

June 15, 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 April 13, 2023 Planning Board Meeting & Emails  
forwarded by Town Planner Karen Sherman through June 15, 2023;  
CRG Warehouse Facility, 555 Hopping Brook Road

Chair Apuzzo Langton and Members of the Holliston Planning Board:

During the April 13, 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 June 22, 2023.

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

### **Public Comments**

1. *Nick Marra, 123 South Street, Holliston; Truck driver.*

*Truck drivers save time and mileage, trucks have ignored the prohibition on South Street and no one is going to stop them; 24 hours/7 days for the project is a no go; how do we anticipate the tenant and use of the structure when it is not included in the request for the Special Permit?*

**Response.** Mr. Marra offered his opinion on the lack of enforcement presently of the South Street truck prohibition. We agree that this should be addressed by the Select Board and Police Department. While the tenant is not named, the restrictions on size, use and average daily trips have been included with the mitigation package.

2. *Eileen Miller, 76 Cortland Street, Holliston.*

*The restrictions on South Street cannot be enforced presently, so how will CRG enforce in the future?*

**Response.** The enforcement must be from multiple sources; Select Board, Police Department, Landlord and tenant. CRG has a 5-point plan.

1. Work with Holliston Police on enforcement plan of the South Street truck prohibition.
  2. Signage at end of Hopping Brook Road prohibiting right turns by trucks.
  3. Written information to all vendors/trucks for the route(s) to be taken to and from facility.
  4. Cameras and monitoring of traffic at facility to be shared with Planning Board.
  5. Tenant language restricting vehicles (ADT) as part of lease with sanctions.
3. *Gary Donlin, address not stated for record*
- a. *What is the nature of the project? Cites billion-dollar state of the art economic distribution facility.*

**Response:** The project is not a distribution center; ADT restriction placed on it.

- b. *Based on LUC guidelines won't this be automatic for distribution; can you guarantee ADT?*

**Response:** The reference to the ADT limitation will take care of the tenant use; will not sign the lease.

- c. *The project restrictions are out the window in 5 years.*

**Response:** We are not sure where this came from. The approval will incorporate uses that run with the land; intending to cover the use and facility with no time restriction.

- d. *What are the classes of vehicles 11, 12, 13?*

**Response:** Standard Class 9 vehicles that currently travel Route 16 will service the facility.

4. *Jamie Roy*

- a. *No direct access to 495.*

**Response:** Vehicles from the north will reach the facility from Route 85 through Fortune Boulevard to Route 16 East then Hopping Brook Road and vehicles from the south will travel from Route 109 through Beaver Street to Route 16 East then Hopping Brook Road. The outbound traffic will simply follow the reverse path with truck travel restrictions applied to Route 16 East of Hopping Brook Road and South Street.

- b. *4/5 other projects have been built/cumulative impacts of the traffic; going into this blindly*

**Response:** CRG is committed to the planned traffic improvements at Hopping Brook Road and Route 16 and believes that the 555 Project once completed will work well within the new infrastructure that will be designed to support the new and existing project traffic volume.

c. *What are the penalties for lack of enforcement; Milford, Holliston, et al.?*

**Response:** We will rely on the 5-Point Plan.

5. *Ellen George, 62 Persis Place, Holliston.*

a. *Shops in Milford Route 16 will stop.*

b. *Shopping will stop.*

c. *Truck + 5/6 cars cannot get through intersection*

d. *Will affect other towns*

**Response:** There are no traffic controls from the Beaver Street to Highland Street intersection and the proposed Hopping Brook Signal will better manage traffic volumes along this westerly travel corridor. The 555 Project is restricting the total truck trips per day that will also ensure that the new and existing signalized intersections are not overburdened.

6. *Sandra Sun, 15 Carriage House, Medway.*

a. *Closest abutter. What about water table; will the project affect her foundation with the water table change?*

**Response:** The water table is not going to be adversely affected by construction; stormwater will be properly collected, treated and discharged within defined management cells before release to existing natural flow paths all of which have been designed to eliminate any impact to abutters.

b. *How does the project affect the groundwater?*

**Response:** The project is designed to not impact groundwater and has undergone independent review to ensure this type of environmental protection is met.

7. *Email Tim Sheehan, 5 Olde Surry Lane, Medway:*

**Response:** none required as no question stated

8. *Email Carol Holly, no address listed: questioned police enforcement of South Street restriction. Who will pay for repaving roads. Tax break not available for Holliston Seniors.*

**Response:** More robust and well-rounded traffic enforcement program that will result from the planned signalized intersection should assist police enforcement. The planned 555 Project will generate tax revenue for the town that might allow future consideration of a seniors tax rate, while

the 555 Project will pay for complete reconstruction of Route 16 at the signalized intersection and the state is responsible for maintaining the remaining limits west.

8. *Email Gene Muller, 76 Cortland St: questioned previous response regarding MassDOT Traffic Study.*

**Response:** VAI Consultants have and will continue to put forth an accurate analysis of the traffic impacts from the 555 Project and CRG has provided the Town with sufficient funds so that they can corroborate these findings through their own peer review engineer MDM Associates.

9. *Email Lynn & Jeffrey Hewes, 121 Rockland St: how will the operation be restricted to control the volume to 1310 TPD and questioned environmental impact.*

**Response:** Traffic volume was reduced to 958 TPD with the 550K proposal and we have agreed to restrict the total truck trips per day to 258. We believe that we have designed an environmentally responsible project that includes a Title 5 compliant Soil Absorption System, MassDEP compliant Stormwater Management System and our land acquisition affords a lot coverage that is only 17.2% when 40% is allowed by right thereby setting aside over 10-acres of land that will be left as woodland.

10. *Email J.W., 23 Prospect St:*

**Response:** none required as no question stated

11. *Email Raquel & Mark Nelson, no address provided: what are the advantage to the town*

**Response:** The Hopping Brook Park was always planned to have about 35% of the development consisting of warehouse-use and we believe that this facility fits well within that master planned threshold. The benefits of this warehouse do afford important infrastructure improvements including signalized intersection and water main extension to occur and these costs would not be serviceable without this project investment opportunity. The warehouse facility will yield a helpful tax benefit to the community while not placing any draw on municipal services.

12. *Email State Rep. James Arena-DeRosa, no address listed: traffic study before decision*

**Response:** To date several traffic studies, on-the-ground surveys and signalized intersection design studies have been developed and reviewed with town officials, peer review professionals, MDOT District, MDOT State and MEPA Unit. It takes completing the local project approval process before finalizing the analysis and design of the signalized intersections in order to submit the MEPA Notice of Project Change application for the state access permit.

13. *Email William Byers, 654 Central St:*

**Response:** none required as no question stated

14. *Email Scott, Ann, Conor, Emma Brady., 209 Courtland St.:*

**Response:** none required as no question stated

15. *Email Sandra Willette, 27 Piedmont Dr.:*

**Response:** none required as no question stated

16. *Email Bonnie Kozuhal, 19 Partridge Way:*

**Response:** none required as no question stated

17. *Email Steven During., 32 Railroad St:*

**Response:** none required as no question stated

18. *Email Carmen Bedell., no address listed:*

**Response:** none required as no question stated

19. *Email Andrew Krim, 6 Jackson Dr.:*

**Response:** none required as no question stated

20. *Email Sharon Thornton, 107 Meadowbrook Ln:*

**Response:** none required as no question stated

21. *Email Christopher & Margaret Lee, 35 Balancing Rock Dr.:*

**Response:** none required as no question stated

22. *Email Chryn Lawless, 23 Pinecrest Rd.:*

**Response:** none required as no question stated

23. *Email Marcia Cortez, 1796 Wasdington St:*

**Response:** none required as no question stated

24. *Email Lisa Mathews, 136 Goulding St:*

**Response:** none required as no question stated

25. *Email Georganna Wopods, 55 Grove St:*

**Response:** none required as no question stated

26. *Email Susan Leavy, 72 Elm St: impact to the volunteer fire department, impact to maintaining road and policing area*

**Response:** We do not believe that the facility will put any extra burdens upon Holliston Fire or DPW. On the contrary CRG facilities are constructed to the highest standards, and we engage

with the local building and safety authorities during the construction process in order to ensure that requirements are being properly satisfied. Our project includes infrastructure linkage that will assist Holliston Water to better serve the surrounding area by providing a secondary link at Jackson Drive and we are upgrading Hopping Brook Road in and round our project limits.

27. *Email Leslie Rich James Pizzi, 37 Quincy Pl.:*

**Response:** none required as no question stated

29. *Email Pauline Santino, 37 Piedmont Dr.:*

**Response:** none required as no question stated

30. *Email Bradley Lucas, 15 Kingsbury Dr.:*

**Response:** none required as no question stated

31. *Email Carol Holly, 78 Biarcliff Ln.:*

**Response:** none required as no question stated

32. *Email Jacqueline Barillet, 173 Union St.:*

**Response:** none required as no question stated

33. *Email Laura Matz, 65 Bayberry Ln.:*

**Response:** none required as no question stated

34. *Email Diana Pedersen, 43 Piedmont Dr.:*

**Response:** none required as no question stated

35. *Email John & Christine Luczkow, 703 Washington St.:*

**Response:** none required as no question stated

36. *Email Cecilia & Paul LeBeau, no address provided:*

**Response:** none required as no question stated

37. *Email Judy & John Macphee, no address provided:*

**Response:** none required as no question stated

38. *Email Charlene Murphy, 41 Piedmont Dr.:*

**Response:** none required as no question stated

39. *Email Allan & Deb Osborne, 39 Jackson Dr.:*

**Response:** none required as no question stated

40. *Email Frances Patterson, 100 Monroe Dr.:*

**Response:** none required as no question stated

41. *Email Diana Pedersen, 43 Piedmont Dr.:*

**Response:** none required as no question stated

42. *Email Alice Valle, 54 Jackson Dr.:*

**Response:** none required as no question stated

43. *Email Deborah Gleason, 429 South St.:*

**Response:** none required as no question stated

44. *Email Kathleen Ackerman, 417 South St.:*

**Response:** none required as no question stated

45. *Email Lauren, Matt, Jack, George Sooy, 1845 Washington St.:*

**Response:** none required as no question stated

46. *Email John Chapin, 72 Elm St.:*

**Response:** none required as no question stated

47. *Email Mary & Ron Whinnem, 46 Piedmont Dr.:*

**Response:** none required as no question stated

48. *Email Janis Klein, no address provided:*

**Response:** none required as no question stated

49. *Email Eileen & Gene Muller, no address provided: has final Section 61 findings been filed with the MEPA office*

**Response:** Filing the Section 61 Finding with MEPA is tied directly to the local approval process, therefore following the approval of the 555 Project CRG will file a Notice of Project Change (NPC) outlining the changes in the MEPA Process. Since the last review with MEPA included the 805K development proposal there will need to be a filing with MEPA of the NPC for the current 550K project after which the Section 61 Findings process can proceed, however neither permitting task can be initiated without first completing local review.

50. *Email Karl Adelman, 46 South St.: will you agree to be a good neighbor and limit operations from 9-5, how will CRG prevent truck traffic on South Street, willing to cease/desist if trucks doing business at 555 travel on South Street, CRG build sound barrier to mitigate pothole noise*

**Response:** CRG and its tenants will unquestionably be good neighbors, but the facility needs to be operating outside the business hours suggested. We have agreed to reduce the operation window for the loading docks located along the south side of the building closest to the Medway residents. CRG and its tenants have agreed to prohibit truck traffic on South Street and to further that objective we have prepared a 5 Point Plan that should help to eliminate truck traffic by firms that are not bound to these same terms and conditions by their permit approvals. CRG will not be constructing a sound barrier along Hopping Brook Road, but as part of the signalized intersection work will be reconstructing the front end of Hopping Brook Road and we would further commit to helping to address pothole repairs along the remainder of the roadway.

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

cc: Jason R. Talerman, Esq.  
Peter Bemis  
Richard A. Nylen, Jr., Esq.