

February 4, 2021

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

Subject: Transportation Peer Review Comments – Supplemental Review No. 2  
555 Hopping Brook Road  
Holliston, MA

Dear Ms. Sherman:

MDM Transportation Consultants, Inc. (MDM) is pleased to provide you with the following supplemental transportation review comments for the above-referenced project. These comments have been prepared based on review of the documents identified below and serve to augment our prior comments as documented in review letters dated February 19, 2020 and December 23, 2020.

Requested sensitivity analysis has been provided by the Applicant that evaluates potentially higher trip generation activity for future build out of the Hopping Brook Park based on an industrial park land use category. This supplemental analysis indicates that under these higher trip levels at full park buildout the proposed intersection mitigation at Hopping Brook Road/Washington Street including signal control provide sufficient capacity to accommodate peak period traffic volumes. These offsite improvements will be subject to review and approval by MassDOT as part of an Access Permit Application to be submitted by the Applicant. These improvements are to be completed by the Applicant prior to occupancy of the proposed 800,000 sf warehouse facility.

MDM acknowledges that the use of an Industrial Park land use category and application of associated ITE trip rates present a reasonable basis upon which to evaluate impacts of Hopping Brook Park build out. Revised site plans for the project, which reduce parking and provide a more definitive description of site programming and employment levels as identified by CRG in its correspondence of January 25, 2021, are aligned with a traditional warehouse use for which the Industrial Park trip rates present a conservative (ie, worst-case) trip generation scenario. We further note that any substantial deviation from these projected trip levels or

programming assumptions that are specific to the CRG Warehouse Facility would be cause for MassDOT to require the Applicant to amend the Access Permit to be issued for the subject project, including consideration of further mitigative actions as may be appropriate to address these deviations. The Applicant has 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. MDM acknowledges that such traffic monitoring is also anticipated to be an outcome of the MEPA review process for the Hopping Brook Park.

Prior comments as issued in our February 19, 2020 comment letter relative to the Site Plans and the Upper Charles Trail crossing improvements at Hopping Brook Road remain as issued to ensure compliance with applicable pedestrian and bicycle accommodation, emergency vehicle circulation and driveway sight line requirements.

#### **Documents Reviewed**

MDM has reviewed the following documents to gain an understanding of the project and determine if industry standards have been applied in determining the potential impacts of the project. The following supplemental documents were reviewed:

- *Response to Comments Memorandum, Hopping Brook Business Park, Holliston, Massachusetts, prepared by Vanasse and Associates, Inc. dated January 28, 2021*
- *Layout & Materials Plan, 555 Hopping Brook Road prepared by Engineering Design Consultants, Inc. as updated through January 28, 2021*
- *CRG Correspondence to Holliston Planning Board, CRG Warehouse Development, 555 Hopping Brook Road, Holliston MA dated January 25, 2021*

#### **Proposed Development**

As noted in our prior December 23, 2020 review letter the proposed building designation as a standard warehouse use represents a material change previously assumed land use designation for trip generation purposes. The Applicant has since provided additional information in the January 25, 2021 CRG correspondence that cites projected employment levels and programming for the warehouse facility and has issued updated site plans that reduce proposed parking supply to 400 spaces for employees/visitors and 278 trailer spaces.

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The proposed employment level of 500 employees over three shifts daily in the opinion of MDM reasonably corresponds to the proposed (reduced) parking supply on the revised site plan. MDM further notes that the proposed parking supply is also reasonably aligned with peak parking demand characteristics for the warehouse land use category (Land Use Code 150) as published by the Institute of Transportation Engineers (ITE) in Parking Generation Manual, 5<sup>th</sup> Edition. For reference, ITE Parking Generation predicts that average peak parking demands for an 800,000 sf warehouse facility is calculated at between 318 spaces and 376 spaces (95<sup>th</sup> percentile confidence level) which corresponds well to the revised site plan and defined programming for the building as warehouse use.

### **Sensitivity Analysis**

The sensitivity analysis for future buildout of Hopping Brook Business Park assumes an Industrial Park land use category as requested. Likewise, trip scenarios for the subject property include the warehouse category, which per above in the opinion of MDM reflects a reasonable assumption based on limited parking and projected employment levels and shifts. An alternative industrial park use for the 800,000 sf site is also considered as a worst-case scenario for sensitivity purposes.

Application of ITE LUC 130 trip rates to the to the remaining 700,000 sf buildout of the park in combination with either a warehouse use or industrial use assumption for the 800,000 building would generate materially higher trips than assumed in the TIA and provides an appropriate basis for testing the ability for proposed improvements to properly accommodate future traffic activity. The operational analyses presented in the sensitivity analysis follow generally accepted traffic engineering practices and protocols, indicating acceptable overall delays (LOS D or better) for the Hopping Brook Road/Washington Street intersection. In the more likely scenario that the proposed 800,000 sf building operates as a traditional warehouse use, and assuming future buildout of the park using the higher Industrial Park trip rates, operations are at LOS C overall for all intersection movements except those vehicles leaving the park turning left, which may have slightly longer but acceptable delays and queues. The higher trip scenario (which for sensitivity purposes assumes the higher Industrial Park trip rates applied to the proposed 800,000 sf building) still results in generally acceptable operations, albeit with longer eastbound delays on Washington Street in the AM peak hour.

In conclusion, MDM acknowledges that the sensitivity analysis using higher Industrial Park trip rates for build out and reasonably supported assumption of warehouse use for the 800,000 sf indicates proposed improvements will adequately support future traffic needs. Traffic

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monitoring of the park and the associated 800,000 sf warehouse building is recommended and has been acknowledged by the Applicant as a commitment to ensure that actual future operations of the site and the proposed mitigation are aligned with assumptions that serve as the basis for approvals by the Town and that will be subject to a MassDOT Section 61 Finding following MEPA review of the park.

MDM appreciates the opportunity to provide Transportation Planning & Engineering Services to the Town of Holliston and we look forward to discussing our findings at the upcoming Planning Board hearing. If you have any questions or concerns, please feel free to contact this office.

Sincerely,



Robert J. Michaud, P.E.  
Managing Principal

MDM