

Ref: 8670

April 5, 2023

Ms. Karen Sherman, Town Planner
Town of Holliston
703 Washington Street
Holliston, MA 01746

Re: Response to Supplemental Peer Review No. 3 – Proposed Warehouse
Hopping Brook Business Park, Holliston, Massachusetts

Dear Ms. Sherman:

Vanasse & Associates, Inc. (VAI) has prepared this letter in response to the comments that have been raised by the Town Peer Review Consultant, MDM Transportation Consultants, Inc. (“MDM”), concerning the Updated Transportation Impact Assessment (hereafter referred to as the “UTIA”) dated November 7, 2022 for the proposed 550,000 square feet (sf) of warehouse space to be located at 555 Hopping Brook Road as part of the Hopping Brook Business Park in Holliston, Massachusetts (hereafter referred to as the “Project”). The peer review comments are reproduced below followed by our responses.

MDM Transportation Consultants, Inc
February 3, 2023

Comment 1: *Applicant should therefore consider alternative mitigation/funding to further enhance pedestrian/bicycle safety along Hopping Brook Road including for instance marked bike lanes/shoulder markings!sharrows or repair of the roadway as appropriate and where needed to address pavement deterioration between the Site and the Upper Charles Trail.*

Response: The Applicant is willing to consider the installation of striped bicycle lanes or sharrows as appropriate along Hopping Brook Road between the Upper Charles Trail crossing and Washington Street, understanding that the roadway varies in width and bicycle lane widths will follow Massachusetts Department of Transportation (MassDOT) guidelines.

Comment 2: *Specific monitoring protocols should be developed by the Applicant; MDM notes that the Applicant previously committed to a traffic monitoring program to be implemented over a five (5) year period from occupancy to regularly measure actual project traffic activity as well as overall Hopping Brook Park activity that will enable comparisons to projected trips that serve as the basis for the mitigation. Monitoring protocols should include a mechanism for confirming that truck activity generated by the facility are reasonably conforming to cited truck turn and truck route restrictions.*

Response: The Project proponent will conduct a post-development traffic monitoring program in order to evaluate the following items:

- i) Obtaining traffic volume (cars and trucks) information over a continuous seven-day, weeklong period at the Project driveway(s);
- ii) Performing manual turning movement and vehicle classification counts at the Hopping Brook Road/Washington Street intersection during the weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 to 6:00 PM) peak hours; and,
- iii) Vehicle tracking counts from the site driveway to Washington Street and beyond South Street.

The monitoring program will commence six (6) months after issuance of the first Certificate of Occupancy for the Project and will continue on an annual basis thereafter for a period not to exceed 5-years after Project completion and occupancy. The results of the monitoring program will be summarized in a report to be provided to the Town of Holliston and MassDOT within 2 months after the completion of the data collection effort. The report will document: i) traffic volumes associated with the Project; ii) traffic operations (i.e., motorist delays, vehicle queuing and LOS) at the Hopping Brook Road/Washington Street intersection; and iii) the results of the vehicle tracking counts to determine compliance with turn restrictions as a condition of the Project.

If any of the following conditions are documented as a part of the monitoring program: i) the measured traffic volumes exceed the observed traffic volumes that are presented herein by more than 10 percent on a regular and sustained basis during the monitoring period; ii) there is a decrease in operations of one (1) level grade of LOS below that predicted by the UTIA that is directly resultant from the Project, or iii) the overall directional distribution of Project-related traffic is determined to not be in compliance with regard to Project-related trips traveling on South Street; the Project proponent will identify and undertake corrective measures in conjunction with the appropriate parties and subject to receipt of all necessary rights permits and approvals. These measures may include the following:

- On-site operation and management strategies that are designed to reduce overall and peak traffic volumes and parking demands
- Compliance forms for regular visitors and employees of the Project.

The identified corrective measures, if any, will be documented in the transportation monitoring program report, and will identify the appropriate parties responsible for implementation (assumed to be the Project proponent unless the corrective measure(s) are a part of a committed improvement project or plan that is scheduled to be implemented by others), required approvals, and the timeline for implementation. The status of implementation of the identified improvement measure(s) will be documented in the subsequent monitoring report.

Comment 3: *Regarding signal improvements at Washington Street/Hopping Brook Road, Applicant should confirm/clarify that all required design, permitting, construction and close-out of improvements is the sole responsibility of the Applicant in connection with the Project.*



Ms. Karen Sherman

April 5, 2023

Page 3

Response: The Applicant has committed to the implementation of the traffic signal at the intersection of Washington Street with Hopping Brook Road and all measures that would be required as a result.

I trust that the above addresses the latest comments from the peer review and if you have any questions feel free to contact me at sthornton@rdva.com.

Sincerely,

VANASSE & ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'S. Thornton', is positioned above the printed name.

Scott W. Thornton, P.E.,
Principal

Professional Engineer in CT, MA, and NH

