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November 7, 2022

OF COUNSEL

JAMES W. MURPHY
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Via Email & 1st Class Mail

Karen Apuzzo Langton, Chair
Holliston Planning Board
Town Hall
703 Washington Street
Holliston, MA 01746

RE: CRG Integrated Real Estate Solutions, 555 Hopping Brook Road, Holliston, MA

Dear Chair Langton and Members of the Planning Board:

This Office Represents CRG Acquisition, LLC ("CRG"), the Applicant of the above-referenced request for a Special Permit and Site Plan Review.

The purpose of this letter is to memorialize the considerable mitigation that is included with this application package to address issues that may be raised by the Planning Board. CRG intends to develop the Property by constructing and operating a 550,000 square foot (1,000' x 550') warehouse under ITE code 150 used primarily for the storage and distribution of goods and materials. The proposal has been presented to the Planning Board in the Site Plan and Special Permit plans and narrative with supporting stormwater computations.

The following commitments are included in the plans submitted to the Planning Board:

1. The building will be a minimum of 400 feet from the rear set back line.
2. The 550,000 sq. ft. Project shall not exceed 40 feet in clear interior height with a minimum of 36' clear interior height.
3. A thirty (30) foot earthen berm will be placed at the boundary of the Property on the Medway side of the Property as a visual and sound barrier will be designed by Geotechnical Engineer who shall also oversee installation of the berm. Note that if the Planning Board determines the berm should be lowered in the permitting process, it will be lowered.

4. An eight (8) foot fence shall be placed above said earthen berm for additional visual and sound mitigation at the Property line.
5. A minimum of 200 evergreen trees will be placed on said berm to enhance screening and to assist visual and sound mitigation.
6. The stormwater management system will be installed that collects, treats and infiltrates stormwater prior to discharge in accordance with MassDEP stormwater standards so that there will be no increased discharge of stormwater off-site.
7. The main driveway and security gate will be in the front of the building.
8. There shall be no more than 110 dock doors associated with the Project.
9. The Project shall use dark sky compliant lighting on the exterior of the building(s) to avoid light spray.
10. There shall be no more than 160 truck parking spaces.
11. The Project will include looping the town water system to improve water quality, water pressure and water circulation in the Hopping Brook Water Storage Tank as well as provide fire suppression systems for the building and water main interconnection to the Holliston Woods (aka Washington Hills).
12. A geotechnical/structural engineer shall design and oversee the installation of all retaining walls.
13. No outside diesel fuel storage tanks will be located on the Property site to fuel trucks.
14. The Project shall use a Caterpillar 256 kW emergency generator unit with a Level 2 sound enclosure and Harco grade muffler or equivalent to reduce potential noise.
15. The Project shall not exceed the Holliston and Medway bylaws for noise and not exceed MassDEP decibel standards.
16. A minimum of two Electric Vehicle (EV) charging stations shall be located within the Project site.
17. Street sweeping and dust control measures will be incorporated during construction to reduce potential dust conditions.

18. The average daily vehicle trips are 958 under ITE code #150 and the average daily truck trips is 258. These ADT will be maximum average daily trips, and funds will be provided to the Town for enforcement of these trip numbers.
19. Trucks associated with the Project shall be restricted to only using the Route 16 from the site entrance to and through Milford to access Interstate Route 495; restricting trucks to take a left turn out of the Hopping Brook Industrial Park.
20. No trucks are allowed to use South Street in Holliston as there are now legal restrictions prohibiting through trucking on South Street.
21. Movement of trucks on the back of the building (facing Medway) will have an hour of operations restriction between 10pm to 6am in an effort to eliminate backup alarms, trailer uncoupling, and idling within 400-600 yards from the Property boundary. The 30+ foot planted berm, fence, and forested buffer area estimated to be generally 100 feet wide will also mitigate noise and light.
22. CRG shall donate to the Town four (4) rectangular rapid flash beacons pedestrian crosswalk system units to serve Upper Charles Trail crossings. CRG shall make improvements to the Upper Charles Trail crossing at Hopping Brook Road in compliance with MUTCD standards.
23. CRG will install bike racks to encourage bicycle use to and within the site with provisions for clearly marked bicycle lanes and/or “sharrow” markings on the site circulating lanes that lead to Hopping Brook Road which in turn connects to the Upper Charles Trail.
24. In addition, pursuant to MEPA and the Section 61 Findings by Mass Highway, CRG will provide the Town with the equipment, construction necessary for, and installation of the traffic signalization and road configuration project pursuant traffic signalization plans reviewed and approved by the town and its peer traffic review engineer.
25. CRG agrees to make good faith efforts to employ Holliston residents and vendors in the construction of the Project. CRG agrees that it shall make good faith efforts to negotiate a local hiring preference with any tenant of the Project. Such hiring preference shall include advertising and holding at least one event at a venue to be approved by the Board, at which such tenant will publicize its hiring needs and explain to attendees the hiring process in connection with the Project.

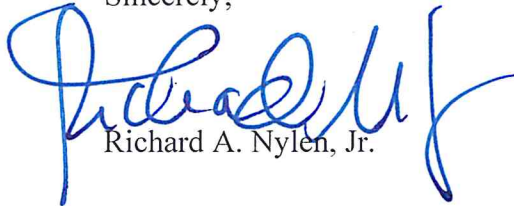
CRG is committed to further discussions of its commitments to the Town of Holliston and the neighborhood during the review of the Project.

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Thank you for your courtesies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard A. Nylen, Jr.", with a stylized flourish at the end.

Richard A. Nylen, Jr.

RAN/kad
Enclosures

cc: Peter Bemis
CRG
Jason R. Talerman, Esq.

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