

PROJECT STATEMENT

UPON REMAND FOR

AUTO DEALERS EXCHANGE of CONCORD, LLC

d/b/a

ADESA BOSTON

0 and 194 Lowland Street
Holliston, MA 01746

DATED: October 2021

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EXHIBITS

- A. TRAFFIC REPORT**
- B. PAGE 39, TRANSCRIPT OF PLANNING BOARD MEETING
OCTOBER 22, 2020**
- C. CMG EMAIL, OCTOBER 22, 2020**
- D. NOISE STUDY**
- E. CONSERVATION ORDER OF CONDITIONS**
- F. LANDSCAPE BUFFER RENDERING**
- G. TRUCK ROUTE PLAN**

I. BACKGROUND

The Petitioner, Auto Dealers Exchange of Concord, LLC d/b/a ADESA Boston (“ADESA Boston”), respectfully requests that the Planning Board issue a Special Permit with Site Plan Approval, pursuant to Zoning By-Law §111, G. 6 and §VII for the use of the premises known as 0 and 194 Lowland Street, Holliston, MA (the “Premises”) for vehicle storage.¹ ADESA Boston also seeks a Stormwater and Land Disturbance Permit.

The Premises are located within an Industrial Zoning District. The Premises consists of approximately 43.1 acres and has over eight hundred ninety (890) feet of frontage on Lowland Street. The Premises, therefore, complies with the lot size and frontage requirements of the Zoning By-Law.

The Premises is also located within a Zone 2 Water Resource Area. Section IV-L. 4. A. e. of the Zoning By-Law allows for the commercial use of property in Zone 2 Areas by special permit provided the parking area drainage system provides for recharge of stormwater and the drainage system design complies with DEP Stormwater Guidelines.

The Premises presently contains two (2) buildings and numerous soil and material stockpiles. The developable area of the Premises consists of approximately six (6) acres, as the balance of the Premises is subject to wetland resource areas, including a pond.

The proposal is to use the Premises for vehicle storage. Activities on the Premises would include delivery of the vehicles to the Premises, storage of the vehicles and removal of the vehicles from the Premises. There would be no repair of vehicles on the Premises, no inspections of the vehicles on the

¹ The Zoning By-Law does not specifically permit or prohibit vehicle parking as a permitted principle use of property. Accordingly, the Holliston Building Inspector has previously advised ADESA Boston to treat its proposed use of the property at 0 and 194 Lowland Street as requiring a Special Permit with Site Plan Approval, pursuant to Zoning By-Law §III, G. 6 and §VII. ADESA Boston believes that it could improve the Premises for an as of right sales room for motor vehicles with storage (By-Law §III, E. 8. Motor Vehicle Uses 1), with Site Plan Approval, and reserves the right to make such an application if the current application is rejected.

Premises by the customer, or any sale of vehicles on the Premises. Business operations are proposed to be conducted from 8:00 a.m. to 5:00 p.m. Monday through Friday, and 8:00 a.m. to 12:00 p.m. on Saturday. Security personnel would be on the Premises twenty-four (24) hours a day.

Employee activities on the Premises would include the unloading of vehicles when they arrive on site, logging of the vehicles into the system, and the logging out of the vehicles when the vehicles are removed from the Premises.

The Traffic Report submitted herewith as Exhibit A includes information on vehicle delivery and removal from the Premises. The Traffic Report concludes that the volume of traffic from the Project is not expected to have a significant impact on vehicle operations or traffic in the area and to be no different from what could be expected from any other as of right use of the Premises.

Submitted herewith as Exhibit B is Page 39 of the transcript of the Planning Board's meeting on October 22, 2020, which includes the opinion of John Shevlin of Pare Corporation, the Traffic Consultant hired by the Board to review the traffic impact of the proposed project, which sets out that Mr. Shevlin was satisfied that the capacity of and safety concerns for the roadways noted in the last traffic review had been adequately addressed.

The site plans depict construction of five hundred and eighty-five (585) parking spaces. Dave Faist, the Town's Peer Review Consultant, at CMG Engineering (see email from Dave Faist to Brian Brewer dated October 22, 2020, attached as Exhibit C) has concluded that "the information you've [Brian Brewer] provided addresses the few remaining comments from our [CMG Engineering's] 10/20/20 comment letter". The design of the improvements complies with the Site Plan Approval Requirements as determined by CMG Engineering.

II. SITE PLAN REVIEW

SECTION VII. 5 GENERAL CONDITIONS for APPROVAL

a. Protection of Adjoining Premises Against Serious Detrimental or Offensive Uses of the Premises.

The limitation of the hours of operation to normal business hours and only until noon on Saturday limits any impact from the proposed use. As depicted on the plans, the lighting, drainage and landscaping designs comply with the requirements of the By-Law and all concerns as to the design of the Premises have been determined to be properly addressed and in compliance with the Town's requirements by the Town's Peer Review Consultant.

The Premises is zoned Industrial with the properties to the north, west and east zoned or used industrially. The adjacent industrial properties include gravel operations, as well as other uses involving use by heavy trucks. The proposed use will be extensively screened by plants and trees and will improve the appearance of the Premises from Lowland Street and will not have a detrimental impact upon the adjoining industrial properties.

The proposed use will not have a detrimental impact to the adjoining residential properties to the south. The properties to the south are separated from the proposed improvements and the use of the Premises by over five hundred (500) feet of an existing treed buffer. As depicted on the submitted Site Plan, a screen wall is proposed along the southerly side of the proposed improvements to attenuate any noise from the proposed use. The existing trees along Lowland Street will be maintained and additional plantings, including twelve (12) White Pines, thirteen (13) Eastern Redbuds, eight (8) Red Oaks and twelve (12) Eastern White Cedars, will be planted along the frontage of Lowland Street to create a continuous buffer except for the two (2) driveway openings. (See submitted Distance and Landscaping Plan).

Submitted herewith, as Exhibit D, is a Noise Study which concludes that with the installation of a screen wall, as depicted on the Plans, the noise from the operations on the Premises will comply with applicable requirements, including the Noise standards set forth in the Holliston Zoning By-Laws. Additionally, the Lighting Plan shows control of foot candles on the Premises as required by the By-Law.

The design of and use of the Premises are in compliance with the requirements of the Zoning By-Law,
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which includes the requirements for the proper protection of the adjoining properties.

b. Convenience and Safety of Vehicular and Pedestrian Movement Within and Without the Premises in Relation to Adjoining Streets, Properties or Improvements.

The driveways into and out of the Premises have been redesigned so that large car carriers must enter and exit the Premises to the north and complies with the standards relating to access to the Premises. Aisles through the parking area are of sufficient width to allow truck maneuvering without the need for backing up, including emergency vehicles and fire department vehicles, providing for safe use of the Premises.

The attached Traffic Report identifies that there will be no detrimental impact to the Premises or neighboring streets resulting from the proposed use, as the car carriers associated with the proposed use pose no different impact than the impact from trucks which would be associated with any other industrial use that can be made of the Premises. Further, the Town's Traffic Consultant has concluded that there is no safety concern for vehicles using or accessing the Premises.

c. Adequacy of the Methods of Disposal for Sewerage, Refuse and Other Waste Resulting from the Use of the Premises and the Methods of Drainage of Surface Water from its Parking Spaces and Driveways.

The Drainage Report submitted with this Application sets forth compliance of the proposed improvements with all stormwater requirements, including the Water Resource Area Requirements for the disposal of stormwater from the Premises. Soil testing has been done and there is sufficient capacity for the installation of a septic system on the Premises that will meet the needs of the proposed number of employees. Refuse will be removed from the Premises by a private contractor.

d. Adequacy and Safety of Storage Facility/Methods for Fuel, Reuse, Vehicle and Other Materials and Equipment Incidental to the Use of the Premises.

The Petitioner has maintained similar facilities for decades without impact from the leaking of fuels from parked vehicles. The drainage system has been designed to address all impacts relating to the use of

the Premises as a parking lot and complies with all TSS removal requirements. The Operations and Maintenance Plan has been reviewed and accepted by the Town's Peer Review Consultant and the Conservation Commission.

e. Provision for Emergency Access and Operations Within the Premises.

As noted, the parking aisles are of sufficient width, comply with the By-Law Requirements and allow for complete unobstructed maneuverability of fire trucks and emergency vehicles through the Premises.

f. Provision for Off-Street Loading, Unloading and Parking of Vehicles Incidental to the Normal Operation at the Premises.

The aisle widths provide sufficient area for car carriers to enter the Premises and load and unload vehicles. The parking spaces and aisle dimensions comply with the requirements of the By-Law and allow for proper operation at the Premises.

g. Development of the Premises to the Extent Reasonably Possible Harmonizes with Neighboring Land Uses and Structures.

The proposed use of the Premises is in harmony or less intrusive than the use of the neighboring industrial properties. All neighboring properties have parking lots and most adjacent industrial uses involve the use of heavy trucks. Neighboring uses include large scale landscaping operations, large scale truck use and other industrial uses which have a far greater impact than the use that is proposed at the Premises. The proposed use at the Premises is less intrusive than other potential uses allowed as a matter of right and is in harmony with neighboring uses and operations. The proposal will improve the appearance of the Premises from Lowland Street.

h. Compliance with the Board's Adopted Design Guidelines.

As determined by the Town's Peer Review Consultant, the design of the submitted plan complies with the Zoning By-Law and the Planning Board's Design Guidelines.

III. PERFORMANCE STANDARDS - SECTION 7.4

a. Aesthetics.

The small security building proposed for the Premises will be operated in a manner which is compatible with the industrial uses in the area and will not have a detrimental impact upon the area or the Premises. As noted, the area of the Premises to be used is only within the developable area of the Premises and in areas already disturbed. Submitted herewith, as Exhibit E, is the Conservation Commission Order of Conditions approving the parking design and stormwater system for the use of the Premises. The proposed small security building is to be one story in height, well within the height allowance, and is compatible with surrounding uses. The small security building has not been designed as of this time. There are no historic or architectural elements associated with the existing buildings on the Premises, which will be demolished.

The proposed site improvements include removal of soil piles and the deteriorated buildings on the Premises. Additionally, the existing overgrown and unmaintained landscaping on the berm visible from Lowland Street will be removed and the berm will be properly landscaped and maintained. Accordingly, the project will have a positive impact upon the aesthetics of the surrounding area.

b. Lighting.

Lighting at the Premises will only occur after business hours and is designed with minimum intensity. There will be a small standing sign at the Premises in compliance with the requirements of the By-Law, which will be externally illuminated.

The Lighting Plan submitted with this Application (Site Plans, Sheet 17) depicts controlled foot candles which are entirely maintained within the confines of the Premises and in compliance with the requirements of the By-Law. The submitted plan depicts an extensive landscaping buffer along Lowland Street and the installation of a screen wall along the southerly side of the improvements which, in addition to the retention of the trees to the south of the proposed improvements, will mitigate against any light pollution from the Premises. An LED lighting design is being used to decrease lighting and preserve the

nightlight as a natural resource.

c. Landscaping and Screening.

The existing buffer along Lowland Street, which has a depth of approximately twenty-five (25) feet, is in deteriorating condition and will be totally restored. Vehicles at the Premises will not be visible from the street except through the driveway openings. Additionally, the screen wall, as described, along the entire southerly side of the development adjacent to the residential properties will mitigate any impact from the Project. The proposed new landscaping is native and drought tolerant. Areas of the existing buffer, which are presently not treed, and areas along Lowland Street currently not buffered will be planted with Eastern Redwood, Red Oak, Eastern White Cedar and White Pine Trees. Submitted herewith, as Exhibit F, is a Landscape Buffer Rendering which depicts the current and proposed landscaping along Lowland Street. The proposed landscaping will be a drastic improvement over the current conditions, and the landscaping will be maintained in accordance with the standard Planning Board maintenance requirements.

d. Stormwater Management.

The Stormwater/Drainage Report for the Premises submitted with this Application sets forth compliance with the standards relating to the stormwater management system as depicted on the submitted plans. There is no direct stormwater discharge from the Premises to any wetland area and full compliance with DEP's Stormwater Management Policy has been implemented into the stormwater design.

e. Premises Development Standards.

The proposed changes to the Premises are within the areas of the Premises which have already been altered. Accordingly, there will be no impact to any natural features on the Premises. The proposed improvements include the planting with a wetland seed mix of over 2.85 acres of existing disturbed area within buffer resource areas. The Petitioner has expressed its interest in donating to the Town a significant portion of the Premises (approximately 34 acres) for Open Space. Accordingly, the project will result in the enhancement of the natural features on the Premises.

There are no archeological or historic resources on the Premises, and the existing trees along Lowland Street will be maintained. There will be no slopes greater than 3 to 1 upon completion of the improvements at the Premises.

f. Traffic Management.

Access to the Premises is via two (2) driveways on Lowland Street. The design of the driveway is in compliance with the Town's design requirements and has been designed to limit truck traffic to the established truck routes, Washington Street to Whitney Street to Jeffrey Avenue to Lowland Street (Truck Route Plan submitted herewith as Exhibit G). The Truck Routing Plan is to be provided to all trucking companies. The Truck Routing Plan, as well as the hours of operation, will be posted on the Petitioner's website to control the truck route and hours of deliveries. Trucks will not be accepted beyond the hours of operation described above. Petitioner is agreeable to paying for the cost of installation of any off-site signage relating to truck routes. No truck or vehicle idling on roadways will be allowed.

The submitted Traffic Report details the operation of the Premises and concludes that there is no reduction in the level of service of the adjacent roadways. The conclusions of the Applicant's Traffic Consultant have been preliminarily accepted by the Town's Peer Review Consultant. Because of the limited hours, as well as the controlled truck routing via Lowland Street, Jeffrey Avenue, Whitney Street and Washington Street, there will not be any detrimental impact from the proposed use of the Premises. Access on public ways adjacent to the Premises is unimpeded for all vehicles, including emergency vehicles.

g. Utilities, Security and Emergency Systems.

All public utilities at the Premises are presently available from Lowland Street and on-site security will be provided at the Premises. All utilities at the Premises are underground. All systems will have adequate service to address the needs of the proposed use. Soil testing at the Premises has been completed, and the Premises is capable of handling waste water disposed from the operations of the Premises.

h. Fiscal Impact.

The project will have a positive fiscal impact upon the Town of Holliston (the “Town”). The Town presently values the deteriorated buildings on the Premises at \$38,400.00. The main parcel (194 Lowland Street) has a prime land value of \$264,000.00, the same as all prime lots within the Industrial District. Due to resource areas, the back parcel of the Premises, which is land only, has a value of \$84,600.00 (standard Town valuation of residual land at \$10,000.00 per acre). Accordingly, the total valuation of the Premises in its current condition is \$387,000.00.

An analysis of the car dealerships on Washington Street, including 45 Washington Street, 455 Washington Street, 439 Washington Street, 1670 Washington Street, and 1286 Washington Street, includes valuations for paved areas. Land valuations of those parcels include a prime land value of \$246,000.00. The parking areas range from 5,000 square feet with a value of \$7,600.00 to 35,000 square feet with a value of \$71,840.00. The per square foot town valuation for paved areas for the dealerships are \$1.52, \$2.58, \$2.57, \$1.51 and \$2.05. Averaging those per square foot paved values results in a per square foot paved value of \$2.05 per square foot.

Conveyance of the Open Space Parcel (approximately 37 acres), as depicted on the plans presented by the Town (Sheet 7 of 16 of the Submitted Plans), would leave the Petitioner with a parcel of approximately six (6) acres. The prime lot would have a value of \$246,000.00. The residual land (6 acres), based upon a standard valuation of \$10,000.00 per acre would have a value of \$60,000.00. Based upon four (4) acres of pavement (174,240 square feet) and the average per square foot pavement value of \$2.05 per square foot, the paved area on a conservative basis would have additional value of \$357,192.00. Accordingly, the full valuation of the Premises after development would be in the range of \$663,192.00, an increase of nearly \$276,192.00.

The proposed commercial development will not result in any impact to the school department budget as there are no children resulting from the development to affect the school department budget.

Annual revenue to the town would be \$13,176.00 (almost double the existing tax revenue) based upon the tax rate of \$17.85 which will more than cover any applicable expenses relating to the development and use of the Premises. Accordingly, the project will have a significant positive impact upon the fiscal resources of the Town.

IV. GROUNDWATER PROTECTION DISTRICT ZONE 2

SECTION V. L. 3 - PERMITTED USE

In the Zone 2 District in which the Premises is located, Section V. L. 3. (c) permits “New Commercial and New Industrial Development” provided the “roof, parking and drive runoff [is recharged] on-site to the maximum extent practical with parking and drive runoff discharged to oil/trap catch basins with appropriate sumps prior to recharge as per DEP Stormwater Management Guidelines.” The Drainage Report includes the use of oil/gas trap catch basins with sumps in compliance with DEP Stormwater Management Guidelines. Accordingly, the proposed development complies with the requirements applicable to a commercial development within a Groundwater Protection Zone 2 District.

V. ARTICLE XL - STORMWATER MANAGEMENT and LAND DISTURBANCE

The project is classified as a major land disturbance requiring a special permit as the improvements of the site result in a disturbance of more than 40,000 square feet of land. The submitted plans depict the existing and proposed topography of the Premises. The Plans also depict proposed demolition of the existing buildings, as well as the location of the proposed small security building and all impervious surfaces and drainage facilities.

The erosion controls would be installed first and inspected by the Conservation Commission as required by the Order of Conditions. Site clearing is anticipated to take approximately two (2) weeks. Site grading and the installation of the drainage system would take approximately six (6) weeks. Upon completion of the drainage system, curbing and pavement installation would begin and take an additional three (3) weeks. Landscaping, fencing and seeding the disturbed areas after completion of the pavement

installation would take an additional three (3) weeks. After inspection of the Premises by the Town, the erosion controls would be removed. All construction activity would take place during Town established construction hours. The information submitted includes the Operation and Maintenance Plan, which has been reviewed and approved by the Town's Peer Review Consultant and the Conservation Commission and includes all necessary and required information as to the maintenance of the drainage system during and after construction. Accordingly, the proposed improvements to the Premises comply with the Regulations for Stormwater Management and Land Disturbance.

VI. LAND DISTURBANCE STANDARD

As noted, the plans for the Project have been designed to comply with the applicable regulations relating to the proposed improvements. The information submitted includes the timeframe for construction and the submitted plans and reports identify the methods of soil stabilization during construction. The drainage system has been designed with no net increase in runoff from the Premises and no net increase in the volume runoff across the boundaries of the Premises. As a result, there would be no adverse impact to abutting properties from the proposed construction at the Premises. The submitted Landscape Plan ensures permanent vegetation of the site beyond the improvement limits. Details on the plans depict loam installation as required by the By-Law. Dust control will be used during site disturbance, as necessary. The plans include the details for the installation of an apron at the entrances of the Premises as required by the By-Law. The Operations and Maintenance Plan includes the details for the inspection and replacement of erosion controls during construction as well as stabilization of the Premises during and after construction.

VII. SPECIAL PERMIT STANDARDS

a. Compliance with Dimensional Provisions

As depicted on the plans the Project complies with all dimensional requirements of the By-law. Further the By-Law allows as a matter of right salesrooms and storage of vehicles. The proposed use, as set forth in this Project Statement, is therefore less intrusive than the allowed salesroom and storage of

vehicles use as there would be repairs on the site nor would customers come and go from the site as with the allowed use. The proposed use is therefore compatible with uses allowed and with the existing uses and their character and scale within the Industrial Zone.

b. Integrated with Existing Terrain

As noted, the only area being developed is the area of the site which already has been altered. In addition, over two (2) acres of disturbed area within the Wetland Buffer will be restored. There are no steep slopes on the Site and the Project has been designed to comply with the Stormwater Standards thereby not impacting the Aquifer or the adjacent Wetlands. As noted an Order of Conditions from the Conservation Commission has been issued. The design of the Projects is integrated into the existing terrain.

c. Adequate Facilities for Proper Operation of the Site

As noted the design of the Project complies with all requirements of the By-Law including the parking layout. The parking layout provides for safe vehicular traffic to and from and thought-out the site.

d. No Significant Emissions

The only operations at the site will be the loading and unloading of the vehicles. As noted a sound barrier is to be installed to mitigate any noise impact from the operations. Further the Operations and Maintenance Plan will mitigate any impact from the stormwater and the parking lot is bermed to prevent any erosion. The design of the Project mitigates any impacts from the use of the site.

e. Lighting

As discussed above the lighting complies with the requirements of the By-law and mitigates against any glare.

In conclusion, the plans and reports comply with the filing requirements of the By-Law allowing for the granting of the requested Special Permit with Site Plan Approval and Stormwater and Land Disturbance Permit.

PETITIONER

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