

April 6, 2023

Via email

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

Re: Responses to Questions asked in the February 16, 2023 Planning Board Meeting & Emails forwarded by Town Planner Karen Sherman through April 6, 2023;
CRG Warehouse Facility, 555 Hopping Brook Road

Chair Apuzzo Langton and Members of the Holliston Planning Board:

During the February 16, 2023 Planning Board Meeting on the Special Permit application, the Board directed the Applicant and all public participants to follow a meeting structure that consisted of public comment only, without immediate response from the Applicant. The Board also requested that the Applicant list all questions asked at the meeting and address same in advance of the next Planning Board meeting scheduled for April 16, 2023.

The following therefore includes the questions asked during the meeting and provides the Applicant's responses to said questions.

Questions

1. Eileen M Muller, 76 Cortland Street, Holliston:

- Is 150 is the proper LUC code for this project?

Response from Scott Thornton (Vanassee & Associates): There is no need for the application of LUC at 155/156 with 958 ADT agreed to as part of the permit as this project effectively restricts the use of the warehouse consistent with LUC Code 150. The truck traffic is addressed in Table 1 of the 2023 VAI study and included in all traffic analysis presented to the Board and to its peer reviewer. The auto/truck split is based on the ITE 10th Edition Supplement data which is the latest ITE data available for warehouse uses.

With the traffic signal proposed and paid for by the Applicant at the intersection of Hopping Brook Road, the intersection level-of-service (LOS) will be LOS C or better.

Washington Street currently carries between 300 and 600 trucks per day, based on MassDOT count records so trucks can and do use the road presently. The Applicant will improve approximately 1,700 feet of Washington Street as part of this project to enhance safety.

As described previously, the notice of project change (NPC) traffic study for MEPA required CRG as a condition of the MassDOT access permit, to review the operations at the 12 intersections included in the previous MEPA traffic study from 2003. This will take place as required.

2. John Deloge, 957 Washington Street, Holliston:

- Given the impact of the subject project will CRG pay for enforcement officer on site?

Response from Attorney Richard Nysten: The enforcement will be through a variety of measures. First, we expect that the Special Permit conditions will restrict the traffic to 958 ADT with periodic monitoring to ensure compliance. Second, the Special Permit will also require the signage on-site and off-site. Monitoring will take place to ensure that trucks comply with the prohibition of using South Street. Third, the leases entered into with CRG will require that any tenants in the building acknowledge and comply with these measures.

3. Laureen Douglas, 20 Powderhorn Lane, Holliston:

- CRG already has 2 empty buildings why are they adding more?

Response from CRG: As a real estate developer, we assess the overall tenant demand in a market and build product that we reasonably expect will fulfill the future needs of tenants. Presently, the Boston MSA is exhibiting a very low vacancy rate, thus tenants looking for warehouse space have limited options to occupy in the area. Our project in Plainville, MA was completed in January and is currently being marketed for lease with the expectation that it will be occupied by year end. Our other project in Douglas, MA is currently under construction and will not be ready for occupancy until Q1 2024. Thereafter CRG will initiate its marketing process similar to our Plainville project and expect to achieve occupancy by Q3 2024.

- After the Planning Board denied your last application, why are you back here?

Response from CRG: CRG continues to believe this project brings benefits to the area such as increased tax revenue and new jobs and that the industrial park was created to support. The size and scope of the subject application is significantly less impactful than our previous application and is a preferred alternative with significant mitigation and design changes.

4. Gary Rotatori, 14 Olde Surrey Lane, Medway:

- Has wetland assessment been updated? Last wetland assessment was in December of 2020?

Response from Peter Bemis (Engineering Design Consultants): The wetland assessment remains valid under the Wetlands Protection Act. The Applicant completed a formal review process with the Holliston Conservation Commission with a Negative Determination of Applicability issued that reaffirms the Project has been designed to be outside the 100-foot jurisdictional limits of the Holliston Conservation Commission.

- Is the 2nd building program being deliberately withheld with the intention of being added later?

Response from CRG: No, CRG is the equitable owner of the subject parcel only and has no plans to submit applications for any additional development, on any additional parcels within the industrial park.

- There are too many loading docks based upon the number of truck trips per day ... 258 trucks at 2 ½ hours per trip – only need 43 loading docks; 110 docks too many

Response from CRG: Based on the ITE data, we are projecting a maximum of 129 daily trucks, which results in 258 daily trips. A typical model for interior warehouse inventory movement includes accepting incoming inventory on one side of the building, which is very often homogenous in nature (ie. a truck load of the same product) and subsequently mixing many different products for outgoing inventory deliveries on the other side of the building. Trailers often take 12-24 hours to load or unload and are therefore parked idle at dock doors during such processes. Commonly, dock doors are expected to handle a maximum of 1-2 inventory turns per day, which would consist of either 1-2 incoming deliveries or 1-2 outgoing deliveries. Additionally, the design of 110 dock doors alleviates the need for truck idling caused by drivers waiting for unused dock doors.

5. Terry Stiffler, 58 Front Street, Holliston:

- MEPA Study status, planting native species, insect damage; Where do you stand with MEPA; you cut 1000 trees and will replace with 250 spruce which are susceptible to infestation; need more native trees . . .

Response from Peter Bemis (Engineering Design Consultants): MEPA has reaffirmed that upon completion of the local site plan and special permit review process the Project will then need to complete the Notice of Plan Change to reflect any changes in the design.

The Applicant completed a formal review process with the Holliston Conservation Commission with a Negative Determination of Applicability issued that reaffirms the Project has been designed to be outside the 100-foot jurisdictional limits of the Holliston Conservation Commission.

CRG is aware that New Hopping Brook Trust had been discussing a Conservation Restriction for land areas associated with Hopping Brook located to the west of the 555 Hopping Brook Site and with project approval CRG would remain involved to assist with implementation of a suitably designated Conservation Restriction Area.

Project compliance with Title 5 and/or a MassDEP Discharge Permit will take place.

The following section includes the questions that were forwarded to us by Town Planner Karen Sherman between February 17 and April 6, 2023 and provides the Applicant's responses to said questions.

6. Email Ann and Steve McElhinney, 12 Carriage House Way, Medway:

Response: none required as no question stated

7. Email Susan and Ken Rockett, 21 Hampshire Street, Holliston:

- We believe the board should request a rendering of the East side (Medway) of the length of the building side with all 55 truck bays viewable on that side.

Response from Peter Bemis (Engineering Design Consultants): A rendering of the east side was illustrated and is part of the presentation documents on file with the Board.

8. Email Matt Mnich at 4 Olde Surrey Lane in Medway:

Response: none required as no question stated

9. Email Len Epstein 81 Jackson Dr, Holliston:

Response: none required as no question stated

10. Email Jennifer Bihuniak, 45 Pond View Rd., Holliston:

Response: none required as no question stated

11. Email Gene Muller, 76 Courtland Street, Holliston:

- Will a traffic impact study for all intersections along Washington Street (Route 16) from downtown Holliston to the Milford town line be generated? I believe this is a requirement from the Section 61 findings issued by MassDOT on December 18, 2020.

Response from Scott Thornton (Vanassee & Associates): It is likely that as a condition of a MassDOT access permit, the project will be required to perform a traffic study on Washington Street from the Concord Street (Route 126) intersection west into Milford to at least the East Main Street/Fortune Boulevard intersection.

- Will the Level of Service (LOS) be reevaluated for all turning at the intersection of Washington Street and Hopping Brook Drive? Currently when turning left from Hopping Brook Drive onto Washington is graded at LOS F during peak hours. I believe that the additional traffic will degrade the Level of Service in all directions.

Response from Scott Thornton (Vanassee & Associates): The LOS will be re-evaluated at the intersection of Washington Street and Hopping Brook Road as part of the traffic study. The November 2022 analysis indicates that with the Project and signal control in place the Hopping Brook Road left-turn movement to Washington Street operates at LOS C during future conditions so an improvement would be realized from existing conditions.

- How will the new traffic pattern be enforced? Will traffic for existing businesses be adjusted?

Response from Scott Thornton (Vanassee & Associates): A monitoring study is proposed for a five-year period following initial occupancy to confirm trips from the Project are abiding by the proposed traffic restrictions. The restrictions will apply to tenants of the new warehouse only.

- I believe that the last time CRG communicated with MassDOT, LUC-155 was agreed upon (January 20, 2020). When a traffic impact assessment is done, will LUC-155 still be used?

Response from Scott Thornton (Vanasse & Associates): The latest communications between MassDOT and CRG (Section 61 Finding, December 18, 2020) do not reference a requirement to use any land use code. However, the Applicant has acknowledged that a fulfillment center land use (as is defined by ITE LUC 155) is not proposed and as previously stated there is no need for the application of LUC at 155/156 with 958 ADT agreed to as part of the permit as this project effectively restricts the use of the warehouse consistent with LUC Code 150.

12. Email David Bastille, 136 Rockland Street, Holliston:

- The letter to the Planning Board dated February 3, 2023 from MDM Transportation Consultants states that "Projected net new trip generation is estimated to range from 94 to 105 vehicle-trips for weekday peak hours and 958 trips daily..." How many of these projected new trips to and from 555 Hopping Brook might end up running up or down South Street, adding to the totals above? I think it would be important to find out.

Response from Scott Thornton (Vanasse & Associates): We do not have more recent data for existing traffic volumes at the intersection of Washington Street and South Street, but this intersection is likely to be included in the traffic study required by MassDOT for the Project. However, we can make an estimate using the above 2-way volume and the Existing volume counted on Washington Street for the traffic studies prepared for the Project. The 2-way volume of 262 trips on South Street contrasted with the PM Existing volume of 1,521 vph on Washington Street west of Hopping Brook Road results in an estimate of 17.2 percent of evening passenger car traffic that may use South Street, or 15 trips during this peak hour which is 0.26 trips per minute. Trucks from the Project will not be permitted to use South Street so zero truck trips will be added to South Street.

13. Email Anne Lindsay, Founder/President Massachusetts Animal Coalition, Members of the Concerned Citizens of Holliston, No Address Provided:

Response: none required as no question stated

14. Email Joe Mastrangelo, 84 Dunster Road, Holliston:

Response: none required as no question stated

Thank you for your courtesies. We look forward to discussing this project further with the Planning Board next week.

Sincerely,

CRG

Frank Petkunas

Frank Petkunas,
Senior Vice President/Partner
- Northeast Region