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July 8, 2022

Via Email

Sutton Planning Board
Sutton Town Hall
4 Uxbridge Road
Sutton, MA 01590
Attn: Jennifer Hager, Sutton Planning Director
Email: j.hager@town.sutton.ma.us

Re: UGPG RE Sutton LLC
Unified Buildings 2 and 3 (40 & 42 Unified Parkway) (the “Project”)
Providence Road/Boston Road, Sutton, Massachusetts

Dear Members of the Sutton Planning Board (the “Board”):

On behalf of UGPG RE Sutton LLC (the “Applicant”), this letter is intended to address all remaining public and peer review comments for the Project in anticipation of the Board’s next meeting on Monday, July 11, 2022

First, with respect to traffic related comments, the Applicant’s traffic consultant, VHB, submitted supplemental information to the Sutton Planning Director on July 1, 2022 responding to certain peer review comments from the Board’s peer review consultant, Ron Müller & Associates (RMA). Based on such review, RMA issued a response letter on July 7, 2022 indicating that **“all of the outstanding traffic comments have been resolved.”** Related to this, and to supplement the Board’s file, the Applicant is enclosing a Fire Truck Turn Exhibit prepared by Bohler Engineering in response to Comment #19 in RMA’s June 24, 2022 response letter to the Board, which has been reviewed and approved by the Sutton Fire Chief.

Second, with respect to site plan specific comments, the Applicant submitted a Revised Site Plan Sheet Set prepared by Bohler Engineering to the Sutton Planning Director on July 6, 2022 containing the following revised sheets (the “Revised Sheets”):

- C-101: Drawing Sheet Index revised.
- C-406: Listed rim elevations on DMH-8C, DMH-9 & DMH 108 were revised to be concurrent with the Grading and Drainage Plans
- C-701: Landscape Schedule updated to account for additional plantings
- C-702 – C-705: Additional trees provided behind trailer parking stalls
- C-706: Removed underdrain from Bioretention Area Detail



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- C-903: Revised OCS-600 on Typical Outlet Control Structure Detail to reflect correct outlet pipe size.

The Board's peer reviewer, Graves Engineering, Inc. received the Revised Sheets on July 7, 2022 and issued an updated response letter to the Board on the same day confirming that their **"previous review comments that warranted plan revisions have been addressed."**

Third, with respect to sound-related comments discussed at the Board's June 27, 2022 public hearing, enclosed is a supplemental memo prepared by the Applicant's sound consultant, Tech Environmental, Inc., dated July 8, 2022. Based on the conservatisms in their modeling, Tech Environmental concludes that the coupling and decoupling of trucks will have **"minimal added sound"** and sets forth proper procedures for such activities that, if followed, would cause any sound to be **"minimized to a level that is insignificant, and therefore not a nuisance concern."** The Applicant is committed to following these procedures as part of its operations at Buildings 2 and 3.

Finally, there was one outstanding email from Mario Giamei of 86 Boston Road in Sutton that was submitted to the Sutton Planning Director on April 26, 2022 that the Applicant has omitted from prior responses. Set forth below are the written comments from Mr. Giamei and the Applicant's responses:

Mario Giamei – 86 Boston Road	
1. I have very real concerns about the damn being removed from the Cold Spring Brook. Whenever a business minimizes something like this ("dilapidated damn") my ears perk up. Does anyone know what the impact of the damn being removed is? If for any reason that brook disappears it certainly affects everyone on Buttonwoods and of course my property and the pond across the street. None of the residents want to see a building right outside our window and I want to know if the brook is in jeopardy and also can they build within eyesight of my property if the brook dries up.	
<u>Response:</u> At the request of the Sutton Conservation Commission, the Applicant agreed to remove the dam as a form of mitigation for other work on the Applicant's Property. The dam removal project consists of the removal of a dilapidated manmade concrete dam structure associated with the former state fish hatchery operations. The dam has failed to a point that it has minimal impoundment of water, and removal of the broken concrete structure will have little to no impact on the stream's elevation or flows. The Applicant's wetland consultant has confirmed that no changes to the stream hydrology (i.e., drying up) are anticipated due to the removal of the dam. The Sutton Conservation Commission concluded in their Order of Conditions approving the dam removal project that the	

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<p>removal of the dam is expected to benefit the brook's wildlife habitat by increasing fish passage of Eastern brook trout along this stretch of the brook.</p>
<p>2. What type of visual buffer are they planning to have. I expect berms and evergreens will be involved? I certainly hope especially the evergreens and (trees and bushes?) I am referring of course to Buttonwoods Ave and Boston Rd. in terms of the buffers.</p>
<p><u>Response:</u> The Project will be separated from the residential properties along Buttonwood Avenue and Boston Road by the natural, undisturbed wetland resource areas surrounding Cold Spring Brook and other natural vegetation. The closest portion of the buildings and associated driveways and parking areas is situated more than 500 feet from any residential structure on Buttonwood Avenue or Boston Road.</p>
<p>3. What are the hours of operation with regards to the trucks. Will they use silent back up systems? Will they have Saturday hours? I hope the board stops any night hours for trucks. It would be most disappointing if they rubber stamp this. (I know you are generally are last line of defense).</p>
<p><u>Response:</u> It is expected that Buildings 2 and 3 will each operate 24/7 with three shifts however, the majority of the employees and activity will be during the first shift. Second and third shifts are if needed due to business demand. Back up alarms, as mandated by law will be used on all vehicles per OSHA requirements.</p>
<p>4. It appears that Boston Rd westbound is going to be two lanes on both sides of the new road. Is there an idea that in the future there will need to be a right turn lane into the new road? My concern is local traffic from employees is planned to start moving through the neighborhoods. I know there are pros and cons to this but I feel as if there is a presumption that there will more traffic in the future from Providence Rd down Boston Rd.</p>
<p><u>Response:</u> The Boston Road and Unified Parkway is currently being redesigned in light of comments received at subsequent public hearings for the Project. As such, there will no longer be two westbound lanes on Boston Road.</p>
<p>5. I don't think that the town should allow the buildings to exceed the 35 foot thresh hold. I was not at town meeting last year but was the special permit rule put in place with this project in mind? I don't think this project would meet the spirit of allowing a 40 foot building. I am very much opposed to it.</p>
<p><u>Response:</u> The Sutton Zoning Bylaw allows for building heights up to 70-feet by special permit. Buildings 2 and 3 are proposed to be 45-feet tall. Due to advances in racking</p>

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<p>systems and fork trucks inside each building, it is far more efficient to increase the vertical height rather than expand the horizontal footprint of each building. Consistent with the Board's reasoning for amending the Bylaw's height provisions, the additional 10 feet in height is necessary to accommodate the functional and efficient operation of the Applicant's warehouse use within the proposed buildings using the latest technology and industry standards. The Applicant has sufficiently mitigated the concerns of the additional proposed height by setting back the buildings several hundred feet from residential structures in the vicinity of the Property.</p>
<p>5(a). There is more of a chance of a visual disturbance to the community and the property itself is embedded within a residential community. I believe special permits over 35 feet should be reserved for route 146 and the like.</p>
<p><u>Response:</u> See above response to Comment 5.</p>
<p>5(b). Buildings 40 feet and higher require significantly more water for fire suppression according to more than one source I reviewed. Given the concerns over the town water and well, this could be a detrimental impact. Here is one link</p> <p>http://www.klausbruckner.com/blog/esfr-sprinklers-the-perfect-solution-to-warehouse-fire-protection-updated/</p>
<p><u>Response:</u> The Project has been designed in accordance with all federal, state and local building code requirements, including fire suppression systems for each building. The analysis and design of the fire suppression system has determined that sufficient capacity, flow and pressure exist in the surrounding water distribution pipe network to meet the applicable building code requirements for Buildings 2 and 3. To further enhance the flow and pressure for the Project, as part of the recently approved project for the construction of Unified Parkway, the Applicant is installing a new 12-inch water main that will connect from Boston Road to Providence Road, further increasing the pressure and flow to the Project site. In addition, a dedicated fire suppression pumphouse that will serve Buildings 2 and 3 is proposed as part of this Project.</p>
<p>5(c) The attorney stated 40 feet is the average height for warehouses now which is a false statement from every source i have reviewed. Average building height for warehouses appears in most recent sources to be 32-36 feet tall. That was to me more than a bit of a fib and once they start distorting the truth we have less than a friendly business partner for the town. In fact according to Statista.com, the average height decreased very so slightly from 32 feet in 2020 to 31.1 feet in 2021.</p>

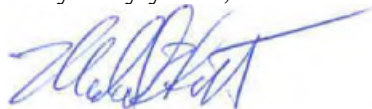
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https://www.statista.com/statistics/947267/logistics-distribution-center-network-average-height-united-states/
<p><u>Response:</u> The Applicant notes that NAIOP Massachusetts, the leading commercial real estate development association in Massachusetts, recommends constructing industrial and warehouse buildings with similar heights as what the Applicant is proposing for Buildings 2 and 3. The Applicant would also note that according to the data researched on Statista.com, (https://www.statista.com/statistics/947267/logistics-distribution-center-network-average-height-united-states/) the data presented was clear height of the buildings, not the overall height of a building. The building roof structure, roof envelop, and loading dock heights were not factored into these numbers.</p>
<p>6. How is this going to be a "private road" with a traffic light? I would submit again that the town needs to in some way insure that the road can be used by all commercial vehicles to mitigate truck traffic. Frankly that is more than fair given that there is no way to control the future increase in employee traffic. I would consider that a fair trade off. I have my doubts about the impact of the scenic road waiver as well. Again this is not something that should be considered on a project surrounded by residential neighbors.</p>
<p><u>Response:</u> No traffic light is proposed for the Unified Parkway and Boston Road intersection. Unified Parkway is to be constructed and maintained as a private subdivision roadway in accordance with the Applicant's definitive subdivision plan approval. The Applicant has withdrawn its Scenic Road Alteration Application with respect to the improvements at the Unified Parkway and Boston Road intersection and intends to resubmit once the plans for the intersection are fully redesigned.</p>

With this submission, the Applicant is confident that it has sufficiently responded to and closed out all outstanding public and peer review comments for the Project. Accordingly, the Applicant respectfully requests that the Board close the public hearing on the Project at its next public meeting on July 11th so that the Board may vote favorably on the Applicant's pending site plan approval and special permit applications for the Project.

Very truly yours,



Michael E. Scott

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