



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



December 18, 2020

Frank Petkunas
CRG Integrated Real Estate Solutions
200 Bar Harbor Drive Suite 250
Conshohocken, PA 19428

Dear Mr. Petkunas:

Please find attached the Massachusetts Department of Transportation's M.G.L. Chapter 30, Section 61 Finding for the Hopping Brook Business Park project (EEA #4411) in Holliston. MassDOT has reviewed the project as part of the state environmental review process and concluded that the committed on-site and off-site improvements will satisfy its requirements for the issuance of a Vehicular Access Permit for the 800,000 square foot warehouse development within the Hopping Brook Business Park. Upon satisfactory design review of these improvements, MassDOT will issue a permit for the construction and/or modification of site highway access of the Route 16/Hopping Brook Road intersection. The findings will be incorporated into the MassDOT permits issued for this project. If you have any questions regarding this finding, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

Jonathan Gulliver
Administrator

JG/djm

cc: David Mohler, Executive Director, Office of Transportation Planning
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering
Barry Lorion, P.E., District 3 Highway Director
Tori Kim, MEPA Director
Planning Board, Town of Holliston
Central Massachusetts Regional Planning Council
Public/Private Development Unit files



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MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
FINDING PURSUANT TO
M.G.L. CHAPTER 30, SECTION 61

PROJECT NAME: Hopping Brook Business Park
PROJECT LOCATION: Holliston
PROJECT PROPONENT: CRG Real Estate Solutions (“Proponent”)
EEA NUMBER: 4411

I. Project Description

Full-build development of the Hopping Brook Business Park (“Park”) involves the construction and occupancy of approximately 2.2 million square feet (sf) of development to include office space, research and development (R&D), high technology assembly uses, and industrial uses over 366 acres. The site is located on the south side of Route 16 and is bounded by areas of wooded and open space to the north, south, and east, and commercial development to the west. Hopping Brook Road serves as the main access to the site.

The Park development originally entailed the construction of 3 million sf of industrial space and approximately 9,684 parking spaces in two phases. In 2002, the development program was modified to include 558,000 sf of office space, manufacturing, and warehouse space after construction of Phase I. In 2018, a 59,724 sf marijuana growing and processing facility (PharmaCann) was permitted as part of Phase II (this facility can expand up to an additional 55,000 sf) and a 25,200 sf industrial building was recently permitted as part of the original Phase I. These components are currently under construction. Currently, a total of 720,288 sf of development exists at the park.

The current proposal will entail the construction of an 800,000 sf warehouse building (“Project”) to be located at 555 Hopping Brook Road. The Phase II ultimate build program is defined to include the Project and the buildout of the remaining warehouse, which will not exceed 700,000 sf; therefore, the final overall buildout of the Park will not reach 3 million sf previously permitted through MEPA.

The project proponent will apply to the Massachusetts Department of Transportation (MassDOT) for a Vehicular Access Permit under M.G.L. c. 81, § 21 for signalization and modification of the project site access (Hopping Brook Road) intersection with Route 16, which is under MassDOT jurisdiction.

II. MEPA History

The Proponent prepared and submitted, pursuant to M.G.L. c. 30, § 61 and 62A-H of the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations (301 CMR

11.00), an Environmental Notification Form (ENF) filing in 1982, which disclosed plans to undertake 3 million sf of development of the Park over 281 acres. The Proponent was required to file Draft and Final Environmental Impact Reports (EIRs), and MEPA review concluded with an FEIR Certificate dated June 14, 1983.

In 2002, an NPC was filed after construction of Phase I, which consisted of 558,000 sf of office, manufacturing and warehouse space in 16 buildings over 100 acres of the Park site. The NPC disclosed several changes to the Park, including the addition of an 85-acre parcel to the site which increased the total acreage of the site to 366 acres.

In response to the 2002 NPC, the Proponent was required to file a Supplemental EIR that included, among other items, an updated traffic study for areas other than the site driveway intersection with Route 16. The Certificate on the Supplemental EIR was issued on September 15, 2003, confirming the Proponent's commitments to construct certain traffic improvements. The Certificate directed that Final Section 61 findings be filed with the MEPA Office.

In May 27, 2020, the Proponent submitted a Request for Advisory Opinion (RAO) to MEPA indicating plans to develop an 800,000+ sf warehouse building under Phase II of the Park. In the letter, the Proponent provided an update on the Park development program that indicates that a total of 745,551 sf have been developed at the site, including several Phase II buildings such as a marijuana growing and processing facility ("PharmaCann") that began construction in 2018. This prior development occurred without consultation with MEPA and without obtaining a Vehicular Access Permit from MassDOT. In the May 27 letter, the Proponent indicated that no Section 61 findings were submitted to the MEPA Office for the Park.

In a letter dated July 31, 2020, the MEPA Office made a determination that an NPC filing is required, but that development of the Project may proceed. The NPC must provide an update of the development program for the Park. It must also include an updated transportation study that will assess the cumulative traffic impacts from Phase II as compared to those presented in prior reviews, and determine the need for any additional mitigation when considering all remaining potential buildings left to be developed. The NPC must be submitted to MEPA prior to MassDOT issuing a Vehicular Access Permit for the Project.

MassDOT has reviewed and commented on the above MEPA submissions and has considered the comments of various parties on the EIRs and the RAO, in connection with the permit application to be submitted by the Proponent. This Section 61 Finding addresses the permitting of the proposed Project under Phase II of the Park based upon information disclosed and discussed in the MEPA review process.

III. Overall Project Traffic Impacts

Occupancy of the Project is expected to generate 1,310 vehicle trips during an average weekday, including 136 vehicle trips during the weekday AM peak hour and 152 vehicle trips during the weekday PM peak hour. Occupancy of the remaining 700,000 square foot balance of the Park is expected to generate 1,152 vehicle trips during an average weekday, including 119 vehicle trips during the weekday AM peak hour and 133 vehicle trips during the weekday PM peak hour. MassDOT has assessed the impacts of this anticipated traffic load on the surrounding

regional roadway network based upon information set forth in the EIRs and the Memorandum dated November 18, 2020 submitted to MassDOT by the Proponent.

In the absence of mitigating highway improvements, Project-related traffic would be expected to have generally detrimental operational and safety impacts at the following location:

- the Route 16 (Washington Street)/Hopping Brook Road intersection.

The specific traffic impacts at this locations and the mitigation measures required to address them are detailed in Part IV and Part V of this Section 61 Finding.

IV. Specific Project Impacts and Mitigation Measures

MassDOT has analyzed the operational and safety impacts in the affected state highway area due to the proposed project and has determined that the mitigation measures outlined below are required to minimize the traffic impacts of this project. Based on discussions with MassDOT, the project proponent has committed to undertake the following mitigation measures in cooperation with the identified parties:

Route 16/Hopping Brook Road Intersection (signalized)

For the 2027 No-Build scenario, weekday AM/PM peak hour LOS for the Hopping Brook Road left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = >50.0/>50.0 seconds). The 2027 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM peak hours. With mitigation in place, the 2027 Build scenario indicates that this newly-signalized intersection will operate at LOS B/C (Average Delay = 15.3/21.7 seconds) during the weekday AM/PM peak hours.

Prior any site occupancy of the Project, the Proponent will reconstruct and signalize this intersection in accordance to the conceptual plan included in the memorandum submitted to MassDOT on November 18, 2020, entitled “Figure 7 – Conceptual Improvement Plan Hopping Brook Road at Washington Street (Route 16)”, prepared by Vanasse & Associates, Inc. This plan will be refined as the design progresses to 100 percent Plans, Specifications, and Estimates (PS&E) level and will be submitted to MassDOT for review and approval.

There are no additional feasible means to avoid or minimize the Project’s traffic impacts at this location that the Proponent could be required to implement.

V. Other Mitigation Measures

Trip Generation Reduction Measures

The Proponent will conduct Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to:

- Designation of a transportation coordinator to oversee transportation issues for the Park, including parking, service and loading, deliveries, and working with tenants as they move into office space to raise awareness of traveling options;
- Provision of orientation packets to new tenants containing information on available transportation, including public transportation routes and schedules;
- The Transportation Coordinator will facilitate a rideshare matching program for employees to encourage carpooling;
- Specific amenities will be provided to discourage off-site trips including telecommuting, automatic payroll deposit, microwave and refrigerator, and dry-cleaning services;
- Provision of bicycle and pedestrian accommodations throughout the project site; and
- Provision of on-site external bicycle racks for visitors.

In addition, the Proponent has committed to not rely on South Street for truck travel to the site but to enforce truck travel in accordance to the plan included in the memorandum submitted to MassDOT on November 18, 2020, entitled “Figure 8 – Truck Traffic Routing Exhibit”, prepared by Vanasse & Associates, Inc. for either the warehouse development or the remaining development of the Park.

FINDINGS

For the reasons stated above, MassDOT hereby finds that, with implementation of the mitigation measures described above, all practicable means and measures will be taken to avoid or minimize adverse traffic and related impacts to the environment resulting from the Project. Appropriate conditions consistent with this Section 61 Finding will be included in the Vehicular Access Permit to be issued by MassDOT in order to describe more fully and ensure implementation of these measures.

December 18, 2020

DATE



Jonathan Gulliver
Administrator