

### Memorandum

**To:** Stephen J. Chaplin, Chair  
Members of Town of Hopedale Planning Board  
**From:** William Buckley, GFI Partners  
**Date:** April 25, 2022  
**CC:** Attorney Joseph Antonellis  
Douglas Hartnett, Highpoint Engineering  
Kenneth Cram, Bayside Engineering  
Marc Wallace, Tech Environmental  
**RE:** Planning Board Site Plan Review for Proposed Warehouse at 75 Plain Street, Hopedale, MA

On behalf of 75-131 Plain Street, LLC (“Applicant”), we are pleased to provide this closing memorandum to the Town of Hopedale Planning Board (“Board”). This memorandum summarizes the application and public hearing process for the above-referenced project and provides the Board and the public with an overview of our responses to the primary questions and concerns raised during the process. We will also detail the mitigation plans we have prepared to address project impacts, as well as the community mitigation items we have offered to the Town to be included in the public record prior to the close of the public hearing.

It is our intent with this memorandum to provide the Board with a comprehensive closing analysis that documents our actions and efforts throughout the public hearing process to be responsive to: the Standards of Approval in the Hopedale Zoning By-law; the requirements of the application process and requests of the professional third-party peer reviewers; the concerns of the Board; the comments received from Town staff and departments; and, importantly, the approximately 62 comments received by residents of the Town (Exhibit A), along with the other forms of public participation comments received by the Board. We will respectfully request the Board close the public hearing and issue a Decision in favor of the Application with appropriate conditions following the presentation of this memorandum.

The Application for Site Plan Review (“Application”) dated September 1, 2022, was received by the Hopedale Planning Board on September 9, 2022. The original Application contents included the following materials: Application for Site Plan Review dated September 1, 2021, including cover letter and fees; Stormwater Management Analysis dated September 1, 2021; Site Development Plans for Proposed Warehouse Building dated September 1, 2021; Traffic Impact and Access Study with Appendix dated August 24, 2021. The Applicant also provided peer review fees for engineering, traffic, sound and legal reviews to the Town of Hopedale in the amount of \$30,600 to date, as part of the Application.

Supplemental Application materials were also provided to the Board including a Fiscal Benefit Analysis dated September 27, 2021, and a Sound Study of 75 Plain Street, Hopedale, MA dated November 22, 2021. Additional submittals of revised plans and documents have occurred in conjunction with the professional peer review process and are discussed in further detail below. All submittals are considered part of the public record for the project. It should be noted that the Town of Hopedale dedicated a link to the Application on the Town website and all submitted documents have been available for public viewing.

The Applicant also filed concurrent applications with the Hopedale Zoning Board of Appeals for a Special Permit in the Groundwater Protection District and a Notice of Intent with the Hopedale Conservation Commission. Public hearings for those applications have occurred contemporaneous to the Planning Board hearings and decisions are expected following the completion of the Board's Site Plan Review.

### Project Description / Site Facts

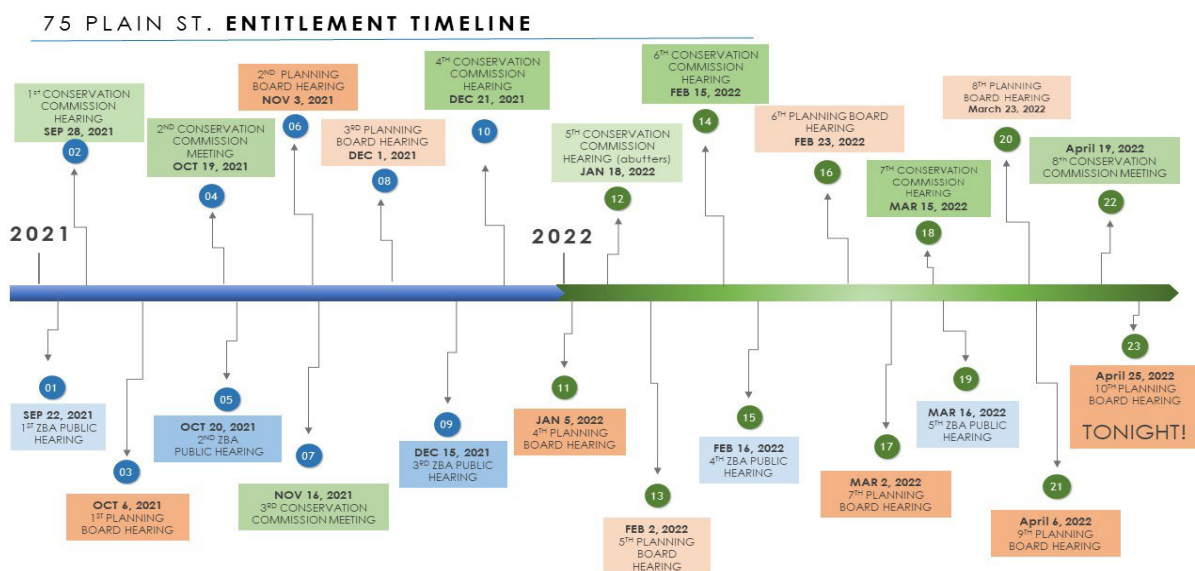
The Applicant proposes to abandon and remove the Rosenfeld Concrete operation at 75 Plain Street, Hopedale, MA and construct a 616,875 gsf warehouse facility ("Project") located within the previously developed central and southern portions of the site. The facility will operate as a traditional warehouse providing temporary material and product storage, handling, and supply/distribution throughout the region. The Project will include accommodations for 139 loading docks, 300 vehicle parking spaces, trailer storage, access driveways, and associated site and utility infrastructure, all as shown on the Plans of Record.

The Project site is approximately 144.6 acres and is presently occupied by the Rosenfeld Concrete industrial/manufacturing facility. The site has served as a sand and gravel mining resource and industrial site supporting Rosenfeld Concrete's business operations since 1932. The Project will require approximately 41.5 acres of impervious area associated with the building, truck courts, planned trailer storage, surface parking, sidewalks, and access driveways, equating to approximately 28.7% of the total property area. 103.1 acres of the site will remain open, equating to approximately 71.3% of the total property area.

### Public Hearing & Review Process

The public hearing for the project commenced on October 6, 2021, and was continued for several additional meetings on November 3, 2021, December 1, 2021, January 5, 2022, February 2, 2022, February 23, 2022, March 2, 2022, March 23, 2022, April 6, 2022 and scheduled for April 25, 2022.

Figure 1



The Applicant would like to take this opportunity to thank the members of the Planning Board for their courtesy, diligence, patience and professionalism throughout the application process. Tonight, April 25<sup>th</sup>, will be our 10<sup>th</sup> public hearing for the project. We will soon be entering our 9<sup>th</sup> month of review. We have witnessed your passion for the Town of Hopedale and your desire to thoroughly review the Project and allow the public every opportunity to participate in the process. We are confident that the Board's review, the technical reports from the professional peer reviewers and the public participation has resulted in a better project for the Town, the Applicant, and our neighbors.

We would also like to thank our neighbors and other members of the public who have participated in this hearing process since the filing of our Application in September. We appreciate the comments in support of our Application, and those raising concerns. We have listened to those concerns, provided direct responses during the hearings when available, and directed our professional team to design and incorporate solutions (i.e., sound mitigation, traffic improvements, etc....) as necessary. We are sensitive to the fact that this industrial zoning district has residential neighbors and we have taken that into consideration since our very first visit to the site and in our design. We appreciate all the work and effort that the residents have done reviewing the project, their attendance at the many hearings and their overall courtesy in engaging with the Board and development team. We sincerely believe that the residents work, like the work of the Board, has resulted in a better project for the Town, the Applicant and the residential neighbors.

Of course, the Application process would not be possible without the efforts of the Town staff, department heads and municipal leaders who have posted the meetings, reviewed the documents, attended meetings, and responded to concerns. We appreciate the work it takes to review a project.

In preparation for the writing of this memorandum, the development team has gone back through the extensive public record to be certain we have addressed the items necessary to support the Board in making its findings and issuing a Decision in favor of the application with appropriate conditions. Our review included reading the detailed minutes prepared for each meeting (thank you Mary Arcudi!) and re-visiting many of the on-demand recordings. We have also read the emails submitted to the Board, the peer review reports, the resident documents and the reports of our own professionals. The public comments made over the course of the hearing process were extensive and our review of the record identified findings that we wanted to share with the Board.

To date, 9 public hearings have been held affording opportunities for public comment. A review of the comments that raised concerns during the public hearings identified the following approximate statistics/trends:

- 62 comments were offered by residents concerned with the project during the 9 hearings.
- These 62 comments were made by 23 residents, representing 20 households within the community.
- 10 households off Neck Hill Road, 4 households from Mill Street, 2 households from Plain Street and 1 each on Mellen, Thayer and Hopedale Streets and Overdale Parkway.
- Of the 20 households represented at the public hearings, it appears up to 10 were on the list of certified abutters. The abutters list included 64 properties.
- 48 comments (77%) were received from residents in the Neck Hill Road neighborhoods.
- 6 residents from the Neck Hill Road neighborhoods accounted for 38 (61%) of the total comments.

- The remaining 24 comments were accounted for by 7 residents who spoke twice and 10 residents who spoke once during the entire hearing process.

To ensure compliance with the Site Plan Review Standards, we completed an analysis of the comments during the public hearing process. In doing so, we identified the primary concerns and questions, and with the assistance and support of our team of professionals and the input of the Board's professional peer review staff, we have addressed the issues and, as summarized below, have demonstrated that the Project will meet the Site Plan Review Standards as same are set forth in the Hopedale Zoning By-laws. These issues are summarized below and generally listed in the order of the number of times they were raised. This memorandum will provide our detailed response to:

- Traffic – This was clearly the most discussed concern during the public hearing process. The impacts on local residential streets, Plain Street, Hartford Avenue East and S. Main Street and others were identified. Truck traffic in neighborhoods was particularly concerning. A detailed response to these concerns is provided below.
- Tenant/Use/Size/Hours of Operation – Concerns were raised regarding the fact that a tenant has not yet been identified for the site and the specific use can't be reviewed. The size of the building and the hours of operation were also of concern. A detailed response to these concerns is provided below.
- Sound – The residential abutters to the Project raised concerns regarding the sound of the operations. Particularly truck traffic and back-up sound in the quieter hours of the night. A detailed response to these concerns is provided below.
- Air Quality – Concerns regarding the impact of the Project on air quality in the area were reviewed. A detailed response to these concerns is provided below.
- Civil Engineering/Groundwater District/Utilities – Concerns regarding the impact of the Project on groundwater and utilities and the overall site engineering were reviewed. A detailed response to these concerns is provided below.
- Environmental – Concerns regarding the presence of existing hazardous material at the site and the potential for future impacts from hazardous materials in the groundwater were reviewed. A detailed response to these concerns is provided below.
- Zoning By-law – Concerns were raised regarding the Project's compliance with the Town of Hopedale Zoning By-law. A detailed response to these concerns is provided below and under separate cover.
- Fiscal Benefits – Residents raised doubts about the fiscal benefits of the Project. A detailed response to these concerns affirming the fiscal benefit and affirming the community mitigation is provided below.

The analysis of the comments received throughout the public hearing process aligns with the responses provided below and the mitigation proposed for the Project. The Applicant became aware that the

residents located off of Neck Hill Road had concerns and worked to modify the traffic and sound mitigation to be responsive to those comments.

It should be noted that, in addition to the comments voiced at the various public meetings, other comments were submitted to the Board via an online petition and via several email letters. These have all been reviewed by the Applicant as well. We believe that the concerns identified above and raised during the public hearing process by the residents, Board members and the professional peer review consultants, cover all the concerns necessitating a written response. Our response to each is addressed in the remaining sections of this memorandum.

Please see Exhibit A to this memorandum for individual responses to the concerns raised during the 9 public hearings.

### **Traffic Response**

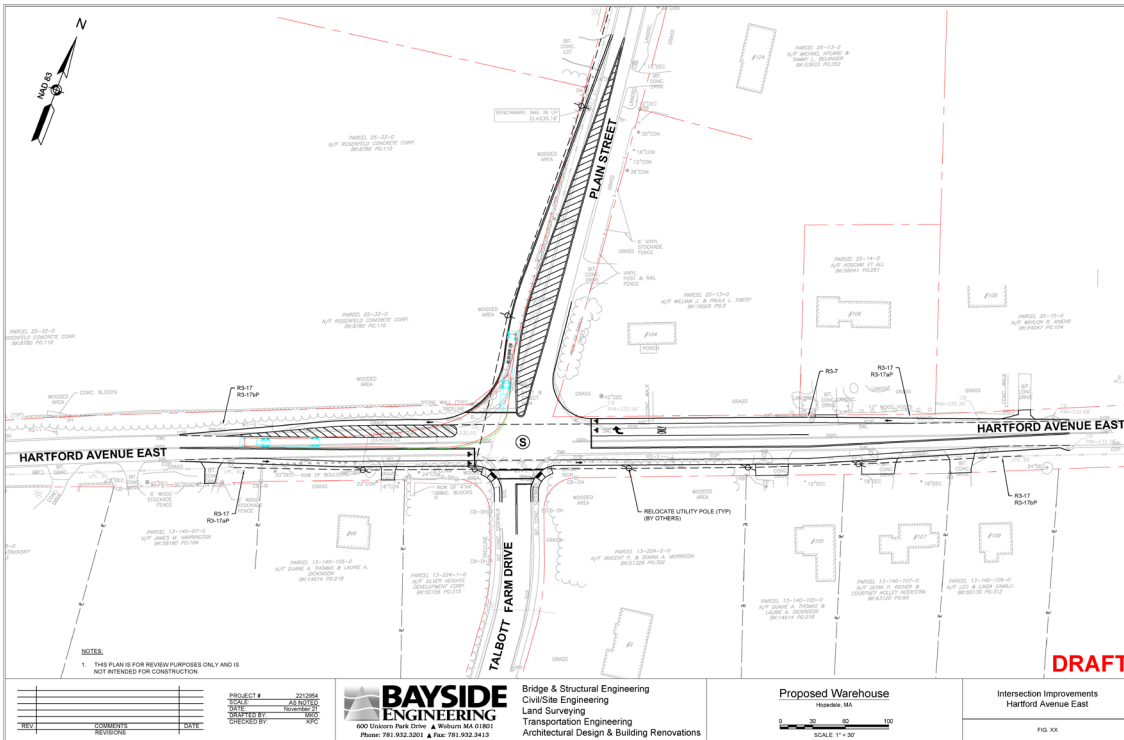
A Traffic Impact and Access Study (TIAS) for a Proposed Warehouse, dated August 24, 2021, was prepared by Bayside Engineering ("Bayside") and submitted to the Board on September 9, 2021. A presentation of the study was made to the Board by the Applicant's traffic engineer, Kenneth Cram, on November 3, 2021. A revised Transportation Demand Management (TDM) Plan, dated November 22, 2021, was provided to the Board on November 30, 2021. Through Graves Engineering, MDM Transportation Consultants, Inc. ("MDM") was contracted to perform a peer review of the TIAS on behalf of the Board and the Town of Hopedale. MDM provided its first comment letter to the Board and Applicant on December 10, 2021. Bayside performed the additional work requested in the comment letter and provided a response to comments on February 3, 2022. The Bayside response also included a Sight Sections Plan SD-1 for the requested sight line analysis and a Vehicle Maneuvering Exhibit dated January 19, 2022 for the requested AutoTURN analysis. MDM reviewed the response and provided supplemental comments in a letter dated February 18, 2022. Bayside submitted a response to the supplemental comments on March 15, 2022 and included the draft plan for Intersection Improvements Hartford Avenue East prepared by Bayside. An email from Robert Michaud, MDM Managing Principal, to Kenneth Cram was received on March 23, 2022 and confirmed that there were "no outstanding issues on our end," following a review of the Bayside response.

As highlighted earlier in this memorandum, traffic has been the most talked about matter among the Board, residents, and the Applicant throughout the hearing process. Our traffic response and mitigation plan has been designed by our traffic engineer, with the input from the Town's professional peer reviewer, to meet the concerns raised and address the Project impacts.

For instance, we heard the concerns regarding truck traffic on residential streets and will be preparing Heavy Commercial Vehicle Exclusions for several local residential roads. Based on the concerns raised from the residents in the Neck Hill Road neighborhood, we agreed to include Neck Hill Road as part of this exclusion. We agree with the residents that trucks do not belong in the neighborhoods and our traffic study does not project adding any trucks on those streets. We have also agreed to restrict truck turns out of the site to a "right turn only" to prevent trucks needing Mill Street or upper Plain Street to exit. It was noted in a review of the public hearing comments that of all the households in the Town who spoke at the public hearings, only the 2 households on Plain Street are expected to have truck traffic on their street.

Based on the concerns raised regarding the Plain Street/Hartford Avenue East/Talbott Farm Drive intersection, we have agreed to make significant improvements to that intersection including full signalization (See Figure 2). This investment alone is estimated to exceed \$750,000. Additional study work will take place at S. Main Street at Plain Street and S. Main Street at Hartford Avenue East. A traffic monitoring program (TMP) and transportation demand management (TDM) program will be implemented. As was stated by the Applicant during the hearing process, we need traffic to work too.

Figure 2



The Applicant and its professional traffic engineer have worked with MDM to develop an appropriate improvement package to address the traffic impacts of the Project. The following mitigation package was provided in the Bayside response to comments (Comment #11) dated February 2, 2022:

1. The Applicant will develop a Traffic Monitoring Program (TMP) to begin six months after initial occupancy and be completed once full (85% or higher) occupancy of the site is achieved and include the following:

- Monitoring will include turning movement counts at the TIAS study area intersections and site driveways between the hours of 5:00 AM and 9:00 AM, and between 4:00 PM and 7:00 PM to capture warehouse peak generating periods.
- Initiation of monitoring will allow for early identification of operational deficiencies that may require immediate action/countermeasures by the Applicant.
- Automatic traffic recorder counts with classification on the site driveways to include a continuous 48-hour period over two (2) weekdays.

- d) *Evaluating motor vehicle crash data at the Project site driveway and TIAS study area intersections.*

*The results of the monitoring program will be summarized in a report to be provided to the Town of Hopedale upon completion of the data collection. The report will document the traffic volumes associated with the project and any delays, queuing and crash rates at the TIAS study intersections.*

*If any of the following conditions are documented as part of the monitoring program: 1) traffic volumes of the project exceed the predicted traffic volumes by more than 10% on a regular and sustained basis; 2) there is a material increase in the number of motor vehicle crashes at the project study intersections that are attributable to the Project; or, 3) delays and queuing at the study intersections materially exceed predicted levels due to the impact of the Project, the Applicant will identify and undertake corrective measures to offset the additional project traffic impacts. This may be achieved through:*

- a) *Installation of additional signage and pavement markings.*
- b) *Implementation of signal timing improvements to account for new traffic impacts.*
- c) *On-site operations and management strategies to include:*
  - i. *Expansion of TDM elements.*
  - ii. *Scheduling of employee and truck operations to minimize impacts.*
  - iii. *Other measures designed to reduce traffic impacts generated by the Project.*

*2. The Applicant will perform Heavy Commercial Vehicle Exclusion studies for Mellen Street, Newton Street, Warfield Street and Neck Hill Road for the Towns of Hopedale and Mendon to submit to MassDOT, if desired. Applicant has agreed to restrict truck traffic exiting the site to right turn only onto Plain Street.*

*3. The Applicant will advance the design and construction of a traffic signal and appropriate intersection improvements at the Plain Street at Hartford Avenue East intersection subject to the approval of the Town of Hopedale and the Town of Mendon. The project proponent will prepare a Traffic Signal Warrants Analysis (TSWA) for the intersection in accordance with the methodology outlined in the Manual on Uniform Traffic Control Devices (MUTCD). This would include performing a continuous 13-hour manual turning movement count (6:00 AM to 7:00 PM) and performing the associated traffic signal warrants analysis. The results of the TSWA would be summarized in a report and provided to the Town of Hopedale and the Town of Mendon. It is expected that signalization would be warranted at this intersection.*

*4. Recognizing the importance of the Plain Street at South Main Street intersection to the residents and businesses in the area, the project proponent will prepare a TSWA for the intersection in accordance with the methodology outlined in the MUTCD. This would include performing a continuous 13-hour manual turning movement count (6:00 AM to 7:00 PM) and performing the associated traffic signal warrants analysis. The results of the TSWA would be summarized in a report and provided to the Town of Hopedale.*

*5. Upon completion of the development and occupancy of the project, and in conjunction with our TMP, intersection operations at the intersection of Hartford Avenue East, South Main Street and Cape Road will be monitored, and the existing signal timing and phasing will be reviewed, and the*

*Applicant will work with The Towns of Hopedale and Mendon and MassDOT to appropriately modify to reflect traffic conditions at that time.*

*6. Applicant will remove the existing signage on South Main Street directing traffic to the Rosenfeld Concrete facility.*

*7. The Applicant will implement the Transportation Demand Management (TDM) program, as amended, identified in the TIAS.*

*In addition to the above traffic mitigation items provided, the Applicant has agreed to the following items in the March 15, 2022 response letter to MDM:*

- 1. Applicant will work with the Town of Mendon to modify the location of the STOP bar for the exclusive left-turn lane on the Cape Road northbound approach to facilitate the ability for large trucks to turn right from Hartford Avenue East. If this effort is shown to be unsuccessful, as part of its leasing negotiations with prospective tenants, Applicant will discourage prospective tenants with larger WB-67 vehicles from using Cape Road to egress the site. It is anticipated that most trucks will be destined to I-495 and the best route to I-495 would be to stay on Hartford Avenue East. Review of the traffic count data shows that the volume of heavy vehicles turning right from Hartford Avenue East to Cape Road and turning left from Cape Road to Hartford Avenue East during the weekday morning and weekday evening peak hours is less than four (4) vehicles.*
- 2. The Applicant will consult with the Planning Board to determine the need for further review/analysis if the Monitoring Program indicates that the site generates project traffic that exceeds the predicted traffic volumes identified in the submitted TIAS by more than 10% (as provided in the agreed TMP).*
- 3. The Applicant will continue to work with the Towns of Hopedale and Mendon to implement intersection improvements at the Plain Street at Hartford Avenue East intersection. Intersection improvements at this location will be designed to accommodate WB-67 tractor trailer trucks and will not preclude future sidewalks and "complete streets" design elements that the Towns may elect to pursue in the future. A copy of the preliminary conceptual improvement plan is attached.*
- 4. At the intersection of Hartford Avenue East, South Main Street and Cape Road, if, as a result of the monitoring program, traffic volumes result in a 5% change in intersection volume, the Applicant will work with the Towns of Hopedale and Mendon to provide a more detailed evaluation and identify potential mitigative actions consistent with the traffic monitoring program.*

Aside from the traffic mitigation plan prepared for the Project, the Applicant agreed to several traffic conditions in correspondence with MDM. They are as follows:

- 1. The Applicant will agree to a condition that would obligate the Applicant to Planning Board review in the event that a tenant for the property is identified that does not fit in the standard ITE LUC 150 – Warehousing definition and is projected to generate project traffic impacts greater than those provided in the TIAS. (Bayside response dated February 3, 2022).*



2. Any proposed roadway or intersection improvements proposed by the Applicant will be designed and constructed with a Complete Streets approach. (Bayside response dated February 3, 2022)
3. Along the site frontage, if there is not sufficient room within the existing Plain Street layout to accommodate a future sidewalk along the west side of Plain Street, the Applicant is willing to grant an easement for future sidewalk construction by the Town of Hopedale. (Bayside response dated March 15, 2022)
4. The Applicant is willing to support the Town of Hopedale to restrict the southbound left-turn movement onto Mellen Street from Plain Street. (Bayside response dated March 15, 2022)
5. As indicated in the response to Comment No. 6, the site plans have been designed to allow for a future potential bus stop on Plain Street at the site driveway intersection with Plain Street. (Bayside response dated March 15, 2022)

These traffic measures will mitigate the impacts generated from the Project, directly address concerns related to trucks on nearby residential streets and allow for monitoring the Project. The final peer review response from MDM to the Applicant cited “no outstanding issues.” In addition, the “Good Neighbor” commitments (provided in the Tenant response below) will also have a positive impact on traffic, along with sound and air quality benefits.

#### **Tenant/Use/Size/Hours of Operation Response**

There has been much discussion throughout the public hearing process about the fact that a tenant has not been selected for the Project. Several concerns were raised regarding how a project can be reviewed and assessed without knowing who the tenant is and how their use impacts can be understood and mitigated. The Applicant responded that the Project is being pursued speculatively at this time and it was common practice in industrial real estate to seek entitlements/permits for projects in advance of the identification of a tenant. Decisions to locate or re-locate to new sites for tenants require significant expense and the timing of the availability of the location is paramount to the decision-making process. Tenants for new construction buildings want assurances that projects can be delivered on time and on budget and without unnecessary restrictions that would interfere with their operations. Those assurances cannot be provided without the actual approvals to build in place. With that said, there are several aspects of zoning, land use controls and Local, State and Federal regulations that put protections in place to regulate the allowed activities of a prospective tenant and categorize a specific use. The Applicant is seeking approvals for a Warehouse Use and a future tenant/use will conduct activities in a manner consistent with that use.

The Applicant consulted the Town of Hopedale Zoning By-Laws (“By-law”) dated August 24, 2014 to identify the zoning district and any use restrictions in place for the property at 75 Plain Street. The entire property is located within the Light Industry (LI) Zoning District. Section 11, Use Dimensional Intensity Regulations, of the By-law provides a listing of the uses permitted or prohibited in the respective districts. Uses designated with a(n): Y represent a use permitted by a zoning permit from the Building Commissioner upon compliance with all the applicable provisions of this by-law; Y\* is a use permitted by a zoning permit from the Building Commissioner after completing Site Plan Review by the

Planning Board; N is a prohibited use; SP is a use permitted only by special permit from the Board of Appeals after a public hearing; and, SP\* is a use permitted only by special permit through, a Site Plan Review by the Planning Board, the special permit granting authority, after a public hearing.

Sections 11.3 and 11.4 of the By-law provide a listing of potential Commercial and Industrial uses and designates whether that use is allowed in the respective zoning districts in the By-law. A review of these Sections identifies 3 uses designated with a “Y” as a permitted use in the LI zoning. An Establishment for sale of farm and other heavy and vehicles, Light manufacturing including metal stamping, assembling, precision machine shops; and laboratories engaged in research, experimental and testing activities, and Warehouses are the 3 uses designated with a “Y” in the district. All other Commercial and Industrial uses listed carry either a “SP” or “N” designation in the Light Industry (LI) District. The Applicant also notes that Textile and paper mills; iron, steel and metal foundries; concrete manufacturing and washed sand and gravel plants; sale and storage of concrete products, sand, gravel and loam, borrow and clay fill is a use that is specifically designated with an “N” making the existing use of the site non-conforming and not allowed under current zoning regulations. The Project will convert a site with an existing non-conforming use to a site with a new conforming use.

The Warehouse use is one of only 3 uses allowed by-right in the LI zoning district. A specific definition of “Warehouse” does not exist in the By-law. However, a description has been prepared by the Institute of Traffic Engineers (“ITE”) in their Land Use Code (“LUC”) for a Warehouse. ITE LUC 150 describes Warehousing as, “A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.” The Applicant has proposed the Project as a typical warehouse use for the storage of materials and the project was analyzed for traffic impacts based on this LUC 150. The vehicle trips generated by the Project per ITE LUC 150 were also utilized in reviewing the sound, air quality and environmental impacts of the Project.

In the correspondence with MDM for the traffic peer review, the Applicant has confirmed the Project is not designed to be a fulfillment center and can confirm it is not designed as a parcel hub warehouse. Both of those uses would likely trigger additional review by the Board due to the increase in projected traffic. The Applicant has agreed that the Project would not be cold storage due to the sound concerns of refrigeration in its “Good Neighbor” commitments. The remaining LUC 154, high-cube transload and short-term storage warehouse actually generates less traffic impact as provided in the Bayside peer review response to Comment No. 8 dated February 3, 2022. The Applicant is confident the prospective tenant and use have been carefully reviewed and appropriate controls are in place to ensure the use will be compatible to the criteria used for review.

Regarding the size of the Project, the Applicant again consulted the By-law and reviewed the Table of Regulations in Section 13. In every regulated category, the Project far exceeds the minimum requirements for dimensional and intensity regulations. The minimum lot size is 40,000 SF and 144.6 acres are provided. More than 71% of the site will be considered open space and only 50% is required. Minimum building setbacks from residential property lines are 100’.

The concerns raised during the hearing process cited that the Project is just too big and not the right fit for the site, among others. The Applicant acknowledges that the building is large. Market trends in warehouse approvals and construction in the region and across the nation have shown that the industry

requires greater space needs. The Applicant provided several comparable examples. The building size in relation to the overall size of the site, its compatibility with the By-law regulations in Section 13 and the Applicant's proposed mitigation of any impacts results in a Project that is appropriate for the location.

Regarding hours of operation for the Project, the Applicant has been consistent in its statements that the Project requires the ability to operate without hourly restrictions. The Project seeks to operate as an industrial warehouse in a Light Industrial district within the rules typically afforded in industrial settings. Warehouse projects cannot be competitive in today's industrial market without the ability to work in the interior of the building in the overnight shifts to prepare goods for shipping and receiving during peak operational hours. It has been the Applicant's experience and industry trends that these overnight hours have very limited truck traffic activity, if any, that were the primary concerns of resident comments. Our traffic and sound studies conservatively estimated that up to four (4) truck trips (2 entering/2 exiting) could occur within the quietest hour of the night. The sound study documented, and the peer review confirmed, that this activity would not be intrusive to the residential sound receptors near the Project, the Project would continue to meet the MassDEP Noise Policy and the Project would not create a disturbance. There is no evidence that suggests the Project requires restrictions beyond the laws that already exist to protect the health and safety concerns of residents.

Through its responses to traffic, sound, air quality, the environment and other concerns, the Applicant has shown a commitment to ensuring the Project complies with the appropriate standards and regulations for approval. In a memorandum from the Applicant to the Board dated March 23, 2022, the Applicant agreed to additional "Good Neighbor" mitigation conditions as follows:

1. *Require tenants to designate a person responsible for the on-site compliance of the conditions of this Decision and State, Local and Federal environmental laws.*
2. *Post signage and require tenants to enforce the MassDEP Anti-idling law to reduce idling vehicles, noise, and air emissions whenever possible.*
3. *Require all rooftop equipment to comply with MassDEP Noise Regulations.*
4. *Actively promote and encourage the use of white noise backup alarms, to the extent permitted by law.*
5. *Provide an on-site break room to minimize vehicle trips and provide a lounge area for drivers.*
6. *Prohibit refrigerated storage or refrigerated trucks unless they can meet the sound requirements of this Decision.*
7. *Require dock doors and exterior doors to be closed when not in use to minimize any interior noise from exiting the building.*
8. *Require facility tenants to train managers and employees on efficient scheduling and load management to eliminate queuing and idling of trucks.*
9. *Require the use of electric powered yard trucks during established "quiet hours" and provide charging stations for their use.*
10. *Post signs and educate drivers on approved truck delivery routes to the nearest highway system and clearly designate site entrance and exit points to prevent any truck traffic through residential streets.*
11. *Prohibit any parking of vehicles on Plain Street and no overnighting on-site.*
12. *Prohibit any tenant installed speed bumps on site.*
13. *Prohibit the use of "Jake Brakes" on Plain Street or anywhere in the facility, except when required for life safety.*

14. *Prohibit any alterations of buildings that would locate any additional dock doors on the Plain Street or Mill River sides of the building.*
15. *Maintain site paved areas to reduce truck noise from uneven pavement.*
16. *Perform preventative maintenance of all rooftop equipment to minimize sound from mechanical equipment.*
17. *Prohibit the use of any exterior public address systems that are audible at the property line.*

The Applicant is confident the eventual warehouse tenant for the Project will be a “Good Neighbor” to the Town of Hopedale and the local neighborhoods.

### **Sound Response**

A Sound Study of 75 Plain Street, Hopedale, MA, dated November 22, 2021, was prepared by Tech Environmental, Inc. (“Tech”) and submitted to the Board on November 30, 2021. Through Graves Engineering, Harris Miller Miller & Hanson, Inc. (“HMMH”) was contracted to conduct a peer review of the this study on behalf of the Town. Christopher Menge, Sr. Vice President/Principal Consultant at HMMH, issued an initial peer review via email on February 17, 2022 with a request for a revised study with additional documents to demonstrate compliance with the MassDEP noise policy. Tech submitted a revised Sound Study of 75 Plain Street, Hopedale, MA dated March 1, 2022. The study was accompanied by a cover letter detailing a response to each of the eleven (11) comments received in the February 17, 2022 email. At the Planning Board meeting on March 2, 2022, the Applicant’s sound professional, Marc Wallace of Tech Environmental, responded to comments from the peer review consultant for the Town and presented a revised sound study that demonstrates the proposed project meets the requirements of the MassDEP Noise Regulations. The study concluded that, “the proposed 75 Plain Street warehouse development in Hopedale, Massachusetts will not create a noise nuisance condition and will fully comply with the MassDEP Noise Policy. As a result, it is anticipated that the project meets Section 18.5(g) of the Standards for Approval for Site Plan Review and does not create any undue disturbance caused by excessive or unreasonable noise to adjoining property or the Town.” Chris Menge of HMMH issued a Technical Memorandum dated March 9, 2022 completing the peer review of the noise analysis of the proposed warehouse and “found the noise study to be comprehensively and conservatively prepared, addressing all pertinent state noise regulations.”

Understandably, most sound concerns raised throughout the hearing process were raised by residential neighbors across Mill River and those at the Project entrance. The concerns primarily cited were truck noise, back-up alarms, idling and the loading and unloading of trailers. The Applicant considered sound impacts during the initial design of the Project and has taken steps in response to the comments to improve the sound reduction measures. During site design, the building location was intentionally set back from the entrance and located in the central portion of the site to allow for an extensive buffer area between abutting properties. Large, landscaped driveway berms are proposed to improve not only the sound from the Project but to enhance the streetscape and provide a visual screen to the building from Plain Street (See Figure 3). To assist in putting Figure 3 into perspective, the driveway entrance is 822 feet to the closest corner of the building. The closest residential abutter on Plain Street is 672 feet away, building to building, and the closest residential abutter off Neck Hill Road on Ben’s Way is 997 feet, building to building. The required zoning setback in the Light Industrial district is 50 feet.

During the hearing process, it became evident that a landscape berm/barrier along the Southwest corner of the site would also be beneficial to reduce sound impacts for the neighborhoods located

across Mill River and off of Neck Hill Road. The Applicant has agreed that the warehouse development will implement the following mitigation measures into the final design to reduce sound impacts of the Project, as provided in Section 4.2 of the Tech Study:

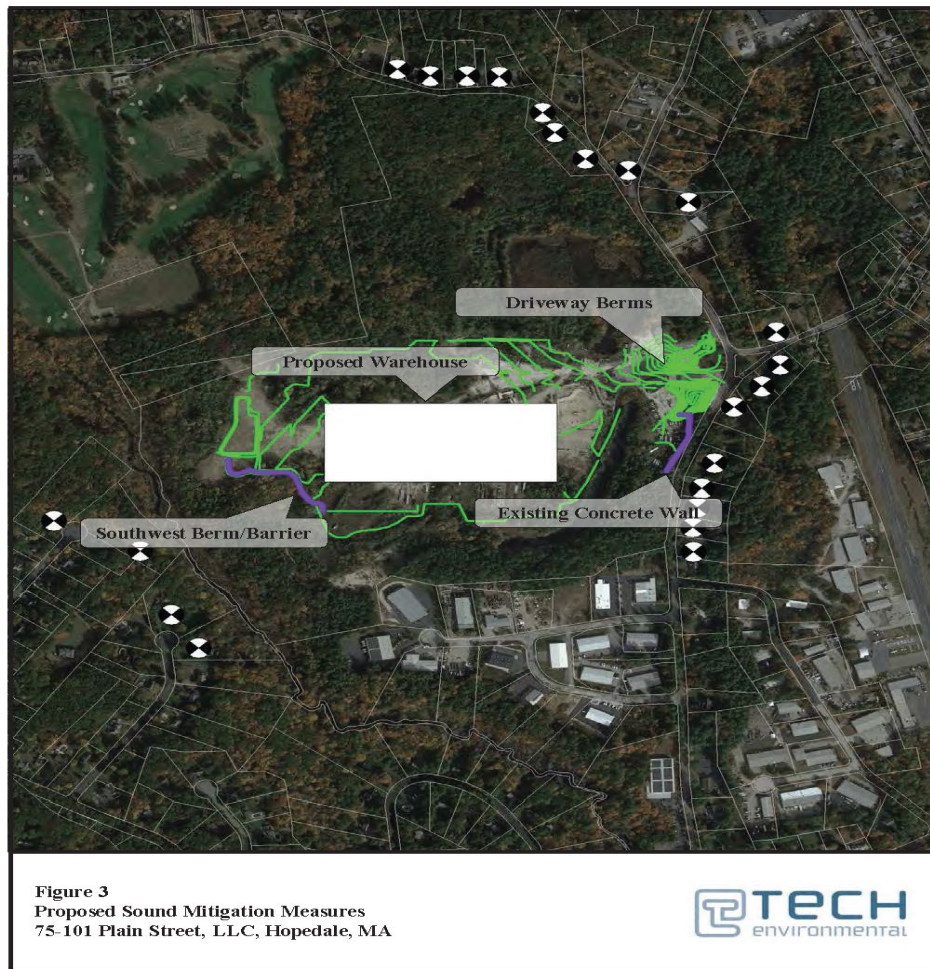
1. A sound berm/barrier to the southwest of the proposed warehouse development to mitigate sound impacts to the sensitive receptors on Ben's Way and Richard Road. The location of this berm/barrier is illustrated in Figure 3. It is assumed to be some combination of berm and barrier that has a top elevation of 248 feet and is approximately 715 feet long.
2. An existing precast concrete block wall to the east of the proposed warehouse development will remain in place to mitigate sound impacts to the sensitive receptors on Plain Street. The location of the existing precast concrete block wall is illustrated in Figure 3. It is assumed to have a top elevation of 266 feet and is approximately 446 feet long.
3. Berms to the north and south of the site driveway will mitigate sound impacts to sensitive receptors on Plain Street and Mellen Street. The location of these berms are illustrated in Figure 3. The berm north of the site driveway is assumed to have a top elevation of 268 feet, and the berm south of the site driveway is assumed to have a top elevation of 270 feet.
4. During the quietest hours, terminal tractors (i.e., yard truck or hostler) used to transport trailers to and from the warehouse building and the trailer storage areas will be electrically powered. Electrically powered terminal tractors are substantially quieter than diesel-powered units.

In addition, the Applicant has agreed to "Good Neighbor" commitments provided above that will have a positive impact on sound, traffic and air quality impacts from the Project. Paraphrasing the March 9, 2022 Technical Memorandum from HMMH, HMMH confirmed that the sound generated from the facility was properly predicted, in compliance with the MassDEP Noise Regulations and will not be intrusive.

Figure 3

75-101 Plain Street, LLC

March 1, 2022



### Air Quality Response

In response to questions and concerns raised regarding the impact of the Project on air quality in the vicinity of the Project, the Applicant commissioned an assessment to provide to the Board. An Air Quality Assessment for 75 Plain Street, Hopedale, MA dated March 1, 2022 was prepared by Tech Environmental, Inc. ("Tech") and presented to the Board at its meeting on March 2, 2022.

The assessment understood that the primary sources of air pollution from the Project are diesel burning trucks coming to and from the facility and provided the applicable air quality regulations and the existing air quality data for the region. The EPA's National Ambient Air Quality Standards (NAAQS) are established at levels to protect public health, including sensitive population groups, with an adequate margin of safety. The existing air quality in the Project area was determined to be generally much better than the NAAQS. The assessment concluded that with the number of trucks at the Project, the Project

would be in compliance with the applicable NAAQS and will continue to trend lower due to more stringent EPA emissions standards for diesel trucks. It was also noted that the Project will have an insignificant impact on local and regional air quality based on historical MassDEP air monitoring data trends.

At its meeting on March 23, 2022, the Board discussed the matter of air quality and concluded that a peer review of the air quality assessment was not necessary. The Board Chair had consulted with Graves Engineering regarding the availability of a peer reviewer for the assessment and learned that peer reviews are not typical for similar projects. Likely due to the limited air quality impacts.

The Applicant has listened to the concerns regarding air quality from our neighbors and we have agreed to the additional “Good Neighbor” commitments provided above that will have a positive impact on sound, traffic and air quality from the Project. Anti-idling enforcement, reductions in truck trips and utilizing electric powered yard trucks, for instance, will be beneficial to the air for all.

### **Civil Engineering / Groundwater / Utilities Response**

The Application submitted to the Board on September 9, 2021 included Site Development Plans for Proposed Warehouse Building dated September 1, 2021 and a Stormwater Management Analysis dated September 1, 2021 prepared by Highpoint Engineering (“Highpoint”). The submittal plans and analysis were prepared in accordance with the Filing and Submission Requirements detailed in Section 18.3(a&b) of the Town of Hopedale Zoning By-law. In accordance with Section 18.3(d) of the By-law, the Applicant provided peer review fees for the Board to retain professional consultants to review all aspects of the Application. The Board retained the services of Graves Engineering, Inc. (“GEI”) to provide peer review services for the Project. GEI reviewed the plans and supporting materials for compliance with the relevant sections of the Town of Hopedale Zoning By-laws, including the Groundwater Protection District and the Site Plan Review requirements, the MassDEP Stormwater Management Handbook and standard engineering practices. GEI conducted a site visit on November 9, 2021 and issued a peer review letter on December 14, 2021. Highpoint responded in letters to the Board and GEI dated January 14, 2022 including revised site plans entitled “Proposed Warehouse Building – 75 Plain Street | Definitive Site Development Plans,” revised January 14, 2022 and containing 54 sheets (“Plans of Record”). Also included was a revised “Long-Term Operation and Maintenance Plan” dated January 14, 2022 prepared in response to a request from the Conservation Commission to incorporate a Spill Prevention Containment and Countermeasures Response Plan into the operation and maintenance of the Project. The Plans of Record, revised O&M plan and Highpoint letters directly addressed the comments in the GEI review letter. On February 2, 2022, GEI issued a follow-up to their previous letter which either acknowledged the response to applicable comments or established no further comment necessary. Only minor technical revisions were required to the Plans of Record and no further correspondence between GEI or Highpoint was necessary. The Applicant would expect any compliance items from the February 2, 2022 GEI letter to be conditions in the approval of the Project.

Few concerns have been raised regarding the technical review of the civil engineering plans by residents. Concerns raised during the hearings centered on the stormwater management system and connections to utilities and the relative impacts to those systems. Concerns were also raised regarding the location of the Project in the Town’s Groundwater Protection District (“GWPD”) and Project lighting.

The GEI peer review of the Project's Stormwater Management Analysis concluded, in the letter dated February 2, 2022, that "compliance with the MassDEP Stormwater Standards and Stormwater Handbook is reasonable." Regarding utility connections, the Project will connect to municipal water from Plain Street and the Project will connect to municipal sewer via a pump and force main to a connection on Mill Street, all as shown on the Plans of Record and peer reviewed by GEI. The GEI peer review included minor technical comments regarding the Project's connections to municipal water and sewer systems that have been addressed. The Applicant notes that the warehouse use will not require significant water and sewer use. The Plans of Record included a Site Lighting Plan that shows proposed lighting locations and luminaire schedule as peer reviewed by GEI.

The scope of work for the GEI peer review made specific reference to review of the Project for compliance with the GWPD and Section 17 of the Zoning By-laws. The intent of this specific review was to provide the Board with this analysis and to provide professional engineering review services to the Zoning Board of Appeals for the pending Special Permit required per Section 17. GEI, in its December 14, 2021 letter stated, "GEI has no issues relative to compliance with Section 17.6(c)(6): Use rendering impervious more than (15) percent or two thousand five hundred (2,500) square feet of any lot. The plans propose lined forebays for pre-treatment of pavement runoff, and open infiltration basins (for pavement runoff) and subsurface infiltration systems (generally for roof runoff) for the attenuation of peak runoff rates and for the infiltration of stormwater. GEI gleaned information from the hydrology computations; the information indicates that the proposed project will result in a reduction of surface water runoff volume, hence an increase in on-site infiltration, of 2.7 acre-feet or 76% during a two-year storm event and 8.1 acre-feet or 72% during a ten-year storm event. Long-term maintenance of the stormwater systems, site maintenance and site housekeeping will be required to address stormwater quality after the construction phase of the project. Appendix D of the Stormwater Management Analysis addresses construction phase and long-term operation and maintenance requirements. (§17.6(b)(6))" The GEI letter of February 2, 2022, following review of the Plans of Record and the January 14, 2022 revised Long-Term Operation and Maintenance Plan, affirmed this statement acknowledging "No further comment necessary."

The Water & Sewer Department Manager also reviewed the Project from a utilities, stormwater and well-field perspective and provided a review letter for the Project dated February 11, 2022. In the letter, the Manager found the sewer design to be "acceptable." In reference to stormwater, the letter states, "I am comfortable with the protection provided to the Mill Street Well Field. Each catch basin has an oil separator and sump, all parking lot drainage has pretreatment and there are no direct catch basins, I have also been informed that there will be two emergency spill sheds on the property to store the necessary spill containment if a spill does occur." The Manager also adds that "the property owner will also be fully responsible for any environmental remediation on site, which includes a 20,000-gallon UST, and any other areas identified during construction. The removal of this ground contamination, as well as any others that may be identified, will be beneficial to all." The letter added in closing, "I agree with the Peer Review from Graves Engineering that the SWP will reduce the surface water runoff and increase the on-site infiltration as stated on page 2. This new infiltration, with proper treatment could in fact be beneficial to the Water & Sewer aspects." The Applicant notes that the mitigation requests by the W&S Department in the letter have been agreed to. We will extend the waterline, pay the I&I fee of \$238,500 and contribute \$200,000 to construction of the new water storage tank.

The Plans of Record and Application were also available for municipal departments to review, and the Applicant reached out specifically to the Fire, Police, DPW and Water & Sewer Departments, among



others. The Fire Department offered a letter of support to the Project and the traffic peer review included the review of turning movements for emergency vehicles. The DPW requested assistance with existing drainage on Plain Street and the Applicant has provided resources to address the matter in its mitigation package below.

The Applicant believes there are no outstanding issues or concerns regarding the civil engineering, stormwater analysis, utility connections or requirements of the Town of Hopedale Groundwater Protection District for the Project.

### **Environmental Response to Comments**

It is well-documented that the site at 75 Plain Street has been the subject of past releases of hazardous materials during its use as an aggregate mine and concrete manufacturing plant. Three historic releases of petroleum are associated with former underground storage tanks (USTs) at the site. A 20,000-gallon UST still exists at the site, within the Groundwater Protection District (GWPD), which will be removed in conjunction with the development of the project. A portion of the site operates under an Activity and Use Limitation (AUL) due to past spills of hazardous materials. While the site is currently in compliance with MassDEP regulations due to these conditions being pre-existing but much of the current activity at the site would be prohibited under today's regulations.

The Applicant has retained the services of a Licensed Site Professional (LSP) who has performed an investigation of the site and will provide oversight of the removal of the existing UST. The LSP will also prepare a soil management plan, a release abatement measure (RAM) plan and a health and safety plan for the tank removal and submit a completion report to MassDEP following all work. Any work in the handling of existing hazardous materials or soils or the identification of additional hazardous materials or soils during construction will be handled in accordance with MassDEP regulations under the oversight of the LSP.

The removal of the existing use and existing hazardous materials is a significant benefit to the protection of the Town of Hopedale water supply. The warehouse use of the Project will be prohibited from the use and storage of hazardous materials not in compliance with the GWPD resulting in a significant reduction in the threat of contamination in the Town's GWPD. The Stormwater Operation and Maintenance Plan for the Project also incorporates precautionary measures in the unlikely event of a spill of hazardous materials at the Project as discussed above.

### **Procedure / Zoning By-Law Response**

The requirement for Site Plan Review of the proposed project is in accordance with Section 18 of the Town of Hopedale Zoning By-Law, Site Plan Review. Section V of our Application submitted in September provided our proposed compliance with the Standards of Approval. We are confident we have augmented that compliance with the Project mitigation and modifications made during the review process. Under separate cover, Attorney Joseph Antonellis will provide the Board with a memorandum in support of the Board finding that the final application (including all plans and technical memoranda filed therewith) meets or exceeds the Standards for Approval codified in Section 18.5 of the By-law.

### **Fiscal Impact Response to Comments**

A Fiscal Benefit Analysis dated September 27, 2021 was prepared by Mark Fougere, AICP of Fougere Planning & Development, Inc. and submitted to the Board on September 29, 2021. The Fiscal Benefits Analysis was presented to the Board by the Applicant at the initial public hearing on October 6, 2021. It should be noted that in the six months that have passed since the preparation of this analysis, the overall industrial market has continued to grow, and it is likely that the projected market values of comparable properties have increased. This would result in tax revenues higher than projected. Also, in response to concerns raised regarding property values in the community, and aside from the employment and other economic benefits of the Project, the Applicant believes the Project's positive impact on the fiscal stability of the Town and the Town's ability to provide vital services, will assist in providing stability and growth in local property values. The Applicant has also agreed to not pursue a Tax Increment Financing (TIF) Agreement with the Town.

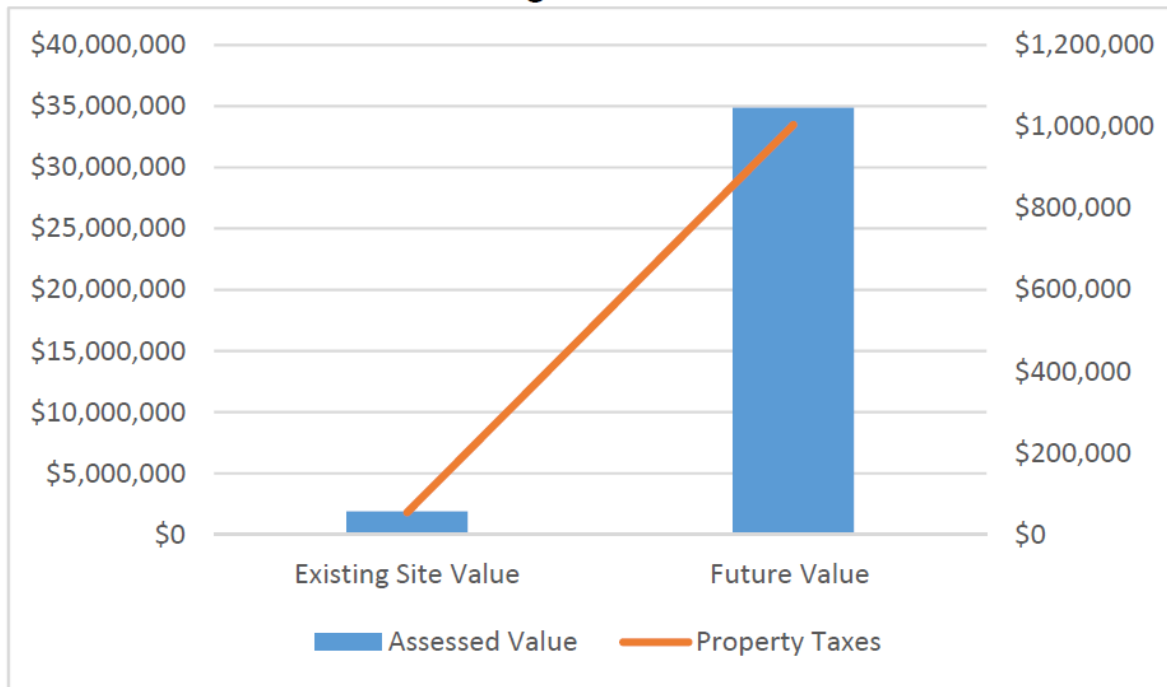
The fiscal benefit highlights provided in the September 27, 2021 analysis are as follows:

- Projected annual tax revenue of approx. **\$1,004,000** that will be recurring every year versus current **\$54,259**. (See Figure One)
- 75 Plain's site assessment will increase from **\$1,884,300** to **\$34,873,803**. (See Figure One)
- The addition of the Project will increase Hopedale's industrial valuation by 108%, more than doubling the present value, increasing from **\$32,060,500** to **\$66,934,303**
- The proposed development would increase total property tax receipts by 6.5%, increasing from **\$15,332,377** to **\$16,336,743**.
- Estimated new tax revenues will cover **100%** of the FY21 budgets for a number of town departments including the General Government (**\$999,041**) or Public Works (**\$977,343**) or Human Resources (**\$804,957**). Alternatively, 100% of the annual costs the Culture/Recreation Departments & Debt Service are covered by these new revenues.

Since the submittal of the Fiscal Benefit Analysis, the Applicant has also identified additional revenue sources to the Town of Hopedale that were not provided in the analysis. They are as follows:

- The building permit fee was estimated to be **\$250,000** in the analysis. The fee will actually be **\$750,000+** and is anticipated to be paid in 2022. An increase of more than **\$500,000** this year.
- The sewer Inflow & Infiltration fee is new and estimated to be **\$238,500** and also anticipated to be paid in 2022.
- We have determined that the project will have other one-time and annual revenue sources including excise tax, w&s connection fees, w&s use fees, etc... final amounts to be determined.

Figure One



### Confirmation of Project and Community Mitigation

The Applicant submitted a Proposed Mitigation Package / 75 Plain Street to the Board and Town Counsel via email on March 22, 2022 and is pleased to affirm the availability of that package in this closing. Provided the Planning Board, Zoning Board of Appeals and the Conservation Commission approve the Project, and do so without restricting the hours of operation of the facility, and provided there are no subsequent appeals of the approvals, the Applicant will provide the improvements and monetary contributions as follows:

The Project Mitigation package for Project impacts includes the following items:

- Traffic mitigation plan detailed above with a value exceeding **\$750,000** and including the permanent easement or grant of fee interest in the Applicant's real estate located at the South side of Plain Street and Hartford Avenue, necessary to allow for the expansion of the Plain Street/ Hartford Avenue intersection as shown on the conceptual design of the intersection.
- Sound mitigation provided in the Applicant's written responses to sound and detailed on the Applicant's site plans, as revised, including the construction of extensive landscaping, berms, walls and fences. The sound mitigation measures are expected to exceed **\$200,000** in costs.
- "Good Neighbor" commitments provided above.

The Applicant has also agreed to an extensive Community Mitigation package that includes the following items:

- Provide the sum of **\$200,000** to the Town of Hopedale to be used, in its discretion, for upgrades, improvements or repairs to the Town's existing parks and recreation areas.
- Provide the sum of **\$200,000** to the Town of Hopedale to be used, in its discretion, for improvements or expansion of existing Town services.
- Provide the sum of **\$200,000** to the Hopedale Water and Sewer Department to be used for assistance regarding the costs and expenses associated with the Town's new water tank.
- Provide the sum of **\$25,000** to the Town of Hopedale Department of Public Works to be used for any engineering and construction costs necessary to mitigate the pre-existing drainage concerns on Plain Street.
- Construct the extension of an existing water line on Plain Street approximately 500' from an existing fire hydrant to the Town line of Hopedale and Mendon at the intersection of Plain Street and Hartford Avenue. This extension will be provided in conjunction with the construction of the intersection. The water line extension costs will likely exceed **\$50,000**
- Provide access easements in areas agreed to by the Applicant and the Hopedale Water and Sewer Department to assist said Department in accessing potential off-site well locations. The granting of said easements shall not interfere with the ability of the Applicant to construct or operate the proposed project in any way and shall not interfere with any future tenant operations or security.

It is anticipated that the Community Mitigation package will be provided prior to the issuance of a Certificate of Occupancy for the building.

### **Closing**

Based upon the information provided to the Board in this closing memorandum and throughout the Application review and public hearing process, the Applicant is confident that we have properly responded to all of the critical areas of concern for the Project and complied with all the necessary Site Plan Review requirements of the Town.

We respectfully request the Town of Hopedale Planning Board close the public hearing for the Application, make the recommended findings and issue a Decision in favor of the Application with appropriate conditions.

Thank you!

## Exhibit A

### 75 Plain Street Public Comment Responses October 6, 2021-April 6, 2022

This Exhibit A is intended to paraphrase the comments received from the public throughout the public hearing process for the Application and direct the Board to the appropriate response in the closing memorandum and/or directly respond to the comment.

#### October 6, 2021 Planning Board Meeting

1. Where is sewer connection? Will sewer connections be available?  
*The Project will connect to sewer via a force main to a connection on Mill Street. Please see utilities response in the closing memorandum.*
2. What are hours of operation and why no tenant selected?  
*Please see response provided in tenant and hours of operation section of closing memorandum.*
3. Will a sound study be performed?  
*Please see response provided in sound section of closing memorandum. A sound study was provided and peer reviewed.*
4. What is traffic pattern for the project?  
*Please see response to traffic in closing memorandum.*

#### November 3, 2021 Planning Board Meeting

5. Concern about traffic through residential area with school buses and air and noise pollution.  
*Please see responses to traffic, sound and air quality in memorandum.*
6. Concern regarding traffic getting onto Hartford Avenue in the morning and trucks impacting.  
*Please see traffic response in memorandum.*
7. Did traffic study include drivers changing their traffic patterns to avoid roads? Are roads able to accommodate truck turn radius? How can study be done without knowing tenant?  
*Please see responses to traffic and tenant section of memorandum.*
8. Will this be an “e-commerce” site if no tenant secured?  
*Please see tenant and traffic responses in closing memorandum. Project is not designed to be a fulfillment center.*
9. Concern regarding accidents at Plain Street / Mill Street stop sign.  
*Please see traffic response in memorandum.*

10. Number of vehicles in traffic study have no credibility.  
*Please see response to traffic in memorandum. Traffic study was professionally peer reviewed.*
11. Concern about pedestrians on Plain Street and warehouse impact. Concern about trucks taking left turn out of site.  
*Please see response to traffic in memorandum. Applicant has restricted trucks turning left.*
12. How far of an area did the traffic study include?  
*Please see traffic response in memorandum. Traffic study was expanded by request of peer reviewer.*
13. How could this be put forward without a tenant?  
*Please see response to tenant selection in memorandum.*
14. Has the Planning Board reviewed any other uses for the site?  
*Planning Board Chair responded directly to this concern during hearing.*
15. Did traffic study include Neck Hill Road and Hartford Avenue area? Will a sound study be included?  
*Please see responses to traffic and sound in memorandum. A sound study was performed.*
16. Concern raised about hours of operation and trucks beeping.  
*Please see response to sound and hours of operation in memorandum.*
17. Does the Planning Board have the final decision about whether the project is approved?  
*Planning Board responded directly to this question.*

December 1, 2021 Planning Board Meeting

18. Statement that the Planning Board can deny this project.  
*Planning Board.*
19. Larger towns have had traffic concerns with traffic on residential roads. Will that be reviewed?  
*Please see traffic response in memorandum. Traffic study was professionally peer reviewed.*
20. Concern about idling trucks and air quality.  
*Please see sound and air quality responses in memorandum.*
21. Can restrictions be put in place for hours of operation and truck beeping?  
*Please see responses to sound, tenants and hours of operation in memorandum.*

January 5, 2022 Planning Board Meeting

22. Can bus service be added to the site to reduce traffic?  
*Bus service to the site was explored by the Applicant and is currently not available to the site.  
The site design would allow for a future bus stop if desired.*

23. Did Planning Board receive petition letters?

*Planning Board acknowledged receipt of the petition letters during the hearings.*

24. Concerns by several residents regarding traffic in the Neck Hill Road area. Will this area be studied and included in mitigation discussion?

*Please see traffic response in memorandum. The traffic mitigation was expanded to include Neck Hill Road area.*

February 2, 2022 Planning Board Meeting

25. When will the public have a voice in this project? When can we attend in person?

*Please see the summary of the public hearing process in the attached memorandum.*

26. Did Board received 19-page letter/petition that was sent?

*Planning Board acknowledged receipt of the letter/petition during the hearing.*

27. Concern that a warehouse is not the right fit for the site.

*Please see tenant and use responses in the memorandum.*

28. Will the Applicant apply for a Tax Increment Financing (TIF) abatement?

*Applicant has committed to not pursue a TIF for the Project.*

29. Concerns regarding tax abatements. National dilemma that neighborhoods are overrun with trucks.

*See response in 28 above. Please see traffic response in memorandum.*

30. Concerns that Zoom is not user-friendly. Can meetings be moved to Draper room?

*See response to 25 above.*

February 23, 2022 Planning Board Meeting

31. Concern regarding trucks getting through intersection at South Main.

*Please see response to traffic in memorandum. The South Main Street intersection is part of the traffic study and mitigation plans.*

32. Concern about traffic patterns in Milford. Hopedale has low bridges to restrict.

*Please see traffic response in memorandum. Traffic study was professionally peer reviewed and expanded based on the recommendations of the peer reviewer.*

33. Has GFI completed other projects with mitigation? How is the traffic monitoring going to work?

*Please see response to traffic for a description of the traffic monitoring program (TMP). GFI has completed other projects with mitigation and an example was provided at the hearing.*

34. Concerns about reduction in property values and the added traffic taking away walking and biking in the area. Grocery store would be a better fit.

*Please see response to fiscal benefits in the memorandum regarding property values. The traffic response included a commitment to future complete streets designs for biking and walking. Please see tenant selection response for other uses.*

35. Does the Applicant own the parcel? Statement that the Board has the option to say no.  
*This was answered directly at the public hearing. Applicant has the property under agreement.*
36. Concern about trucks getting to Route 146. Concern about property values and air quality.  
*Please see responses to traffic, fiscal benefits and air quality in the memorandum.*
37. Concern that land was sold without realtor signs. Who owns the property?  
*See response to 35 above.*
38. Was idling and the loading and unloading of trucks included in the sound study?  
*Please see sound response in memorandum. Idling, loading and unloading were included in the sound study. The study was professionally peer reviewed.*
39. Statement to Board that there will be disturbances per 18.5(g) of the Zoning By-law.  
*Please see response to the By-law throughout memorandum and in correspondence from Atty. Antonellis.*
40. Concern regarding lighting and light pollution.  
*Please see response to civil engineering plans in memorandum. A lighting plan was included in the Plans of Record and peer reviewed by GEI.*
41. Will there be fencing around the property for noise?  
*Please see sound response in memorandum. Landscape berms and fencing will be utilized in the sound mitigation.*

March 2, 2022 Planning Board Meeting

42. When was sound monitoring done on Ben's Way? What are proposed berm elevations?  
Concerns regarding back-up beeping.  
*Please see response to sound in the memorandum. The sound monitoring on Ben's Way was directly answered during the hearing.*
43. Clarify truck trip counts in peak hours?  
*Please see response to traffic in memorandum. Truck trip peak hours were provided in the traffic study and professionally peer reviewed.*
44. What is the timeline for mitigation plans and who will enforce?  
*Please see response regarding mitigation plans. The enforcement is typically from the Building Commissioner during the building permit and certificate of occupancy process.*
45. Concerns regarding truck traffic, warehouse size and hazardous materials in the groundwater.  
*Please see response to traffic, building size and environmental concerns in the memorandum.*



46. Concerns regarding back-up alarms.

*Please see response to sound and "Good Neighbor" commitments in tenant response. The sound study was professionally peer reviewed.*

47. Concern about sound and hours of operation.

*Please see response to sound and hours of operation in the memorandum.*

48. Were trucks operating on site during the sound study?

*This was answered directly at the hearing. Trucks were not actively operating on site during the sound study.*

#### March 23, 2022 Planning Board Meeting

49. Concern regarding 24-hour use and direct abutters to the site.

*Please see responses to sound, tenant and use requirements in the memorandum.*

50. Concern regarding trucks driving through neighborhoods and ignoring signs.

*Please see response to traffic in the memorandum.*

51. Can additional traffic mitigation plans be put in place for morning commuters to prevent back-ups?

*Please see response to traffic in the memorandum. The traffic mitigation has been professionally peer reviewed and accepted.*

52. Will hours of operation be limited?

*Please see responses to tenant, use and hours of operation in the memorandum.*

#### April 6, 2022 Planning Board Meeting

53. Concerns raised regarding fiscal costs to Town for emergency calls, pollution from diesel trucks and effects on children, validity of traffic study in question, just Google truck accidents. Concern about who tenant is.

*Please see responses to fiscal benefits, traffic, sound, air quality and tenant selection in the memorandum.*

54. Concerns that project does not meet burden of proof of 18.5(g) of Zoning By-law with 370 trucks, noise, carcinogens in air. Concern that no mitigation can cover and no room for error. GFI has contaminated site in Worcester.

*Please see response to traffic, sound, air quality and environmental concerns in the memorandum and the mitigation plans provided for the Project.*

55. Concerns that project is in excess of what the site can bear, mega-warehouse, 287 residents oppose representing \$1.25MM in taxes, too big, too expensive, mis-aligned with goals.

*Please see responses to the tenant, use and size of the Project in the memorandum.*

56. Concerns regarding noise and pollution, what if rules are broken, who will enforce?  
*Please see responses to sound and air quality in the memorandum including the “Good Neighbor” commitments by the Applicant. Enforcement of the Project requirements will include Local, State and Federal enforcement officials.*
57. Concerns that footprint is too large, size of Wrentham outlets, vernal pools, smaller footprint.  
*Please see responses to tenant selection and size of the Project. The Applicant has filed a Notice of Intent with the Conservation Commission for the review and vernal pools and wetland reviews.*
58. Concerns about taking a common-sense approach with thousands of trips per day, damage to community and environment, diesel fumes, leaking fuel, traffic using surrounding roads as alternate routes.  
*Please see responses to traffic, sound, air quality and the environmental concerns in the memorandum.*
59. Concerns that sound study was too narrow with truck noise and back-up alarms, light pollution, traffic mitigation will create other issues, increased traffic on other roads. Will Neck Hill Road have no truck restriction?  
*Please see responses to traffic and sound in the memorandum. A lighting plan was provided and peer reviewed in the Plans of Record. Applicant has added Neck Hill Road to restriction.*
60. Concerns about traffic being horrible, back-up alarms constant, once money is spent, problems remain. Folks on other end of Town are supportive but not down here.  
*Please see traffic response and response to the fiscal benefits of the Project in the memorandum.*
61. Comment that Town should be looking for other uses. Project size and scope are too big.  
*Please see responses to tenant and size in the memorandum. Planning Board has directly responded to their role in selecting uses.*
62. Concerns regarding size of the project, sound study not accurate, and zoning is light industrial not industrial.  
*Please see responses to sound, building size and zoning in the closing memorandum.*