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May 20, 2022

Via Email and Overnight Mail

Sutton Planning Board
Sutton Town Hall
4 Uxbridge Road
Sutton, MA 01590

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:

On behalf of UGPG RE Sutton LLC (the “Applicant”), this letter is intended to update the Planning Board (the “Board”) on the community outreach efforts the Applicant has conducted since the opening of the public hearing on the Project on April 25, 2022 and to respond to comments received to date from the general public. Because the Board’s traffic peer review for the Project by Ron Müller & Associates (RMA) is still ongoing, the Applicant is waiting to respond to comments received from Graves Engineering, the Planning and Economic Development Director and the Wilkinsonville Water District—nearly all of which are technical in nature or relate to the site plans and roadway improvements submitted for the Project—so that the Applicant can provide one comprehensive response and submit updated plans as may be necessary.

Before responding to comments from members of the public, the Applicant wants to acknowledge the concerns raised by certain residents related to the current site preparation and blasting activities occurring on the Applicant’s property, as well as concerns about the future Building 1 project. While these comments are outside the jurisdiction of this proceeding and do not relate to the approvals that the Applicant is currently seeking from the Board for the Project, the Applicant has made substantial efforts over the past several weeks to increase its communications and provide further information about such activities. Those efforts include:

- Creating a website dedicated to the Project and future development of the Applicant’s property, where the public can learn about project updates: <https://unified2parkwayproject.wordpress.com/>;
- Providing an extensive FAQs webpage on the Unified² Parkway website answering questions about site preparation, blasting activities, the Project and future development;

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- Starting a text messaging service to alert residents of blasts in real time;
- Hosting a neighborhood meeting for residents, scheduled for May 25, 2022 at 6PM at Unified²'s headquarters (223 Worcester Providence Turnpike); and
- Finalizing a postcard mailing to be sent to all Sutton residents the week of May 23 that has a QR code to link to the Unified² Parkway Project website and provides other information on the Project and text messaging service.

The information provided on the Applicant's website addresses the vast majority of public comments regarding blasting and other related topics received to date. Because those comments are not germane to this proceeding before the Board or the approvals the Applicant is seeking for the Project, we have responded to those specific public comments by referring to the project website.

Together with our narrative responses below, we are submitting the following materials:

- In connection with the Applicant's Scenic Road Alteration application, pictures of Boston Road annotated with the Applicant's proposed improvements;
- Community and Fiscal Impact Statement pursuant to Section IV.C.4.r of the Sutton Zoning Bylaw; and
- Sound Study Prepared by Tech Environmental dated April 21, 2022 (the "Sound Study").

Copies of this submittal have been sent to Graves Engineering via overnight delivery and to Wilkinsonville Water District via hand delivery.

I.	<u>Robert Nunnemacher - Board of Assessors Comments in Email to Sutton Planning & Economic Development Director dated April 23, 2022:</u>
1.	For each lot we are requesting a copy of the as-built site plan with: <ul style="list-style-type: none">i. All the exterior dimensions of the buildings to the nearest foot.ii. The typical height of each building to the nearest foot.iii. The area contained by the exterior walls of each building in square feet.iv. The length, type and height of all the fences to the nearest foot.v. The type and the number of pole mounted area lights.

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	vi. The area of the paved driveways and parking/loading areas on each lot in square feet.
	vii. The area of wetlands on each lot in acres.
	<u>Response:</u> The Applicant will provide the requested plan post-construction.
II.	<u>Janice Berthiaume – Email to Town Manager dated April 28, 2022</u>
1.	The former owner (Aggregate) of the property in question was not allowed to conduct any more blasting at that site. So, how did Unified get permits for blasting, and who gave them those permits?
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
2.	Was there an environmental impact study done before blasting occurred? If so, where is that study and how can we gain access to it? The effect on ecological systems and surface area drainage need to be considered.
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
3.	Were there any traffic studies done to demonstrate the increased traffic flow on our scenic roadways, and side streets that will be affected?
	<u>Response:</u> Yes, a Traffic Impact Assessment was prepared by VHB, the Applicant's traffic consultant, and submitted with the site plan and special permit applications for the Project. The traffic assessment confirms that the traffic generated from the Project will have a minimal effect on traffic flow and operations in the area. Improvements are proposed at the intersection of Boston Road/Unified Parkway to support turning traffic at the intersection. The study is currently being reviewed by an independent peer review consultant hired by the Board.
4.	Were any studies done regarding the noise pollution levels of the blasting, and the heavy equipment being used on the site?
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/

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5.	Were any studies conducted on air pollution quality with so many particulates being dispersed into the air from the blasting? Many people are concerned with the increased dust on their properties, as well as in the air we breathe.
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
6.	Has damage from vibrations of the blasting been documented, so that property owners may be reimbursed for said damages? How can we prove that the damage was caused by the blasting? This damage includes, but is not limited to the following: cracks in walls, ceilings, foundations, chimneys, and fireplaces; damage to the aquifer resulting in problems with well water; possible damage to septic systems due to vibrations, and interference with the drainage levels; the future structural integrity of any homes, businesses, etc.
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
7.	Were any considerations given to the significant change to our landscape the project is creating that alters the characteristics of our small town?
	<u>Response:</u> The Project is within the Office Light Industrial (OLI) District under the Sutton Zoning Bylaw, which is intended to provide a zoning district appropriate for the development of business and industrial uses. Further, the Applicant's property was marketed as a Priority Development Area by the Sutton Select Board for the development of warehousing and other industrial and business uses.
8.	We all know that increased taxes from businesses will help our town financially, but couldn't said businesses be developed in other areas away from residential areas? Perhaps directly off of major roads such as Route 146?
	<u>Response:</u> As stated above, the Sutton Zoning Bylaw and Sutton Zoning Map have designated this area as appropriate for business and industry by zoning it within the OLI District and identifying it as a Priority Development Area suitable for this type of development.
9.	Better communication about the project must be made to residents. The notifications about blasting appeared on social media hours after blasting. Can that be remedied?

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	<u>Response:</u> As discussed above, the Applicant has made substantial efforts to improve its public communications to Sutton residents.
10.	If residents are notified in writing about the Town Meeting and Board meetings, could those letters be sent by way of genuine certified mail, that isn't just left carelessly in a mailbox?
	<u>Response:</u> This comment is not applicable to the Project.
11.	Could new business be discussed at Board Meetings without that being part of the original agendas? Not being allowed to talk about citizen concerns is NOT the way to run meetings.
	<u>Response:</u> This comment appears directed toward the Town Manager and not to the Applicant.
12.	Could there be a joint meeting of several Boards together to discuss the concerns of residents about the Unified Project? Each board seems to put the responsibilities on the other boards. Can they get together about this?
	<u>Response:</u> This comment appears directed toward the Town Manager and not to the Applicant. However, as mentioned above, the Applicant has organized a neighborhood meeting to discuss the Project.
III.	<u>Janice Berthiaume – Email to Town Manager dated May 3, 2022</u>
1.	<p>In further research regarding the Unified Project, please refer to the following:</p> <p>Planning Board Minutes (1/4/21) - "No drilling or blasting in any area of the pit"</p> <p>General Bylaws - Section 5.5 - Granting or Denying Permits A. In granting or denying a permit, in whole or in part, the Board shall take into consideration whether or not the granting of a permit would: 1. endanger the public health or safety, or existing or potential water supplies; 2. constitute a nuisance; 3. result in detriment to the normal use of adjacent property by reason of noise, dust or vibration, or undermining the property;</p> <p>The routes proposed for truck traffic shall be reviewed and accepted by the Police/Highway Departments to determine safety and road conditions.</p>

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	<p>New permits shall be limited to an area of five acres. Subsequent permits shall be issued only upon reclamation of the original area</p> <p>Any area of excavation which is already within the required buffer shall be fenced and screened from abutting residences unless the Board determines that no nuisance or safety problems exist. e. New excavations, constituting an expansion of operations into areas of land not presently being mined, will require permits in accordance with the terms of this Bylaw.</p> <p>Perhaps these rules do not apply to Unified, but should be reconsidered.</p>
	<p><u>Response:</u> These provisions are from the Earth Removal Bylaw, Section 5 of the Sutton General Bylaws. These provisions do not apply to the Applicant because the Applicant is not engaged in commercial earth removal operations nor is moving earth materials off of its property.</p>
IV.	<p><u>Daniel Robertson (126 Boston Road) – Written Comments Emailed to Sutton Planning & Economic Director Comments on April 29, 2022</u></p>
1.	<p>Safety concerns at the Galaxy Pass and Boston Rd traffic signals are a major issue. With all new the tractor trailer traffic it's going to be unsafe for joggers, walkers, bicycles, and car drivers. I have tried crossing Boston Rd during the busy hours and it's dangerous they have no crossing areas. I have witnessed many accidents at the Galaxy Pass and Boston Rad traffic light. Questions I have does the developer have an estimated number of daily vehicles to and from once the industrial park is fully built?</p>
	<p><u>Response:</u> A comprehensive Traffic Impact Assessment was prepared by VHB, the Applicant's traffic consultant, and submitted with the site plan and special permit applications for the Project. The Project (i.e., Buildings 2 and 3) would generate approximately 703 entering vehicle trips and 703 exiting vehicle trips on a daily basis. In comparison, Boston Road carries almost 10,000 vehicles daily and Providence Road carries approximately 5,700 vehicles daily. A traffic analysis for the planned Building 1, which will be the subject of a separate traffic study and permitting process, will be prepared when development specifics needed for such detailed analyses are available.</p> <p>The current traffic assessment submitted with the site plan and special permit applications confirms that the traffic generated from the Project will have a minimal effect on traffic flow and operations in the area. Improvements are proposed at the</p>

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	<p>intersection of Boston Road/Unified Parkway to support turning traffic at the intersection which will help further minimize the impact of the Project. No other improvements are contemplated at this time as part of the Project. The study is currently being reviewed by an independent peer review consultant hired by the Board.</p>
2.	<p>Why doesn't the developer or the Town of Sutton require a crossing signal? I can only imagine seeing people walk up and down Boston Rd on lunch hour or running over to the plaza for a bite to eat. Both the Town and the developer have an opportunity to enhance the quality of the development and improve the area for future employees and the residents that live in the area. The Wilks section of Town has been left out in the past for Town improvements. With most developments sidewalks are also included. I see no sidewalks in this development. Mass Dot should be involved with a large-scale development and its impact on our roadways.</p>
	<p><u>Response:</u> Sidewalks are included as part of the construction of Unified Parkway. No sidewalks are proposed along Boston Road. While no permits are currently needed from MassDOT for the Project, the Applicant expects that MassDOT will be involved in the permitting for the Building 1 project, which will be the subject of a separate application in the future.</p>
3.	<p>When the plaza was built at Galaxy pass, they needed to make improvements to Boston Rd. which included a bike path lane. The improvement the developers is planning on Boston Rd only benefits developer access. The wear n tear on Boston Rd will be the Town of Suttons responsibility once the build out is up running? The painting of lines, future safety issues, crumbling asphalt, signage, lighting are a few examples.</p>
	<p><u>Response:</u> The improvements to the Boston Road and Unified Parkway intersection are being designed in such a way that operations of traffic unrelated to the Project will be minimally affected. For example, the proposed left turn lane on Boston Road would separate out turning vehicles from through traffic which will help minimize the potential for queue spillbacks or unnecessary delays to residents on Boston Road.</p>
4.	<p>Is the highway department equipped to handle the additional workload and at what cost to the tax payers? Who is responsible for enforcing the speed limits? What are the speed limits between Route 146 and the industrial park? Speeding is an issue running yellow lights the turning out of Galaxy pass onto Boston Rd is a problem. 2 lanes are able to turn left up to 146 and some immediately switch lanes with a trail car</p>

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	coming along side and causing accidents, car horns often blow and road rage is the end result. This is a poor traffic pattern design.
	<u>Response:</u> A comprehensive Traffic Impact Assessment was prepared by VHB, the Applicant's traffic consultant, and submitted with the site plan and special permit applications for the Project. The traffic assessment confirms that the traffic generated from the Project will have a minimal effect on traffic flow and operations in the area. The study is being currently reviewed by an independent peer review consultant hired by the Board to confirm that the findings of the Study are valid and that additional improvements are not necessary. The Applicant will continue to work with the Town, as the Project proceeds through the permitting process, to ensure that the Project impacts are adequately mitigated.
5.	Has a study been done to see what additional effect of this intersection will result in increased traffic? Galaxy pass is not 100% built out and once it is what is the estimate additional traffic counts?
	<u>Response:</u> A comprehensive Traffic Impact Assessment was prepared by VHB, the Applicant's traffic consultant, and submitted with the site plan and special permit applications for the Project. In addition to accounting for existing traffic conditions and Project generated traffic, the Study also includes traffic growth assumptions for future development in the area. The traffic assessment confirms that the traffic generated from the Project will have a minimal effect on traffic flow. The study is currently being reviewed by an independent peer review consultant hired by the Board.
6.	My property is one of the closest to Boston Rd what is the developer planning to mitigate traffic, noise, and pollution. Trucks and cars will be idling in front of my property.
	<u>Response:</u> See above. No improvements are planned as part of the Project at the Dudley Road, Galaxy Pass and/or Pleasant Valley Road intersections with Boston Road. Future studies will be prepared for the Building 1 project as part of a separate application that will need to go through a similar review with the Board at that time.
7.	What does the developer do to improve traffic flow? truckers often use a Jake brake? Can they prevent this from happening?
	<u>Response:</u> The two buildings proposed as part of the currently proposed Project will be occupied by Unified ² , a respected and reputable business that has been operating in

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	the town for more than 30 years. In fact, the Applicant expects that the Project will help eliminate truck trips between Unified ² 's Sutton headquarters and multiple warehouse and industrial facilities scattered in the region.
8.	I have two historic trees in front of the property. What effect will the tractor trailers have on ground vibrations and pollution? Will the developer take responsibility for the trees to ensure they do not die off in the years ahead?
	<u>Response:</u> The Applicant is currently not proposing any improvements in the vicinity of the commenter's property and thus would not expect traffic attributable to the Project to adversely impact these two trees.
9.	The size of this development will affect the historic character of the Town of Sutton and all of its tax-paying residents. As one resident I have little say in the outcome of this project but my hope is the developers do what's right for the Town of Sutton because once they build it, it becomes profitable at Town of Sutton expense. Billionaire's can afford to move out of Towns if it's not favorable or profitable but I can't afford to move nor should the Town suffer at the expense of a for profit business.
	<u>Response:</u> The Applicant is committed to being a good development partner with the residents of Sutton.
V.	<u>Nancy Goodwin – Written Comments Submitted to Town of Sutton on May 3, 2022</u>
1.	I just read in the Telegram about the blasting at Aggregate Industries. I live on Carousel Drive in MILLBURY and have been wondering what the shaking and rumbling I feel occasionally through my house was. I now know what it is and perhaps maybe other MILLBURY residents should know. Maybe our town should also be notified about the blasting. If I remember, I recently felt this on Thursday or one day last week.
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
VI.	<u>Public Comments made during the April 25, 2022 Planning Board Hearing</u>
A.	Mario Giamei – 86 Boston Road

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1.	What are the visual impacts from Boston Road and Buttonwood Avenue?
	<u>Response:</u> Other than the Boston Road and Unified Parkway intersection, there are no visual improvements from the Project from Boston Road or Buttonwood Avenue.
2.	Concerned with the building size and height relative to water supply for fire suppression.
	<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.
3.	Will there be any impacts to the existing water supply system?
	<u>Response:</u> The Project is expected to result in the withdrawal of approximately 3,053 gallons per day. The Project's water demand has been presented, reviewed and approved by the Wilkinsonville Water District during their October 26, 2021 Board of Commissioners meeting.
4.	Concerned about the dam removal from Cold Spring Brook. What was the effect of the brook itself.
	<u>Response:</u> 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 Sutton Conservation Commission concluded in their Order of Conditions approving the dam removal project that the 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.

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5.	Concerned with noise impacts of the trucks.
	<u>Response:</u> Please refer to the Sound Study submitted herewith, which concludes that the Project will be in compliance with MassDEP's Noise Policy.
6.	With the widening of the westbound Boston Road, is traffic anticipated to be coming from the Grafton area towards the site?
	<u>Response:</u> The traffic impact and access study prepared for the Project indicates that a majority of the Project's traffic and all regional truck traffic will be oriented to Route 146. Usage of local roads to the east is primarily expected to be associated with employees living in the communities to the east and traveling to/from work, as can be expected with employee trips associated with any other business in the town.
B.	Jamie LaPlant – 26 Heritage Road
1.	Sutton Planning Board meeting minutes from December 17, 2018 states that Aggregate was not allowed to drilling or blasting in the pits. In addition, a Special Condition was noted that excavation east of the western edge of the powerline easement near Boston Road would require a monitoring well to be installed to monitor separation of groundwater. Is the Town prepared or Unified prepared to monitor the water quality of these neighborhoods?
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
2.	Why couldn't Aggregate blast but they're allowed to?
	<u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
C.	Keith Downer – Chair of Sutton Historical Commission
1.	Will photos of the roadway alteration be provided?
	<u>Response:</u> Yes, the photos have been submitted with this response letter.
2.	How wide is that new intersection for egress?

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	<p><u>Response:</u> The egress movement for Unified Parkway is proposed to be 24 feet wide (one 12-foot left turn lane and a 12-foot right turn lane onto Boston Road) along with a five-foot paved shoulder.</p>
3.	<p>Do the proposed improvements conflict with the Woodbury Mill historic area or any other inventoried historical properties?</p>
	<p><u>Response:</u> Based on the Applicant's review of Sutton's GIS maps and MACRIS database, the only historic properties identified in the vicinity of the Project include the properties at 33 and 45 Buttonwood Road, which are on the MACRIS database, and 107 Boston Road, which appears to be a home built c. 1845. No portion of the Project impacts Buttonwood Avenue given the natural buffer area provided by Cold Spring Brook and its bordering wetlands. With respect to 107 Boston Road, although the Boston Road and Unified Parkway intersection will be near this property, no roadway improvements are proposed that would alter the southern side of Boston Road where this property is located.</p>
D.	<p>Jim Nault – 25 Heritage Road</p>
1.	<p>Would it be possible for the contractors to provide me with seismograph readings that they have taken from the onset of the blasting through the culmination when they're done so that I can provide that to my home inspector?</p>
	<p><u>Response:</u> Please refer to the FAQs page on the Applicant's project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/</p>
2.	<p>I was just wondering if those two retention ponds by the big building were perched or if they were spring fed?</p>
	<p><u>Response:</u> While not relevant to the applications before the Board, based on geological investigation of the site, it would appear the former wash ponds were fed by groundwater. Regardless of the source, the proper measures were followed to ensure no impacts to groundwater during site preparation.</p>
3.	<p>Concerned about scenic road alteration approval and tearing up stone walls because they've been protected for many years.</p>
	<p><u>Response:</u> The Applicant has submitted a Scenic Road Alteration permit to seek approval to remove a small section of stone wall, as shown in the pictures submitted with this response letter. The Project impacts will be limited to a section of the</p>

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	Applicant's frontage along Boston Road. No alterations along the Applicant's frontage on Buttonwood Avenue (another designated scenic road) is proposed.
4.	Is any traffic expected to go towards Providence Road and turn left towards Millbury?
	<u>Response:</u> The traffic impact and access study prepared for the Project indicates that a majority of the Site traffic and all regional truck traffic will be oriented to Route 146. Usage of local roads to the east is primarily expected to be associated with employees living in the communities to the east and traveling to/from work, as can be expected with employee trips associated with any other business in the town.
E.	Darryl Cunningham – 32 Colonial Road
1.	How many people have complained about the blasting?
	<u>Response:</u> The Applicant is aware of only one complaint being filed with the Sutton Fire Department.
2.	Are all complaints being monitored even if they go through fire department or insurance claims?
	<u>Response:</u> See above.
3.	Did Sutton do their own economic study?
	<u>Response:</u> The Applicant is not aware of any study obtained by the Town.
F.	Brian Stevenson – 664 Central Turnpike
1.	Does the roadway intersect onto Buttonwood at all?
	<u>Response:</u> No
2.	Is Unified going to register all vehicles in Sutton?
	<u>Response:</u> For Buildings 2 and 3, the TIF Agreement obligates the Applicant to register motor vehicles in Sutton for excise tax purposes. However, for any third parties, the Applicant cannot make the same commitment, and the TIF Agreement does not require it.

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3.	More potential than three buildings?
	<u>Response:</u> The Applicant does not anticipate developing more than Buildings 1, 2 and 3 at this time. The permits necessary for Building 1 will be filed with the Board at a later date.
4.	Who's on hook for traffic lights and intersections?
	<u>Response:</u> To the extent that such traffic improvements are determined to be necessary, as part of a formal traffic impact study, for mitigating the impacts of the Project, the Applicant would be responsible for the costs and installation of such improvements.
G.	Ned Bacon – 64 Singletary Avenue
1.	Has there been an economic impact study planned for this?
	<u>Response:</u> The Applicant has submitted a Community and Fiscal Impact Statement with this response letter summarizing some of the anticipated economic impacts from the Project. The Applicant is not aware of any study prepared by the Town.
2.	Concerned about traffic impacts outside of Boston Road and Route 146
	<u>Response:</u> A comprehensive Traffic Impact Assessment was prepared by VHB, the Applicant's traffic consultant, and submitted with the site plan and special permit applications for the Project. The traffic assessment confirms that the traffic generated from the Project will have a minimal effect on traffic flow and operations within the study area, which implies that the impacts, if any, would be smaller outside of the area studied as part of the assessment. The study is currently being reviewed by an independent peer review consultant hired by the Board to confirm that the findings of the study are valid and that additional improvements are not necessary. The Applicant will continue to work with the Town, as the Project proceeds through the permitting process, to ensure that the Project impacts are adequately mitigated.
3.	Is there an environmental impact plan that's been put forward?
	<u>Response:</u> The Applicant is in the process of finalizing its submission to state authorities pursuant to the Massachusetts Environmental Policy Act (MEPA). MEPA will conduct a comprehensive environmental review and assessment of the entire

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	Unified ² Parkway Project (i.e., Buildings 1, 2 and 3) to identify environmental impacts and the Applicant's proposed mitigation efforts.
4.	Concerned about carbon footprint of buildings and development. Is there any potential solar equipment?
	<u>Response:</u> Building 2 and 3 will each be designed and constructed to be "solar ready" buildings that could accommodate a solar array.
H.	John Belk – 75 Leland Hill Road
1.	What's going to stop people from using Unified Parkway as a shortcut? Will there be gates and signage?
	<u>Response:</u> "Private Way – No Thru Traffic" signs will be installed at the roadway entrances at Boston Road and Providence Road to address this concern. However, the Applicant is not planning to install any gates. Certain residents have expressed a desire for Unified Parkway to become a public way. The Applicant is open to discussing whether the Town would want to accept the proposed roadway as a public road.
2.	Why is 122 and Providence Road from Millbury to Grafton the responsibility of the Town for plowing etc., It should be a state road. Why can't Sutton do something about maintaining it?
	<u>Response:</u> This comment was directed to the Board and the Planning Director and does not relate to the Project. Therefore, the Applicant declines to respond.
I.	Dale Robertson – 126 Boston Road
1.	What are they going to do to mitigate traffic on Boston Road?
	<u>Response:</u> The traffic impact assessment for the Project, submitted with the site plan and special permit applications confirms that the traffic generated from the Project will have a minimal effect on traffic flow and operations in the area. Improvements are proposed at the intersection of Boston Road/Unified Parkway to support turning traffic at the intersection which will help further minimize the impact of the Project. No other improvements are contemplated at this time as part of the Project. The study is currently being reviewed by an independent peer review consultant hired by the

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	Board. A separate traffic study will be prepared as part of the filing for Building 1 in the future.
2.	Truck sitting idle at the intersection, is there going to be more pollution?
	<u>Response:</u> Truck operations, including idling, are strictly controlled by state and federal laws. Detailed traffic capacity analysis included in the Project submittal indicates that the Site related vehicles would not be subject to any significant additional delays or congestion at the signalized intersections in the study area. Consequently, undue additional impacts to air quality would also not be an issue.
J.	Tracy Connor – 34 Heritage Road
1.	Concerned about blasting. If something does happen from blasting what are the parameters?
	<u>Response:</u> Please refer to the FAQs page on the Applicant’s project website: https://unified2parkwayproject.wordpress.com/2022/05/16/faqs/
2.	Concerned about traffic from Buildings 2 and 2 and 3 and opening up the roads to make them bigger so that to accommodate higher traffic and how that relates to building 1 under construction.
	<u>Response:</u> Building 1 is <u>not</u> under construction at this time. However, the current proposal for Boston Road is designed to accommodate the potential future needs of the Building 1 traffic. To the extent other modifications are necessary to this intersection as a result of the Building 1 project, the Applicant would seek the Board’s approval for such modifications in the future.
3.	Is Lot 5 a buffer zone?
	<u>Response:</u> No building development is currently contemplated on Lot 5 at this time.
4.	How will blasting concerns be addressed and how can we have a public meeting regarding blasting?
	<u>Response:</u> As mentioned above, the Applicant is holding a neighborhood meeting on May 25 to discuss these concerns.
K.	Jessica Lequillo – 20 Heritage Road

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1.	Is there a project timeline?
	<u>Response:</u> It is the Applicant's desire to secure the necessary state and local permits and approvals to begin site construction in the Summer of 2022 and building construction in Fall of 2022. It is anticipated that Building 3 will take approximately 16-months to construct. At this time, Building 2 construction would follow the construction of Building 3, however, the exact date of the commencement of construction of Building 2 is not know at this time.

Very truly yours,



Michael E. Scott

MES:dal

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