Board of Appeals (Board) in its Comprehensive Permit review. The following letter provides comments generated during our review of applicant submittals and generally focus on substantive concerns that speak to issues whose eventual resolution may substantially impact Project design or could otherwise result in potentially unsafe conditions or unanticipated impacts.

Our review is based on materials received from the Board comprising the following pertinent documents:

- An Application package titled "39 Main Street, Medway, MA, Application for Comprehensive Permit" dated March 2019, prepared by SLV Medway I, LLC (SLV)
- A plan (Plans) set titled "39 Main Street Site Plan of Land", dated October 11, 2018, revised March 26, 2019, prepared by Legacy Engineering LLC. (LEL)
- An architectural plan set, including landscaping plan titled "Comprehensive Permit Application, 39 Main Street, Medway, MA" not dated, prepared by SLV and Cube3.
- A water-sewer project letter dated October 19, 2018, prepared by LEL (formerly Merrikin Engineering, LLP).
- A Traffic Impact Assessment (TIA) titled "Transportation Impact Assessment, Proposed Residential Development, 39 Main Street (Route 109), Medway, Massachusetts" dated November 2018, prepared by VAI.
- Intersection Capacity Analysis (Synchro® files) for the Existing, No-Build and Build conditions provided via email from VAI dated April 26, 2019.

The Plans and accompanying materials were reviewed for good engineering practice, overall site plan efficiency, utilities, traffic and public safety. Review of stormwater and site grading will be completed by the Medway Conservation Commission in parallel with Medway Zoning Board of Appeals review process. In general, the plans and supporting materials were well done and we appreciate the clarity and completeness of plans provided. Our initial comments are provided below.

Site Design

The Site Plans provide a good introduction to the Project and its various components and shows the Project is placed in an appropriate location on the site in upland area. The following specific comments are offered to identify areas where additional information is required, or changes are requested to address questions or support further review.

1. The applicant should provide a survey of the property stamped by a licensed professional surveyor in the state of Massachusetts.

2. Retaining walls on western, southeastern and northeastern sides of the site are proposed to be greater than four feet in height and will require structural design. The design should also include provisions for installation of the proposed guardrail.
3. A four-foot retaining wall is proposed along the western side of the building adjacent to a sidewalk. We recommend the applicant provide detail of proposed fence or other means of fall protection for pedestrians utilizing the sidewalk in this area.
4. The applicant has proposed a boulevard entrance with two 16-foot lanes used for entrance and exit. NFPA requires 20-foot minimum lane width. We recommend the applicant confirm with Medway Fire chief regarding lane width and ensure Medway Fire Apparatus can navigate through the site and shall provide plans of proposed swept path of emergency vehicle(s) as required by the Fire Chief.
5. Proposed snow storage does not appear to be sufficient. Furthermore, snow storage is proposed along the building faces which may cause impacts to proposed light poles, sidewalk and landscaping. We anticipate the need for off-site removal of snow in a majority of snow events.
6. The Plans do not provide detail of proposed dumpsters or refuse loading locations. These locations should be shown on the Plans and should be adequately screened from public view.
7. Gates have not been shown on the Plans at the proposed fire lane to limit access to emergency vehicles only. A detail of the proposed gate(s) should also be shown with provisions for fire department access.
8. Light spill exists along the northern, western and southern property boundaries. We recommend the applicant provide shielding to all light fixtures to ensure light trespass does not occur on abutting properties.
9. We recommend wider sidewalks along parking areas to ensure bumper overhang does not impede travel on the sidewalk.
10. The proposed landscaping plan does not provide plant schedule. We recommend a schedule be provided to determine type and number of plants proposed. Proposed play area has also been relocated based on the Site Plans and the landscaping should show revised location. Snow storage areas should be included on the landscape plans and commentary on how proposed landscaping will be protected by snow plowing operations in designated areas.

Water

The Site Plans and appurtenant water and sewer projection letter indicate the Project will be served by public water via connection to an 8-inch water main in Main Street. Items provided below should be coordinated with the Town of Medway Water Department (MWD) to determine if the project meets town water standards and whether the development can be adequately served by the municipal water system. The following comments are offered specific to the Project water system and related analysis or lack thereof.

11. The applicant has not provided analysis of the existing water system and whether it can support the proposed development. Documentation should be provided demonstrating adequate supply and pressure is available to serve the Project without compromising service to surrounding properties.
12. The applicant has not proposed any hydrants at the site. Additionally, a dedicated fire service to the building has not been proposed. We recommend the Applicant provide confirmation of review of the Plans by Medway Fire Chief and their acceptance of the design.

13. We recommend the applicant provide clarification of proposed water service to the building. One gate valve is provided at the tee fitting to feed both legs of the building. If water is required to be turned off for any reason, the entire building would need to be shut down. Additionally, metering the two connections may be an issue.
14. An irrigation well has not been provided on the Plans. Municipal water supply shall not be utilized to irrigate the site.

Sewer

The Site Plans indicate the Project will connect to municipal gravity sewer in Main Street, wastewater from the Site will be conveyed by gravity to the proposed connection located north of the emergency fire lane curb cut. In all items provided below the applicant should coordinate with the Town of Medway Sewer Department (MSD) to determine if the project meets town standard and whether the development can be adequately served by the municipal sewer system. The following comments are offered specific to the Project sewer system and related analysis or lack thereof.

15. The applicant has not provided analysis of the existing sewer system and whether it can support the proposed development. The project is expected to generate a maximum daily flow rate of approximately 35,530 gpd (323 bedrooms @ 110 gpd/bedroom) based on MA Title V design flow rates. Documentation should be provided demonstrating adequate capacity exists within the municipal sewer system downstream of the project connection.
16. We recommend the applicant provide pipe flow calculations for proposed sewer. Proposed sewer is sloped at approximately 0.5% throughout the site and calculations should be provided to confirm the pipes will maintain a minimum two feet per second velocity to ensure pipe is actively cleaned and to prevent settlement of solids.
17. Information should be provided documenting the anticipated connection fees and describing any proposed inflow/infiltration (I/I) mitigation measures or related fees to be paid by the Project.

Traffic

The November 2018 TIA generally conforms with standard professional practices in the Commonwealth of Massachusetts for the preparation of traffic impact studies for projects of the size and nature of the proposed residential development. However, Tetra Tech recommends that the Applicant provide additional information identified below to provide a comprehensive review of the project's traffic-related impacts.

18. The TIA states that the study area generally includes sufficient roadway widths to support shared bicycle-vehicle travel. However, the shoulders along Main Street narrow at some points reducing the available travel widths. Tetra Tech recommends that the Applicant review the feasibility of providing continuous bicycle accommodations through the study area.
19. The TIA identifies an existing commuter rail shuttle operated by the Greater Attleboro Taunton Regional Transit Authority (GATRA) that provides service among Medway Middle School, the Medway Post Office and the Norfolk Commuter Rail Station operated by the Massachusetts Bay Transportation Authority (MBTA) during peak commuting periods. Tetra Tech recommends that the Applicant work with GATRA to discuss the feasibility of extending the shuttle service to the site to reduce the number of vehicle trips in and out of the site.
20. The crash analysis has generally been prepared in accordance with industry standards and includes an evaluation of data from the MassDOT crash database for the study intersections for the five-year

period between 2012 and 2016. However, the MassDOT crash data was not provided in the Appendix. It is recommended that the Applicant provide the crash data to Tetra Tech for review.

21. The Applicant has proposed to facilitate the completion of a Road Safety Audit (RSA) at the Main Street/Medway Commons/Walgreens driveway to identify potential safety improvements. The Applicant's commitment to the preparation of the RSA should be more specific. Tetra Tech recommends that the Applicant either prepare the RSA or fund the completion of the RSA.
22. Traffic generated by the project was based on trip rates published in ITE's Trip Generation for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) applied to 190 units. The site program evaluated in the TIA is expected to generate approximately 1,034 daily trips on a weekday (64 vph during the morning peak hour and 82 vph during the evening peak hour). Tetra Tech generally agrees with the trip generation methodology but notes discrepancies in the calculation (Tetra Tech calculated 68 trips during the morning peak hour and 84 trips during the evening peak hour). However, these discrepancies are minor and not expected to materially change the project's impacts identified in the TIA.
23. The TIA utilized HCM 2000 methodology for the signalized intersections and HCM2010 methodology for the unsignalized intersections using Synchro version 10 software. Tetra Tech generally agrees with the methodology used in the TIA but notes some discrepancies with some of the data inputs used in the analysis (i.e., lost time adjustments). However, given that the Main Street/Holliston Street is currently being improved by MassDOT and that the Applicant has already offered to facilitate the RSA for the Main Street/Medway Commons intersection, Tetra Tech does not believe it would be beneficial to update the capacity analyses.
24. The main site driveway location analyzed in the November 2018 TIA was located approximately 100 feet west of Lee Lane. Based on the March 26, 2019 site plans, the driveway location is now proposed approximately 200 feet west of Lee Lane. It is recommended that the Applicant provide updated stopping sight distance (SSD) and intersection distance analyses (ISD) including the preparation of sight distance plans and profiles SSD and ISD for the main site driveway to ensure that adequate sight distance can be provided. The Applicant should provide the updated SSD and ISD calculations accounting for roadway grades. If minimum AASHTO SSD and ISD criteria are not satisfied, mitigation should be proposed, where possible, to enhance sight lines.
25. The March 26, 2019 plan set indicates a total proposed parking supply of 304 spaces which exceeds the Town zoning requirement of 1.5 spaces per unit.
26. The TIA recommends that the access ways serving the site be at least 24-feet wide for two-way traffic flow and 20-feet wide for one-way traffic flow/fire lanes consistent with NFPA®1. Tetra Tech notes that the March 26, 2019 site plans do not meet these criteria. Tetra Tech recommends that the Applicant review the proposed grades of the driveways serving the site and conduct an AutoTurn analysis of the site layout to ensure that the largest emergency vehicle used by the Medway Fire Department can adequately maneuver in and around the site. The Applicant should also review the proposed site plan with the Medway Fire Department to ensure they are satisfied with the proposed site access and circulation.
27. The Applicant shows a proposed bus stop along the southerly side of Main Street approximately 100 feet west of Lee Lane. Tetra Tech agrees with the provision of a designated bus stop but recommends that the Applicant confirm the bus stop location with the Medway School Department.

28. The Applicant should specify how the proposed easterly driveway (labeled in the March 26, 2019 site plans as "Fire Lane") will be restricted to emergency vehicle use only to ensure that non-emergency vehicles will not use this driveway. Proper signage, pavement markings and infrastructure (i.e., removable bollards) should be considered.
29. The Applicant should consider installing Stop bars and Stop signs along the parking lot approaches to the main site driveway (on-site internal intersection) in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
30. The TIA recommends that marked crosswalks with the Americans with Disabilities Act (ADA) compliant wheelchair ramps be provided at all pedestrian crossings. Tetra Tech agrees with this recommendation and recommends that the Applicant review any areas where on-site roadway grades, including the site driveways, consist of grades that exceed ADA standards. If so, the Applicant should discuss the feasibility of providing ADA-compliant sidewalks or alternative travel paths that satisfy ADA standards.
31. The TIA recommends that a central mailing system be provided. Should a central mailing system be implemented outside of the proposed residential building, Tetra Tech recommends that the Applicant consider providing designated parking for mail delivery vehicles and motorists picking up/dropping off mail.
32. Tetra Tech recommends that the Applicant implement a rectangular rapid flashing beacon (RRFB) at the proposed crosswalk across Main Street to enhance pedestrian safety at this location by providing greater warning for motorists along Main Street of the midblock crosswalk.

In summary, the TIA generally conforms to industry standards. However, the Applicant should provide additional information on the items identified in this letter to provide a comprehensive review of the project's traffic-related impacts.

General Comments

33. We do not recommend using cement concrete curb as it is prone to damage by snow plows and generally wears down at a higher rate than bituminous Cape Cod berm or vertical granite curb due to use of salt, harsh winters and freeze/thaw cycles.
34. Project is located within jurisdiction to the Massachusetts Wetlands protection Act and will require a Notice of Intent (NOI) be filed for review.

These comments are offered as guides for use during the Town's review and additional comments are likely to 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, P.E.
Senior Project Engineer (Site/Civil)
Site/Civil



Courtney E. Jones, P.E.
Senior Project Engineer (Traffic)
Traffic

Ref: 8032

May 14, 2019

Ms. Barbara J. Saint Andre
Director, Community & Economic Development
Medway Town Hall
155 Village Street
Medway, MA 02053

Re: Response to Traffic Peer Review
Proposed Multifamily Residential Development - 39 Main Street (Route 109)
Medway, Massachusetts

Dear Barbara:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the May 13, 2019 letter prepared by Tetra Tech (TT) on behalf of the Zoning Board of Appeals in reference to their review of the November 2018 *Transportation Impact Assessment* (the “November 2018 TIA”) prepared by VAI in support of the proposed multifamily residential community to be located at 39 Main Street (Route 109) in Medway, Massachusetts (hereafter referred to as the “Project”). Listed below are the comments that were identified in the subject letter pertaining to the November 2018 TIA followed by our response on behalf of the Applicant. Responses to the remaining comments will be provided by others under separate cover.

Traffic

Comment 18. *The TIA states that the study area generally includes sufficient roadway widths to support shared bicycle-vehicle travel. However, the shoulders along Main Street narrow at some points reducing the available travel widths. Tetra Tech recommends that the Applicant review the feasibility of providing continuous bicycle accommodations through the study area.*

Response: As a condition of any approvals that may be granted for the Project and if so desired by the Town, the Applicant will incorporate the requisite signs and pavement markings to provide continuous bicycle accommodations along Main Street within the study area (between Coffee Street and Holliston Street). Said accommodations will include bicycle lanes and associated signs and pavement markings where a 5-foot wide shoulder (minimum) can be provided, “Sharrow” pavement markings where shoulder widths of less than 5-feet are available, and the installation of “Share the Road” signs at locations where bicycle lanes cannot be accommodated. These improvements will be completed prior to the issuance of a Certificate of Occupancy for the Project and subject to receipt of all necessary rights, permits and approvals.

Comment 19. *The TIA identifies an existing commuter rail shuttle operated by the Greater Attleboro Taunton Regional Transit Authority (GATRA) that provides service among Medway Middle School, the Medway Post Office and the Norfolk Commuter Rail Station operated by the Massachusetts Bay Transportation Authority (MBTA) during peak commuting periods. Tetra Tech recommends that the Applicant work with GATRA to discuss the feasibility of extending the shuttle service to the site to reduce the number of vehicle trips in and out of the site.*

Response: As a condition of any approvals that may be granted for the Project, the Applicant will coordinate a meeting with the Town and GATRA to discuss the feasibility of expanding bus service within the Town to serve the Project and other area residential communities and businesses. The Project does include the installation of a bus stop and shelter along the Project site frontage on Main Street to accommodate future bus service.

Comment 20. *The crash analysis has generally been prepared in accordance with industry standards and includes an evaluation of data from the MassDOT crash database for the study intersections for the five-year period between 2012 and 2016. However, the MassDOT crash data was not provided in the Appendix. It is recommended that the Applicant provide the crash data to Tetra Tech for review.*

Response: The MassDOT crash data is attached.

Comment 21. *The Applicant has proposed to facilitate the completion of a Road Safety Audit (RSA) at the Main Street/Medway Commons/Walgreens driveway to identify potential safety improvements. The Applicant's commitment to the preparation of the RSA should be more specific. Tetra Tech recommends that the Applicant either prepare the RSA or fund the completion of the RSA.*

Response: As a condition of any approvals that may be granted for the Project, the Applicant will retain the services of an independent Traffic Engineer with experience in performing RSAs to conduct a RSA at the Main Street/Medway Commons/Walgreens driveway to identify potential safety improvements. The RSA will be paid for by the Applicant and will be completed prior to the issuance of a Certificate of Occupancy for the Project.

Comment 22. *Traffic generated by the project was based on trip rates published in ITE's Trip Generation for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) applied to 190 units. The site program evaluated in the TIA is expected to generate approximately 1,034 daily trips on a weekday (64 vph during the morning peak hour and 82 vph during the evening peak hour). Tetra Tech generally agrees with the trip generation methodology but notes discrepancies in the calculation (Tetra Tech calculated 68 trips during the morning peak hour and 84 trips during the evening peak hour). However, these discrepancies are minor and not expected to materially change the project's impacts identified in the TIA.*

Response: The discrepancies noted by TT in the peak-hour trip-generation calculations are a result of the use of the average trip rate vs. the fitted curve equation. The ITE trip-generation methodology states that the fitted curve equation should be used when a fitted curve is available and there are more than 20 data points for the land use under study; a fitted curve equation is provided for LUC 221 and there are more than 20 data points. As such, the



fitted curve equation was used pursuant to the ITE trip-generation methodology. That being said and as stated by TT, the resulting traffic volume differential is nominal (between two (2) and four (4) vehicle trips) and would not impact the findings that were presented in the November 2018 TIA with regard to the overall impact of the Project on the transportation infrastructure.

Comment 23. *The TIA utilized HCM 2000 methodology for the signalized intersections and HCM2010 methodology for the unsignalized intersections using Synchro version 10 software. Tetra Tech generally agrees with the methodology used in the TIA but notes some discrepancies with some of the data inputs used in the analysis (i.e., lost time adjustments). However, given that the Main Street/Holliston Street is currently being improved by MassDOT and that the Applicant has already offered to facilitate the RSA for the Main Street/Medway Commons intersection, Tetra Tech does not believe it would be beneficial to update the capacity analyses.*

Response: No response required.

Comment 24. *The main site driveway location analyzed in the November 2018 TIA was located approximately 100 feet west of Lee Lane. Based on the March 26, 2019 site plans, the driveway location is now proposed approximately 200 feet west of Lee Lane. It is recommended that the Applicant provide updated stopping sight distance (SSD) and intersection distance analyses (ISD) including the preparation of sight distance plans and profiles SSD and ISD for the main site driveway to ensure that adequate sight distance can be provided. The Applicant should provide the updated SSD and ISD calculations accounting for roadway grades. If minimum AASHTO SSD and ISD criteria are not satisfied, mitigation should be proposed, where possible, to enhance sight lines.*

Response: Sight distance measurements (SSD and ISD) were performed at the current location of the Project site driveway, which is to be situated along the south side of Main Street approximately 200-feet west of Lee Lane. These measurements indicate that lines of sight along Main Street approaching the Project site driveway (SSD) and for a motorist exiting the Project site driveway and looking to the left and right along Main Street (ISD) exceed 600-feet, which exceeds the recommended minimum lines of sight for safe and efficient operation of the driveway based on an approach speed of 45 miles per hour (mph) along Main Street, which is slightly above the measured 85th percentile vehicle travel speed that was reported in the November 2018 TIA (41 mph) and is 10 mph above the posted speed limit (35 mph).

Main Street in the vicinity of the Project site driveway is relatively straight with an approach grade of approximately 4 percent. Applying a grade correction factor to the recommended stopping sight distance value would increase the stopping sight distance in the eastbound direction (downward slope) from 360-feet to 385-feet and would reduce the stopping sight distance in the westbound direction (upward slope) from 360-feet to 340-feet; a grade correction factor is not required for the intersection sight distance measurements. The available sight lines at the Project site driveway intersection (600+ feet) continue to exceed the minimum recommended distances for safe operation with application of the grade correction factor.



We defer to TT as to the need to prepare a sight distance plan for the Project site driveway intersection as there are no apparent sight distance restrictions present and the available sight lines far exceed the recommended minimum distances for safe operation of the driveway.

Comment 25. *The March 26, 2019 plan set indicates a total proposed parking supply of 304 spaces which exceeds the Town zoning requirement of 1.5 spaces per unit.*

Response: No response required.

Comment 26. *The TIA recommends that the access ways serving the site be at least 24-feet wide for two-way traffic flow and 20-feet wide for one-way traffic flow/fire lanes consistent with NFPA®1. Tetra Tech notes that the March 26, 2019 site plans do not meet these criteria. Tetra Tech recommends that the Applicant review the proposed grades of the driveways serving the site and conduct an AutoTurn analysis of the site layout to ensure that the largest emergency vehicle used by the Medway Fire Department can adequately maneuver in and around the site. The Applicant should also review the proposed site plan with the Medway Fire Department to ensure they are satisfied with the proposed site access and circulation.*

Response: The access roadways serving the Project site were designed and located in consultation with the Medway Fire Department.

Comment 27. *The Applicant shows a proposed bus stop along the southerly side of Main Street approximately 100 feet west of Lee Lane. Tetra Tech agrees with the provision of a designated bus stop but recommends that the Applicant confirm the bus stop location with the Medway School Department.*

Response: The Applicant will consult with the Medway School Department prior to the issuance of a Certificate of Occupancy for the Project and as a condition of the Comprehensive Permit regarding the final location of the proposed bus stop along Main Street.

Comment 28. *The Applicant should specify how the proposed easterly driveway (labeled in the March 26, 2019 site plans as "Fire Lane") will be restricted to emergency vehicle use only to ensure that non-emergency vehicles will not use this driveway. Proper signage, pavement markings and infrastructure (i.e., removable bollards) should be considered.*

Response: The proposed fire lane will be gated at both ends or otherwise suitably secured as required by the Medway Fire Department.

Comment 29. *The Applicant should consider installing Stop bars and Stop signs along the parking lot approaches to the main site driveway (on-site internal intersection) in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).*

Response: STOP-signs and STOP-lines will be added on the parking lot approaches to the main Project site driveway intersection as requested.



Comment 30. *The TIA recommends that marked crosswalks with the Americans with Disabilities Act (ADA) compliant wheelchair ramps be provided at all pedestrian crossings. Tetra Tech agrees with this recommendation and recommends that the Applicant review any areas where on-site roadway grades, including the site driveways, consist of grades that exceed ADA standards. If so, the Applicant should discuss the feasibility of providing ADA-compliant sidewalks or alternative travel paths that satisfy ADA standards.*

Response: Sidewalks and wheelchair ramps within the Project site will be designed and constructed to meet ADA standards.

Comment 31. *The TIA recommends that a central mailing system be provided. Should a central mailing system be implemented outside of the proposed residential building, Tetra Tech recommends that the Applicant consider providing designated parking for mail delivery vehicles and motorists picking up/dropping off mail.*

Response: A central mail system will be integrated into the lobby area of the proposed building.

Comment 32. *Tetra Tech recommends that the Applicant implement a rectangular rapid flashing beacon (RRFB) at the proposed crosswalk across Main Street to enhance pedestrian safety at this location by providing greater warning for motorists along Main Street of the midblock crosswalk.*

Response: The Applicant will install a RRFB at the proposed crosswalk across Main Street subject to receipt of all necessary rights, permits and approvals.

We trust that this information is responsive to the comments that were raised in the May 13, 2019 letter from TT concerning their review of the November 2018 TIA prepared in support of the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

Attachments

cc: G. Engler – SEB, LLC & KIG, LLC (via email)
File



massDOT #REF!																					
Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection	Distance from Nearest Milemarker	Distance from Nearest Exit	Distance from Nearest Landmark	Non Motorist Type
3602798	MEDWAY	23-Aug-2012	2:44 PM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Slowing or stopped in traffic	V1:Southbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)	V1: Passenger car	Dry	Daylight	Clear/Clear		70 MAIN STREET				P2:Pedalcyclist (bicycle, tricycle, unicycle, pedal car)
3600614	MEDWAY	14-May-2012	7:29 AM	Property damage only (none injured)	2	0	0	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Wet	Daylight	Clear/Rain		70 MAIN STREET / HOLLISTON STREET				
3600616	MEDWAY	13-May-2012	1:32 PM	Property damage only (none injured)	3	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:Northbound / V2:Northbound / V3:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V3:Passenger car	Dry	Daylight	Clear		76 HOLLISTON STREET				
3602804	MEDWAY	31-Jul-2012	8:32 AM	Not Reported	2	0	0	Sideswipe, opposite direction	V1: Turning left / V2:Overtaking/passing	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		82 HOLLISTON STREET				
3592069	MEDWAY	27-Sep-2012	5:11 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Motorcyle / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	HOLLISTON ST / MAIN ST Rte 109 E					
3602947	MEDWAY	03-Sep-2013	3:56 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Wet	Daylight	Clear		60 MAIN STREET Rte 109 W				
3602960	MEDWAY	01-Jul-2013	12:57 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	V1: Travelling straight ahead / V2:Changing lanes	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	MAIN STREET / HOLLISTON STREET					
3682978	MEDWAY	06-Dec-2013	9:28 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Eastbound	V1: Collision with guardrail	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Wet	Dark - lighted roadway	Rain	MAIN STREET / HOLLISTON STREET					
3592322	MEDWAY	09-Jan-2013	2:59 PM	Non-fatal injury	2	1	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear	MAIN STREET Rte 109 W / HOLLISTON STREET					
3600994	MEDWAY	04-Feb-2013	2:08 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	V1: Slowing or stopped in traffic / V2:Turning left	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Unknown heavy truck, cannot classify	Dry	Daylight	Clear	MAIN STREET Rte 109 W / HOLLISTON STREET					
3902212	MEDWAY	24-Jul-2014	1:29 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		65 MAIN STREET			MEDWAY COMMONS	
368181	MEDWAY	14-Jun-2014	10:58 AM	Non-fatal injury	4	2	0	Rear-end	V1: Slowing or stopped in traffic / V3:Slowing or stopped in traffic / V4:Not reported	V1:Westbound / V2:Westbound / V3:Westbound / V4:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported / V3: Not reported / V4: Not reported	V1: Passenger car / V2:Passenger car / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V4:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		68 MAIN STREET			WALGREEN'S	
3908734	MEDWAY	14-Aug-2014	4:00 PM	Property damage only (none injured)	2	0	0	Rear-to-rear	V1: Backing / V2:Parked	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		75 feet N from Intersection MAIN ST / 68 Rte 109				
3893651	MEDWAY	28-Jul-2014	3:08 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear	HOLLISTON ST / MAIN ST Rte 109					
3996214	MEDWAY	25-Dec-2014	1:53 AM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Travelling straight ahead	V1:Westbound	V1: Collision with utility pole	V1: Passenger car	Dry	Dark - lighted roadway	Clear	MAIN ST Rte 109 W / HOLLISTON ST					
3784152	MEDWAY	03-Apr-2014	8:28 AM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	MAIN ST Rte 109 W / MAIN ST Rte 109 W / HOLLISTON ST					
3736568	MEDWAY	18-Feb-2014	1:16 PM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Not reported	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Snow	Daylight	Snow/Cloudy	MAIN STREET / HOLLISTON STREET					
3767437	MEDWAY	10-Apr-2014	7:45 PM	Property damage only (none injured)	3	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:Westbound / V2:Westbound / V3:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dark - lighted roadway	Clear	MAIN STREET / MAIN STREET / HOLLISTON STREET					
3996196	MEDWAY	08-Dec-2014	10:15 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Not reported	V1:Eastbound	V1: Collision with curb	V1: Passenger car	Wet	Dark - lighted roadway	Snow	MAIN STREET Rte SR109 W / HOLLISTON STREET					
4117062	MEDWAY	01-Dec-2015	10:18 PM	Non-fatal injury	2	1	0	Rear-end	V1: Turning right /	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car /	Wet	Dark - lighted	Rain/Rain	COFFEE ST / Rte 109 W					
4051310	MEDWAY	10-Jun-2015	4:24 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		300 feet E from Intersection MAIN ST Rte 109 W / 68				
4064366	MEDWAY	21-Jul-2015	12:04 PM	Property damage only (none injured)	2	0	0	Rear-to-rear	V1: Slowing or stopped in traffic / V2:Backing	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Cloudy		50 feet S from Intersection HOLLISTON ST / 76 Rte 109				
4120972	MEDWAY	13-Dec-2015	2:57 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear/Clear		68 MAIN STREET Rte 109 W				
4126111	MEDWAY	15-Dec-2015	3:51 PM	Property damage only (none injured)	3	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:Westbound / V2:Westbound / V3:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Not reported	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		68 MAIN STREET Rte 109 W			WALGREENS	
4009798	MEDWAY	15-Feb-2015	1:38 PM	Property damage only (none injured)	2	0	0	Angle	V1: Slowing or stopped in traffic / V2:Backing	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Single-unit truck (2-axle, 6-tire)	Snow	Daylight	Blowing sand, snow/Snow		80 feet S from Intersection HOLLISTON STREET / Rte 109				
4111561	MEDWAY	29-Oct-2015	12:06 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear	MAIN ST / 68				SHOPPING PLAZA	

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection	Distance from Nearest Milemarker	Distance from Nearest Exit	Distance from Nearest Landmark	Non Motorist Type
4293979	MEDWAY	05-Dec-2016	12:19 PM	Non-fatal injury	2	1	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Wet	Daylight	Sleet, hail (freezing rain or drizzle)/Rain	HOLLISTON ST / MAIN ST Rte 109 E					
4291233	MEDWAY	29-Nov-2016	5:05 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Turning left / V2:Turning left	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Wet	Dark - lighted roadway	Rain/Rain	MAIN ST / MAIN STREET Rte 109 E / HOLLISTON STREET					
4174237	MEDWAY	09-Apr-2016	12:13 PM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Daylight	Clear		67 MAIN ST				
4241656	MEDWAY	02-Sep-2016	11:54 AM	Property damage only (none injured)	3	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:Eastbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car / V3:Passenger car	Dry	Daylight	Clear		67 MAIN ST				
4180320	MEDWAY	23-Apr-2016	2:01 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Daylight	Cloudy		67 MAIN ST Rte 109 W				
4180952	MEDWAY	07-Mar-2016	3:04 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		68 MAIN ST				
4130626	MEDWAY	05-Jan-2016	4:59 PM	Non-fatal injury	2	1	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Dark - lighted roadway	Clear		70 MAIN ST Rte 109 W				
4246285	MEDWAY	12-Sep-2016	9:36 AM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear/Clear		70 MAIN ST Rte 109 W				

Subject: 39 Main Street Development

May 11, 2019

Dear Mr. Stumpf and members of the Zoning Board of Appeals,

My name is Deborah Boczanowski. My sister Joanne and I live at 43 Main Street. Joanne attended the ZBA meeting on April 24th. I was unable to attend but watched it online.

Our Property has been in our family for over 75 years. As much as the next guy, nobody likes to see development of this scale in their town, let alone in one's "backyard". We realize the town has changed and is continually changing.....From when our Grandparents moved out here from Cambridge in the 40's, to me and my five siblings growing up in this town. Thru the years, it has certainly grown by leaps and bounds.

In regards to the 39 Main Street Development – the proposed design runs the whole length of the north side of our property, some 460+ feet. I would like to ask the Zoning Board of Appeals if the developer would consider installing a fence of some kind to differentiate the two properties. Said structure would be for security and safety measures for all involved.

Thank you for your consideration on this matter and Thank you for your time and effort.

Sincerely,



Deborah A. Boczanowski

