



PLANNING BOARD MEETING

Tuesday, July 11, 2023 at 6:00 PM

Town Hall - 41 South Main Street Randolph, MA 02368

AGENDA

Pursuant to the temporary provisions pertaining to the Open Meeting Law, public bodies may continue holding meetings remotely without a quorum of the public body physically present at a meeting location until March 31, 2025. The public is invited to participate in the meeting via telephone or computer.

A. Call to Order - Roll Call

B. Chairperson Comments

C. Approval of Minutes

1. Minutes of 6/27/23

D. Public Speaks

E. Public Hearings

1. Randolph Road - Site Plan and Design Review CONTINUED (6:15pm)

F. Old/Unfinished Business

1. Subdivision - Mill Street (continuation)

G. New Business

H. Staff Report

*Active Subdivision Review

*Active Project Review

*Upcoming Projects

I. Board Comments

J. Adjournment

Notification of Upcoming Meeting Dates



PLANNING BOARD MEETING

Tuesday, June 27, 2023 at 6:00 PM

Town Hall - 41 South Main Street Randolph, MA 02368

MINUTES

Pursuant to the temporary provisions pertaining to the Open Meeting Law, public bodies may continue holding meetings remotely without a quorum of the public body physically present at a meeting location until March 31, 2025.

The public is invited to participate in the meeting via telephone or computer.

A. Call to Order - Roll Call

Called to order at 6:02pm by Chairman Plizga

PRESENT

Alexandra Alexopoulos
Tony Plizga
Nereyda Santos-Pina
Peter Taveira
Lou Sahl

B. Chairperson Comments

C. Approval of Minutes

1. Minutes June 13, 2023

Motion made by Taveira, Seconded by Santos-Pina to approve the minutes of June 13, 2023.

Voting Yea: Alexopoulos, Santos-Pina, Taveira, Sahl

Voting Abstaining: Plizga

D. Public Speaks

Ann Naughton of Meadow Lane noticed the meeting was not posted on the website. Planner Tyler said that it was legally posted in the Town Clerk's office on Friday, June 23, 2023. The website was corrected as soon as she became aware of it.

E. Public Hearings

1. Randolph Road - Site Plan and Design Review CONTINUED (6:15pm)

On the continuation of the hearing for the project at Randolph Road, Planner Alex Escamilla introduce the project team: Benjamin Mueller, Mark Ford, Kevin DeMars, Robert Buckley, Luke Norton, and Gary McNaughton.

Planner Tyler provided a brief update. The hearing was opened at the last meeting which included a presentation by the project team and public comments and questions. The hearing was continued to this evening. Following the meeting, the Planning Board submitted questions in writing to the project team. Planner Tyler has been in contact with Fire Prevention as to the location of hydrants and a potential gate to deter truck traffic from accessing the portion of the property closest to residential abutters. The Board received some modifications to the plans. The project's hearing before the Conservation Commission has been opened and continued, as well.

Alex Escamilla, Head of Development for Bluewater Property Group, provided a summary of some of the topics that will be discussed tonight and outlined the project details on the plans.

Ms. Escamilla introduced Luke Norton with Sanborn, Head & Associates, Geotechnical Engineer on the project. Mr. Norton was involved early in the project conducting subsurface explorations, a series of standard tests pits and borings, and even some limited rock coring. Once those explorations were completed, they used the information gathered along with lab results to inform their recommendations related to site foundations and support for storm water and retaining wall development.

The site is predominantly glacial tills that are suitable for building construction. They also identified shallow bedrock at various site locations and provided recommendations related to the foundation system and bedrock removal and the reuse of excavated materials to provide a balanced site. Mr. Norton showed the Board examples of the bedrock cuts (vertical wall with exposed face of rock) proposed on site which includes a rock-fall zone. He reviewed the construction and material of the proposed retaining walls that contain geo-grid reinforcement buried into the soil behind the wall.

Ms. Escamilla introduced Benjamin Mueller for further discussion on the sound. She noted they had received some questions regarding the decibel levels on the eastern side of the truck court and since re-ran the analysis showing additional features.

Mr. Mueller showed the updated plan which now has a 10-foot wall for sound screening and coverage on the eastern side of the truck court. Adding this feature brought the noise level down from 50 decibels to 41. He showed the concept detail of the wall which is a cityscape product that provides a large mouth gate area with matching panels. Ms. Escamilla noted that the gate is not for security reasons so it will not need to be locked, it would only need to be accessed in the event of an emergency.

Ms. Escamilla showed the Board renderings that show the relationship of the residential abutters to the parking lot below, as well as a rendering of what they will see through the trees from their property. She displayed a section view that showed the closest abutting residence in relationship to the vegetation, bedrock wall, rock fall zone, parking lot and building. Based on some photos from residents, she was able to confirm that they would be able to keep about 30 feet of existing vegetation screening

between the residential property and the project. Their goal is to keep as much mature growth as possible with additional landscaping where sparse. Ms. Escamilla invited architect, Mark Ford, to speak. He briefly discussed the plans and noted the significant difference in grade between the properties.

Board Questions & Follow Up

Air Quality Impacts: Report submitted to Planning Board, prepared by Tech Environmental on June 20, 2023

Randolph Road Details: Additional analysis prepared by Ostegaard Acoustical Engineers; additional solid fence system proposed as show on revised plan by DiPrete Engineers

Visual Follow Up: Additional view and section diagrams presented; phone calls with abutters clarifying visibility

Planning Board Questions: Questions received on 6/23/2023 - Team to run through each question with response and clarifications.

Rockwall/Bedrock natural stone face: Mr. Buckley noted that since the project inception, one of the critical components was to mitigate any impact on abutting residential properties. The rock face minimizing grading and preserves the mature vegetation along the perimeter supplemented by additional plantings in any gaps in the existing vegetation.

Considering the 10' removal for overburden at the top of the bedrock and the size of the rockfall zone, Chairman Plizga is concerned there won't be as much of a vegetation buffer between the properties and wondered if the rockfall area could be minimized. Mr. Norton noted it could not be any less than 12-15'. Chairman Plizga asked if there is any way to shorten up the 60' isles for the truck court so the building could be shifted back to maximize the buffer. Mr. Buckley noted that to relocate the building at this point would be a monumental task as all the project calculations have already been prepared. There was a discussion regarding ways that the catchment (rockfall) area and overburden area could be minimized to preserve/increase the vegetative/landscape buffer. Mr. Buckley suggested a condition whereby the applicant would endeavor to minimize the catchment area. Chairman Plizga would like the team to look at ways they could keep the vegetated area to a minimum of 25 feet. Mr. Buckley said they will seek to minimize the catchment area where possible, and where safety outweighs the ability to do so, they would enhance screening in that area. Mrs. Alexopoulos does not want to sacrifice too much on the safety side and would like screening (plantings) added with attention to placement.

Fencing: The fence along the Broadmeadow side will be 6' tall redwood fence at the top of the bedrock wall. There is a 10' sound barrier wall. There is a green coated chainlink along the driveway retaining walls.

Dumpster/Compactor Pad: Dumpster will be located near the pedestrian entrances in the truck court and the compactors in the dock locations marked in blue.

HVAC Units: Chairman Plizga asked if sound barriers could be placed around the units. Ms. Escamilla noted that they have a 4' parapet proposed for around the

building which will screen the units quite a bit. Mr. Mueller said the parapet was factored into his sound models, but believes it will provide enough of a screening.

Outside amenities (smoking areas, benches etc): Ms. Escamilla said they did not have anything like that planned, but may come in the future via specific tenant request.

Stonewall: Chairman Plizga asked if the stonewall on the property line behind Broadmeadow would be disturbed. Ms. Escamilla said it would not. Chairman Plizga said he will make that a condition on the decision.

Sheet 5/Disturbance Area: Chairman Plizga asked about the disturbance area marked in orange on the plan that shows work out onto North Street. Kevin DeMers noted that area is where they will need to access the gas main on North Street. They are checking with Eversource for a more detailed location.

Improvements on Randolph Road: a revised set of plans were submitted along with a cross section detailing the improvements to Randolph Road. The top course will be milled and saw cut at the driveway openings as applicable along Randolph Road. The utilities will be trenched and backfilled along Randolph Road from the North Street intersection. At the driveway openings, the top course will match existing pavement. Replacement of asphalt sidewalk at the existing location on the north side of Randolph. They proposed granite curbing on either side of the intersection transition from North Street to Randolph Road.

Ensure property line is delineated, ensure protection of abutting trees and shrubs during grubbing and clearing, soil erosion: Kevin DeMers noted they have a slip prepared for the project and per section 6.1 they will need to locate the limit of disturbance and inspect this once every 7 calendar days or when rainfall is greater than a quarter of an inch.

Future rooftop solar, photovoltaic array?: Yes, the building will be structurally designed for an extra 5 pounds per square foot to accommodate future solar install. They plan to install EV charges on site.

Plans to mitigate impacts of storms, ie heavy snow?: They will have snow storage areas identified on site - a combination of snow melt, snow storage and if required, trucking off.

Concerns for wind and flooding: Designed for 100-year storm. Added some grading to the passenger car lot to allow for some ponding and then for an extreme storm event, any extreme flow that backs up from the drainage system would drain down the roads north and south of the building.

Any water reclamation?: Ms. Escamilla noted a building like this has a small water usage that the gray water/reclamation is great for more water intensive warehouse uses, for this facility it is such a small amount.

Clarify the number of anticipated daily trips: 78 passenger vehicles entering and existing per day. 36 trucks entering and existing per day. Mr. Sahlu asked how they arrived at that number. Mr. McNaughton said they look at peak hour and estimated 1-2 trips per hour, but a facility like this tends to have traffic pretty evenly spread out over the course of the day. This is proposed to be open 24 hours per day.

Mrs. Alexopoulos asked if it is possible to get the planting screening for abutted soon as possible during the process? Ms. Escamilla noted that the landscaping is typically completed at the end of the project. She can certainly take a look at mobilizing the landscaping team to get those in place during construction, but seasonality also is a factor for the plantings to be successful.

Mr. Taveira asked about snow building up on the roof and the load bearing capabilities? Mr. Ford noted that building code takes that into consideration. Ms. Escamilla noted that Massachusetts has one of the most stringent codes in New England. Mr. Taveira commented that water reclamation from the rooftop would be a good use for things like irrigation on site rather than drawing from a well.

Building Finish and Styles: Mrs. Santos-Pina wondered where the signage would be placed if there was a third tenant. Ms. Escamilla noted the signage would be placed in the center "knockout" of the building.

Chairman Plizga asked the team to consider a policy that limits the use of horns, especially considering the 24 hour usage.

Chairman Plizga would like to continue the hearing to come back with a list of draft conditions discussed tonight.

The construction time frame to be within 2-years, as-built within 90 days after that.

At the next meeting, Chairman Plizga would like to discuss the intersection at North and Oak. He plans to bring forth a mitigation number to help with the cost of the street light system and will bring forth a number at the next meeting after discussion with the DPW Superintendent. Chairman Plizga said the applicant's share would be a quarter of the cost, understanding that light systems range from \$400,000 to 1 million.

Mr. Buckley summarized the items covered tonight. He asked if any plans for the intersection at North and Oak have been prepared? Planner Tyler noted they have not, that funding is being provided by the State to begin the engineering study. Mr. Buckley noted State funding is sometimes contingent upon the preparation of plans. He would like to discuss this further as it may be an area where they can make a meaningful contribution.

Motion made by Plizga, Seconded by Alexopoulos to continue the public hearing for Randolph Road to July 11 at 6:15pm.

Voting Yea: Alexopoulos, Plizga, Santos-Pina, Taveira, Sahl

2. Subdivision - Mill Street (continuation)

Planner Tyler noted that they are working through a potential easement for a water line. The attorney for the applicant is trying to negotiate a deal with the abutter, so they did ask for a continuation to July 11. She asked for them to formalized the request in writing as it has been 90 days from since the hearing open, which she received by email.

F. Old/Unfinished Business

1. Subdivision - Pham Estates - Overhead Electric Service

Chairman Plizga was not present for the last meeting, but has viewed the entire meeting and signed an affidavit so that he is able to participate in any proceedings this evening.

Planner Tyler gave an overview of the project noting the the applicant has provided the Board with an electrical plan from National Grid which includes the installation of two electrical poles for overhead utilities, as opposed to underground utilities required by the subdivision rules and regulations. At the last meeting, the Board had some concerns over the placement of the poles. With only four members present, a vote was taken and failed. Applicant, Mr. Pham and his engineer, Mr. Bunavicz asked to come back when the full Board was present.

Chairman Plizga has driven by the property and took some photos, he noted that the first pole by the road has been installed.

Mr. Bunavicz of Borderland Engineering was present on behalf of the applicant/owner Mr. Pham. He noted that the underground power was never on the subdivision plan. In order to get the building permit issued over a year ago, the roadway had to be constructed for the bond to be released by the Planning Board. At this point, it would be a costly to dig up the road to install the underground electrical service.

Chairman Plizga explained that the subdivision plan never showed the designation of the electrical service. Both parties missed it from the start. He showed the Board some photos taken from South Main Street to get an idea of how close the poles are from the neighboring residences. Chairman Plizga believes the best course of action is to put the utilities underground, as the road only has a base course. A trench could be dug and patched in before finish pavement is installed.

Mr. Bunavicz feels this issue has gone back and forth with the Board several times and his interpretation of previous meetings and conversations was that all the Board needed at this point was to see the locations of the poles.

Chairman Plizga's recalls that two weeks ago, was the first time the sketch was presented to the Planning Board. Prior to that, he remembers the Board requesting to see that pole locations on a plan for an administrative review based on what came back.

Mrs. Alexopoulos asked when the project first came before the Board? Planner Tyler noted back in 2020. And, how the Board missed it? Chairman Plizga noted that both Planning and Engineering missed it. He believes the Subdivision Regulations still stand and since the road is not finished, they could still install the utilities underground. If the road was finished, he would feel differently about it.

Mr. Bunavicz noted that there was a waiver form submitted on the original subdivision showing a cross section detail that would have shown the underground electrical that was approved. Chairman Plizga noted if it was missed on the plan it would not be shown on the cross section either, and that again, all parties missed it. Mr. Bunavicz noted that most of Randolph has overhead lines.

After some discussion, Chairman Plizga entertained a motion.

Motion made by Plizga, Seconded by Taveira to deny the overhead electrical as presented on the sketch dated April 1, 2023 by National Grid and require that the electrical service go underground from pole 81, as shown on the sketch.

Voting Yea: Plizga, Santos-Pina, Taveira

Voting Nay: Alexopoulos

Voting Abstaining: Sahlu

G. New Business

1. ANR - 34 Scanlon/High Street

Planner Tyler explained that one of the conditions of the Scanlon Drive project was to combine the multiple lots into one conforming lot in order for construction to proceed. She presented the plan and notes with a mylar for signatures.

Motion made by Plizga, Seconded by Santos-Pina to approve the ANR drawing sheet one of one, issue date of 3/9/2023 for the project location of 451 High Street and 34 Scanlon Drive in Randolph, MA..

Voting Yea: Alexopoulos, Plizga, Santos-Pina, Taveira, Sahlu

H. Staff Report

***Active Subdivision Review**

***Active Project Review**

***Upcoming Projects**

33 Mazzeo Drive/Splash Car Wash - Windows needed to be removed due to the location of mechanicals on the block wall. She received a drawing that shows an alternative to the windows by filling in the space with two graphic details. Mrs. Santos-Pina asked how these images would be applied. Chairman Plizga thinks for symmetry they should apply the water drop graphic to the right side as well.

249 Allen Street - The contractor and owner have had a significant disagreement that may or may not have resulted in some damage to the site and Cultech system. Grading on the site needs to be redone, as there has been some erosion creating an unstable site.

647 North Main Street/Daycare - Continuing work. Working with MassDOT for a traffic signal. There was discussion with an abutter about chainlink fence versus a vinyl fence which the applicant was not in favor of.

30 South Main Street/Daycare - Planner reached out requesting that they move along with signage. They sent over 3 designs, 2 of which will require ZBA approval.

19 Highland Avenue - sidewalk work has been done. Trying to do some grading in anticipation of landscaping this fall. They are doing some excavation to locate cooler and compressor units. Building Inspector is continuing his interior inspections.

34 Scanlon Drive - ANR complete, they still need their storm water permit.

Mexicali Grill - It appears that the 12 1/2' driveway is actually on the Mexicali property not the Grow Associates property and there is a right of easement for travel. Planner does not believe the matter will be back before the Board and will be handled between the parties.

Popeyes - gave applicant 90 days to install gate, which has not been done yet. P will follow up. Planner had a visit from the director of Grow Associates over continued concerns with the trash and traffic from Popeyes and what they can do on their own site to mitigate with some speed cushions and signage.

MBTA Zoning - Planner sent an invite to the Board for a joint meeting on August 2 meeting with RKG Associates and the Town Council.

Zoning Analysis Audit - longterm project to rewrite the zoning making them easier to read, easier to access and comply with statutory law. Planner will be seeking funding to hire a consultant.

Chairman Plizga asked what the Planning Board's role in the Master Plan process. Planner noted that Planning Board has statutory authority over it so the Board would need to decide if they should move forward with the update and take a vote.

I. Board Comments

J. Adjournment

Notification of Upcoming Meeting Dates

Adjourned at 8:30pm

RANDOLPH ROAD PROJECT QUESTIONS

1. The site layout (sheet 7) specifies a 40-foot-wide landscape buffer between the jersey barriers and the property line. In viewing the cross-section sketch that provides the bedrock detail AFTER blasting, it appears that there is a catchment trench at the bottom, width to the sloping bedrock and a layback slope where the overburden material is sloped back. Based on this, it appears that instead of a 40-foot landscape buffer, that it may actually be closer to only 15-20 feet wide.
 - a. What is the possibility of reducing the catchment area for falling bedrock to 5 feet especially where there are jersey barriers?
 - b. Concerned that the setback could damage the root system of trees remaining in the buffer space at the top.
2. Provide details for any proposed fencing (height, style, material, color)
3. Provide details on all walls and fences including their proposed heights
4. Where is dumpster or compactor located on the site?
5. Would like the installation of noise barriers between the HVAC units and the residential abutters to the west
6. Are any outside amenities planned for employees: benches, smoking areas? If so, what and where will they be located?
7. The stone wall appears to be on the property line. Please confirm that it will remain in place and undisturbed during construction.
8. On sheet 5, North Street is shown in the “disturbance area”. Please clarify which part(s) of North Street will be disturbed as a result of this project or correct the reference if in error.

9. Clarify the height of the building in relation to the adjacent residential structures.
10. Ensure that the property line is delineated and ensure protection of abutting trees/shrubs during grubbing and clearing.
11. Discuss improvements to Randolph Road. As a private way, any improvements are under the jurisdiction of the Planning Board.
12. Will there be any considerations or accommodations for future rooftop solar/photovoltaic array?
13. Will there be plans/procedures to mitigate/prevent impacts of storms -- particularly heavy accumulation of snow (say from back-to-back blizzards) and wind (from direct hurricane-force winds) and flooding?
14. Are there other opportunities to create/utilize renewable energy (ie: solar/wind/water) and renewable resources (ie: water reclamation and/or grey-water use)?
15. Clarify the number of anticipated daily vehicle trips total (passenger cars, vans and trucks).



June 20, 2023

Mr. Connor Downey
Bluewater Property Group
22 Boston Wharf Road, 7th Floor
Boston, MA 02210

Re: Air Quality Assessment for 11 Randolph Road, Randolph, MA

Ref. 4868

Dear Connor:

Tech Environmental, Inc. (Tech) has conducted a qualitative assessment of the potential air quality impacts of a warehouse building located at 11 Randolph Road in Randolph, MA (here in referred to as the Project). It is our understanding that the primary sources of air pollution from the Project are diesel burning trucks coming to and from the facility and gas-fired mechanical rooftop equipment. Presented below is a qualitative evaluation of diesel truck activities and gas-fired rooftop equipment associated with the Project, focusing on fine particulate matter (PM_{2.5}).

Diesel Exhaust Emissions

Particulate matter (PM) is a widespread air pollutant, consisting of a mixture of solid and liquid particles suspended in the air. Commonly used indicators describing PM that are relevant to health refer to the mass concentration of particles with a diameter of less than 10 µm (PM₁₀) and of particles with a diameter of less than 2.5 µm (PM_{2.5}). PM_{2.5}, often called fine PM, also comprises ultrafine particles having a diameter of less than 0.1 µm.

PM is a mixture with physical and chemical characteristics varying by location. Common chemical constituents of PM include sulfates, nitrates, ammonium, other inorganic ions such as ions of sodium, potassium, calcium, magnesium and chloride, organic and elemental carbon, crustal material, particle-bound water, metals (including cadmium, copper, nickel, vanadium, and zinc) and polycyclic aromatic hydrocarbons (PAH). In addition, biological components such as allergens and microbial compounds are found in PM.

Primary PM and the precursor gases can have both man-made (anthropogenic) and natural (non-anthropogenic) sources. Anthropogenic sources include combustion engines (both diesel and gasoline), solid-fuel (coal, lignite, heavy oil, and biomass) combustion for energy production in households and industry, other industrial activities (building, mining, manufacture of cement, ceramic and bricks, and smelting), and erosion of the pavement by road traffic and abrasion of brakes and tires. Secondary particles are formed in the air through chemical reactions of gaseous pollutants. They are products of atmospheric transformation of nitrogen oxides (emitted by traffic and some industrial processes) and sulfur dioxide resulting from the combustion of sulfur-containing fuels. Secondary particles are mostly found in PM_{2.5}.¹

¹ World Health Organization Regional Office of Europe, Health Effects of Particulate Matter, 2013.

Diesel engine exhaust is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment. Diesel engine exhaust is composed of two phases: either gas or particle. The gas phase is composed of many urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine (i.e., PM_{2.5}), and ultra fine particles. The composition of these fine and ultra fine particles may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals, and other trace elements.

Applicable Air Quality Regulations

Under the authority of the Clean Air Act, as amended, the U.S. Environmental Protection Agency (EPA) established a set of National Ambient Air Quality Standards (NAAQS) for various ‘criteria’ air pollutants. These standards are intended to protect public health and welfare. Primary NAAQS are established at levels intended to protect public health, including sensitive population groups, with an adequate margin of safety. Secondary NAAQS are set at levels designed to protect the public by accounting for the effects of air pollution on vegetation, soil, materials, and other aspects of the general welfare. Currently, there are NAAQS for seven criteria pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), coarse and fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). The NAAQS are summarized in the attached Table 1. States can develop ambient standards if they are at least as stringent as the federal standards. The Massachusetts ambient air quality standards (MAAQS) are identical to the NAAQS.

In 2007, EPA promulgated multiple new vehicle emissions standards, including heavy-duty diesel trucks, that reduced particulate matter emissions by up to 90%.² These standards have been in place since the 2010 model year for heavy-duty diesel trucks. And, just recently, on April 12, 2023, EPA announced new, more ambitious proposed standards to further reduce emissions from light- and medium-duty vehicles starting with model year 2027, and phased in through model year 2032. Those standards signify a rapidly growing shift away from a focus on internal-combustion engine (ICE) technology and toward zero-emission technologies, including electrification.³ This shift would result in a widespread reduction in air pollution in the United States, including the further lessening of particulate matter concentrations.

Furthermore, the NAAQS set by EPA are designed to protect public health and the environment. The standards are developed based on a variety of scientific studies, including the results of epidemiologic studies that evaluate how human health has been affected by pollutant concentrations in the past. These standards are periodically reviewed and updated based on recent scientific developments. On December 14, 2012, EPA revised the NAAQS for PM_{2.5} and for the first time included near-roadway monitoring requirements for PM_{2.5}. The annual standard was reduced from 15.0 micrograms per cubic meter (ug/m³) to 12.0 ug/m³. EPA has confirmed that most of the U.S. already meets the new standard, including all of Massachusetts.

² <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.

³ <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-multi-pollutant-emissions-standards-model>.

As described above, EPA has taken steps in reducing overall particulate matter emissions and improving PM_{2.5} ambient air quality standards. These regulatory standards have significantly reduced PM emissions, including from diesel trucks, in the past decade and will continue to do so in the future for the Project site. This means that emissions from these Project sources will continue to reduce in the future.

Existing Air Quality

The Massachusetts Department of Environmental Protection (MassDEP) currently operates air monitors in various locations throughout the Commonwealth. The closest, most representative, MassDEP monitors to the Project for NO₂ and O₃ are located at Canton Avenue in Milton. The closest, most representative, MassDEP monitor to the Project for PM_{2.5} is at Monatiquot Street in Weymouth. The closest, most representative, MassDEP monitors for PM₁₀ and SO₂ are located at Harrison Avenue in Boston. And, the closest, most representative, MassDEP monitor for CO is located at Von Hillern Street in Boston.

Table 2 summarizes the MassDEP air monitoring data, for the most recent available, complete, three-year period (2019-2021), that are representative of the Project area. The attached Table 2 shows that the existing air quality in the Project area is much better than the NAAQS. For example, the current 24-hour and annual average concentrations of PM₁₀ and PM_{2.5} are all well below the NAAQS and range from 19% to 49% of each applicable standard. The highest monitored impact relative to a NAAQS is for ozone (80% of NAAQS). Although, ozone is a regional air pollutant, the small amount of additional traffic generated by this Project will not have a significant impact.

Potential Impacts from the Project

As part of this qualitative analysis a comparison of the size and operations of the proposed Project to the MBTA Dudley Station⁴, and its air quality impacts, was performed. Dudley Station is a ground-level bus station located in Dudley Square, Roxbury, Boston that processes up to 200 buses per hour during peak times.⁵ And the Dudley Station neighborhood contains many commercial and industrial uses that utilize gas-fired rooftop equipment in far greater quantities than the proposed Project. Dudley Station is also adjacent to, and just a few hundred feet from, the MassDEP Harrison Avenue long-term air monitoring station.⁶

The 2021 annual average PM_{2.5} air concentration at the Harrison Avenue monitoring station was 7.94 ug/m³ and the 2021 24-hour average PM_{2.5} air concentration was 18.2 ug/m³, which are 66% and 52% of the applicable NAAQS, respectively. More stringent EPA emissions standards for diesel trucks will reduce future concentrations as older diesel vehicles are replaced with newer and cleaner emitting ones.

With much fewer number of diesel truck trips (72 truck trips per day) at the Project in Randolph, PM_{2.5} concentrations in the areas surrounding the Project should logically be much lower than those historically measured near Dudley Station in Roxbury, Boston. Therefore, the PM_{2.5} concentrations in the areas surrounding the Project would also comply with the applicable NAAQS and will continue to trend lower due to more stringent EPA emissions standards for diesel trucks.

⁴ MBTA renamed Dudley Station to Nubian Station in 2020.

⁵ City of Boston, Dudley Square Vision Initiative Transportation Action Plan Draft Report, 2009.

⁶ 1157 Harrison Avenue, Boston, MA.

Furthermore, the corporations of many potential tenants for the Project have signed onto *The Climate Pledge*⁷ with a commitment to be net-zero carbon across their businesses by 2040. A potential tenant with such a commitment would need to implement electric delivery vehicles into their fleet in the near future to demonstrate that commitment. And the electrification of the delivery fleet by the tenant would continue to decrease emissions produced by the Project.

Idling Trucks

Lastly, it is our understanding that the Project will comply with the Massachusetts anti-idling law which will minimize air quality impacts from truck exhaust associated with the Project. The goal of the anti-idling law is to improve air quality by reducing unnecessary air pollution from idling vehicles. MGL 90 s16A and 310 CMR 7.11 state that all motor vehicles shall not idle in excess of five (5) minutes, unless:

- 1) The vehicle is being serviced, provided that operation of the engine is essential to the repair; or
- 2) The vehicle delivering or accepting goods for which engine assisted power is necessary; or
- 3) The vehicle is engaged in an operation for which the engine power is necessary for an associated power need.

Rooftop Mechanical Equipment

Rooftop HVAC equipment will use natural gas during the heating season. Natural gas is a cleaner burning fuel than diesel. Combustion of natural gas emits particulate matter emissions are 90% lower than diesel fuel combustion⁸, and thus, particulate matter emissions from rooftop equipment will be negligible compared to diesel truck emissions.

Please call me at (781) 890-2220 x30 if you have any questions.

Sincerely yours,

TECH ENVIRONMENTAL, INC.



Marc C. Wallace, QEP, INCE
Vice President

4868/Report/11 Randolph Road Air Quality Letter

⁷ 417 Signatories as of 6/19/2023: <https://www.theclimatepledge.com/us/en/Signatories>

⁸ <http://naturalgas.org/environment/naturalgas/#:~:text=Natural%20gas%20emits%20virtually%20no,percent%20lower%20than%20burning%20coal.>

TABLE 1

MASSACHUSETTS AND NATIONAL AMBIENT AIR QUALITY STANDARDS

| Pollutant | Averaging Time | NAAQS ($\mu\text{g}/\text{m}^3$) |
|-------------------|---|------------------------------------|
| SO ₂ | 1-hour ^P | 196 ^a |
| | 3-hour ^S | 1,300 ^b |
| | Annual ^P (Arithmetic Mean) | 80 |
| CO | 1-hour ^P | 40,000 ^b |
| | 8-hour ^P | 10,000 ^b |
| NO ₂ | 1-hour ^P | 188 ^c |
| | Annual ^{P/S} (Arithmetic Mean) | 100 |
| PM ₁₀ | 24-hour ^{P/S} | 150 |
| PM _{2.5} | 24-hour ^{P/S} | 35 ^d |
| | Annual ^P (Arithmetic Mean) | 12 ^{e,f} |
| | Annual ^S (Arithmetic Mean) | 15 |
| O ₃ | 8-hour ^{P/S} | 137 ^g |
| Pb | Rolling 3-Month Avg. ^{P/S} | 0.15 |

P = primary standard; S = secondary standard.

^a 99th percentile 1-hour concentrations in a year (average over three years).

^b One exceedance per year is allowed.

^c 98th percentile 1-hour concentrations in a year (average over three years).

^d 98th percentile 24-hour concentrations in a year (average over three years).

^e Three-year average of annual arithmetic means.

^f As of January 15, 2013, the U.S. EPA lowered the PM_{2.5} annual primary standard from 15 $\mu\text{g}/\text{m}^3$ to 12 $\mu\text{g}/\text{m}^3$.

^g Three-year average of the annual 4th-highest daily maximum 8-hour ozone concentration must not exceed 0.070 ppm (137 $\mu\text{g}/\text{m}^3$) (effective December 28, 2015) and the annual PM₁₀ standard was revoked in 2006.

TABLE 2

REPRESENTATIVE EXISTING AIR QUALITY IN THE PROJECT AREA

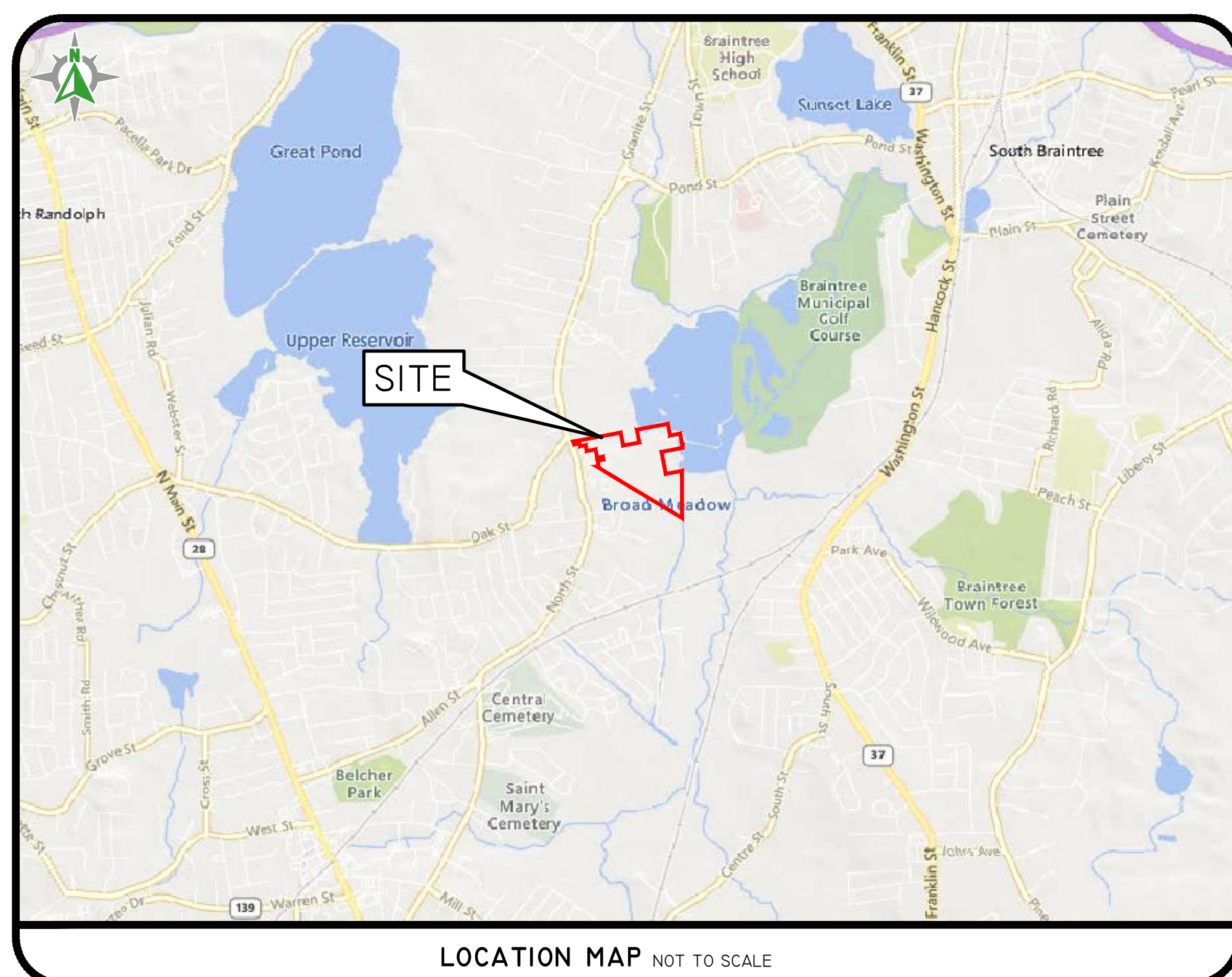
| Pollutant, Averaging Period | Monitor Location | Value ($\mu\text{g}/\text{m}^3$) | NAAQS ($\mu\text{g}/\text{m}^3$) | Percent of NAAQS |
|-----------------------------|--|------------------------------------|------------------------------------|------------------|
| CO, 1-hour | Von Hillern Street, Boston | 1,806 | 40,000 | 5% |
| CO, 8-hour | | 1,145 | 10,000 | 11% |
| NO ₂ , 1-hour | Canton Avenue, Milton | 47.7 | 188 | 25% |
| NO ₂ , Annual | | 6.5 | 100 | 7% |
| Ozone, 8-hour | Canton Avenue, Milton | 110 | 137 | 80% |
| PM ₁₀ , 24-hour | Harrison Avenue, Boston | 29 | 150 | 19% |
| PM _{2.5} , 24-hour | Von Hillern St, Boston (2019), Bridge St, Weymouth (2020) & Monatiquot St, Weymouth (2021) | 14.5 | 35 | 41% |
| PM _{2.5} , Annual | | 5.9 | 12 | 49% |
| Lead, Quarterly | Harrison Avenue, Boston | 0.007 | 0.15 | 5% |
| SO ₂ , 1-hour | Harrison Avenue, Boston | 5.1 | 196 | 3% |

Source: MassDEP, <https://www.mass.gov/lists/massdep-air-monitoring-plans-reports-studies>, downloaded June 19, 2023

Notes:

- (1) Annual averages are highest measured during the most recent three-year period for which data are available (2019 - 2021). Values for periods of 24-hours or less are highest, second-highest over the three-year period unless otherwise noted.
- (2) The eight-hour ozone value is the 3-year average of the annual fourth-highest values, the 24-hour PM_{2.5} value is the 3-year average of the 98th percentile values, the annual PM_{2.5} value is the 3-year average of the annual values – these are the values used to determine compliance with the NAAQS for these air pollutants.
- (3) The one-hour NO₂ value is the 3-year average of the 98th percentile values and the one-hour SO₂ value is the 3-year average of the 99th percentile values
- (4) The one-hour ozone standard was revoked by the US EPA in 2005; the annual PM₁₀ standard was revoked in 2006 and the 3-hour SO₂ standard was revoked by the US EPA in 2010.

RANDOLPH, MASSACHUSETTS



- 1 COVER SHEET
- 2 AERIAL HALF-MILE RADIUS & USGS MAP
- 3 NOTES AND LEGEND
- 4 APPROVAL NOT REQUIRED SUBDIVISION
- 5 SOIL EROSION & SEDIMENT CONTROL PLAN
- 6 OVERALL SITE PLAN
- 7 RANDOLPH ROAD OVERLAY PLAN
- 8 SITE LAYOUT & SIGNAGE PLAN
- 9 TRUCK TURN PLAN
- 10 GRADING PLAN
- 11 DRAINAGE PLAN
- 12 UTILITIES PLAN
- 13 POND DETAILS
- 14 SESC DETAIL SHEET
- 15 DETAIL SHEET-1
- 16 DETAIL SHEET-2
- 17 LANDSCAPE PLAN
- 18 LANDSCAPE NOTES & DETAILS

SHEET 1 OF 2 LIGHTING LAYOUT (RAB)
SHEET 2 OF 2 LIGHTING LAYOUT (RAB)

SWPPP / O&M
THE STORMWATER POLLUTION PREVENT PLAN (SWPPP)
STORMWATER OPERATION AND MAINTENANCE PLAN
(O&M) ARE REQUIRED DOCUMENTS WITH THIS PLAN SET
AND MUST BE MAINTAINED BY THE CONTRACTOR AND
OWNER ON SITE.



6/23/2026

PIPETE ENGINEERING ONLY WARRANTS PLANS ON A DIRETTE ENGINEERING TIME BLOCK STARTED BY REGISTERED PROFESSIONAL ENGINEER ONLY. THE CONTRACTOR'S RESPONSIBILITY FOR THE DESIGN OF THE PROJECT IS NOT TRANSFERRED TO PIPETE ENGINEERING. THE CONTRACTOR IS RESPONSIBLE FOR ALL OF THE MEANS, METHODS, SAFETY, PRECAUTIONS AND REQUIREMENTS, AND OSHA COMPLIANCE IN THE IMPLEMENTATION OF THIS PLAN AND DESIGN.

MISSING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS BASED ON RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND DEPTHS OF ALL UTILITIES. ANY CHANGES INCURRED DUE TO LOCATIONS OF EXISTING UTILITIES, SEE UTILITY NOTE ON SHEET 3.

| | | | |
|------------------|------------|---------------------------|-------------------|
| 1 | 06-23-2023 | PLANNING BOARD SUBMISSION | B.A.W. |
| 0 | 05-16-2023 | PLANNING BOARD SUBMISSION | B.A.W. |
| NO. | DATE | DESCRIPTION | BY: |
| DRAWN BY: B.A.W. | | | DESIGN BY: K.J.D. |

COVER SHEET
RANDOLPH ROAD, MULTIPLE PARCELS
WAREHOUSE DISTRIBUTION FACILITY
RANDOLPH, MASSACHUSETTS

PREPARED FOR:
BLUEWATER PROPERTY ACQUISITIONS, LLC
2005 HUDSON STREET, 8TH FLOOR
NEW YORK, NEW YORK 10013



6/23/2023

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS IT IS APPROVED BY THE BOARD OF WATER COMMISSIONERS AND A REGISTERED PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING.

DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE PROFESSIONAL ENGINEER'S SEAL AND PROFESSIONAL ENGINEER'S LICENSE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE CONSTRUCTION OF ANY WORK SHOWN ON THESE PLANS. THE CLIENT ASSUMES ALL RISK OF INADEQUATE DESIGN, METHODS, SAFETY, PRECAUTIONS AND REQUIREMENTS, AND OSHA DESIGN APPROVED IN THE IMPLEMENTATION OF THIS PLAN AND DESIGN.

EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. ONLY DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR THE LOCATION, DEPTH, OR TYPE OF UTILITIES SHOWN. SEE UTILITY MAPS ON SHEET 3.

| NO. | DATE | DESCRIPTION | DESIGN BY: K.J.D. |
|------------|---------------------------|-------------|-------------------|
| 06-22-2023 | PLANNING BOARD SUBMISSION | B.A.W. | |
| 06-16-2023 | PLANNING BOARD SUBMISSION | B.A.W. | |
| 06-16-2023 | PLANNING BOARD SUBMISSION | B.T. | |

OVERALL SITE PLAN

RANDOLPH ROAD, MULTIPLE PARCELS
WAREHOUSE DISTRIBUTION FACILITY
RANDOLPH, MASSACHUSETTS

PREPARED FOR:
BLUEWATER PROPERTY ACQUISITIONS, LLC
205 HUDSON STREET, 8TH FLOOR
NEW YORK, NEW YORK 10013

DE A38 NO. 254-002 COPYRIGHT 2023 BY DIPRETE ENGINEERING ASSOCIATES, INC.

PARCEL ID 17-D-A.1
N/F
THE INHABITANTS OF THE TOWN OF BRAINTREE

RICHARDI
RESERVOIR

APPROXIMATE EDGE OF WATER

PARCEL ID 17-D-2
N/F
BOARD OF WATER COMMISSIONERS

PARCEL ID 17-D-3.583-5
N/F
TOWN OF RANDOLPH

PARCEL ID 17-D-6
N/F
TOWN OF RANDOLPH & CONSERVATION COM

PARCEL ID 34-A-1.00
N/F
TOWN OF RANDOLPH

PARCEL 3
5.8± ACRES

STORMWATER POND
COMPLEX A
(SEE SHEET 13)

PARCEL 2
1.5± ACRES

PARCEL ID 17-G-2.3
N/F
ML REAL ESTATE TRUST, LLC

PARCEL ID 17-E-2.2
N/F
PUBLIC STORAGE

FULLER AVENUE
(40' WIDE PRIVATE RIGHT OF WAY)

PARCEL ID 17-F-1.02
N/F
PUBLIC STORAGE

PARCEL 1
1.9± ACRES
11 RANDOLPH ROAD
SINGLE STORY BUILDING

PARCEL ID 17-F-2.169-1
N/F
DIEP HUONG T

NORTH STREET
(60' WIDE PUBLIC RIGHT OF WAY)
(100' CONT'L LAYOUT)

PARCEL ID 17-J-2.189
N/F
LINCOLN REALTY TRUST

PARCEL ID 17-J-3.191
N/F
SPENCER TRUST

PARCEL ID 17-J-4
N/F
M & J HOUSING, LLC

PARCEL ID 17-J-5
N/F
ANTHONY VO & TRANG TRAN

DIMENSIONAL REGULATIONS:

| CURRENT ZONING: | INDUSTRIAL DISTRICT REQUIRED | PROVIDED | COMPLIES |
|--------------------------------|---------------------------------|------------|----------|
| MINIMUM LOT AREA: | 20,000 SF | 984,456 SF | YES |
| MINIMUM FRONTAGE: | 75' | 100' | YES |
| MINIMUM DEPTH: | 100' | >100' | YES |
| MINIMUM WIDTH: | 100' | >100' | YES |
| MINIMUM SETBACK FROM STREET: | 50' | >50' | YES |
| MINIMUM FRONT YARD: | 50' | 316.9' | YES |
| MINIMUM SIDE YARD: | 6' | 112.8' | YES |
| MINIMUM REAR YARD: | 15' | 113.8' | YES |
| BUFFER STRIP TO STREET: | 20' | 20' | YES |
| BUFFER STRIP TO RESIDENTIAL: | 40' | 40' | YES |
| BUFFER STRIP TO COMMERCIAL: | 2.5' | N/A | N/A |
| MAXIMUM BUILDING HEIGHT: | 50'± | 45' | YES |
| MAXIMUM STORES: | 4 | 1 | YES |
| BUILDING LOT COVERAGE (A): | 60% | 12% | YES |
| IMPERVIOUS LOT COVERAGE (B):** | 25% | 13% | YES |
| GREEN AREA OPEN SPACE (C): | 15% | 75% | YES |
| MAXIMUM COVERAGE (A)+(B): | 85% | 25% | YES |

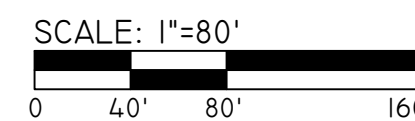
*THE HEIGHT OF A STRUCTURE SHALL BE BASED ON THE AVERAGE PRE-EXISTING GRADE WITHIN THE PROPOSED BUILDING FOOTPRINT.
**IMPERVIOUS LOT COVERAGE DOES NOT INCLUDE BUILDINGS

PARKING REGULATIONS:

| PARKING USE: | INDUSTRIAL |
|----------------------------------|---|
| PARKING REQUIREMENT: | 1 SPACE FOR EACH 2 EMPLOYEES, PLUS SPACE FOR EVERY COMPANY VEHICLE, PLUS SPACES FOR CUSTOMERS' VEHICLES AS DETERMINED APPROPRIATE BY THE BUILDING COMMISSIONER OR SITE PLAN ADMINISTRATOR |
| NUMBER OF EMPLOYEES: | 80 |
| REQUIRED PARKING CALCULATIONS: | 80 / 2 = 40 SPACES |
| ADA PARKING REQUIRED: | 2 SPACES |
| ADA PARKING PROVIDED: | 6 SPACES |
| TOTAL PARKING SPACES PROVIDED: | 108 PARKING SPACES |
| TRUCK LOADING SPACES PROVIDED: | 22 SPACES |
| TRAILER STORAGE SPACES PROVIDED: | 16 SPACES |

DESIGN NOTES:

- INDUSTRIAL DISTRICTS ABUTTING RESIDENTIAL DISTRICTS OR MULTIFAMILY DISTRICTS.
 - IN AN INDUSTRIAL DISTRICT WHERE THE LOT ABUTS OR IS WITHIN FORTY (40) FEET OF THE SIDE OR REAR BOUNDARY LINE OF ANY RESIDENTIAL DISTRICT (INCLUDING ANY RESIDENTIAL DISTRICTS IN ANY ADJACENT MUNICIPALITY) OR MULTIFAMILY DISTRICT, THERE SHALL BE PROVIDED ON ALL PORTIONS OF SAID LOT WITHIN FORTY (40) FEET OF SAID BOUNDARY LINE A BUFFER STRIP, AS FOLLOWS: THE PORTION OF SUCH BUFFER FOR AND MAINTAINED AS A PLANTING AREA FOR LAWNS, TREES, SHRUBS AND OTHER LANDSCAPE MATERIALS TO PROVIDE A PARK LIKE AREA OF SEPARATION BETWEEN DISTRICTS.
 - IN THIS BUFFER ZONE, NO BUILDING, STRUCTURE OR PAVEMENT OF ANY NATURE, EXCLUDING NON ACCESSORY SIGNS, MAY BE CONSTRUCTED OR MAINTAINED.
 - NO BUILDING, STRUCTURE OR PAVED SPACE ASSOCIATED WITH PARKING MAY BE LOCATED IN THE BUFFER STRIP.
 - PLANTINGS IN THE BUFFER STRIP SHALL BE MAINTAINED BY THE OWNER OF THE PROPERTY USED FOR NONRESIDENTIAL PURPOSES.





6/23/2021

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES
UNLESS STAMPED 'ISSUED FOR CONSTRUCTION' AND STAMPED BY
A REGISTERED PROFESSIONAL ENGINEER OF DIPRETE

ENGINEERING.

THE CONTRACTOR IS RESPONSIBLE FOR ALL OF THE MEANS, METHODS, SAFETY PRECAUTIONS AND REQUIREMENTS, AND OSHA CONFORMANCE IN THE IMPLEMENTATION OF THIS PLAN AND ENGINEERING DOES NOT WARRANT PLANS BY ANY OTHER PARTY.

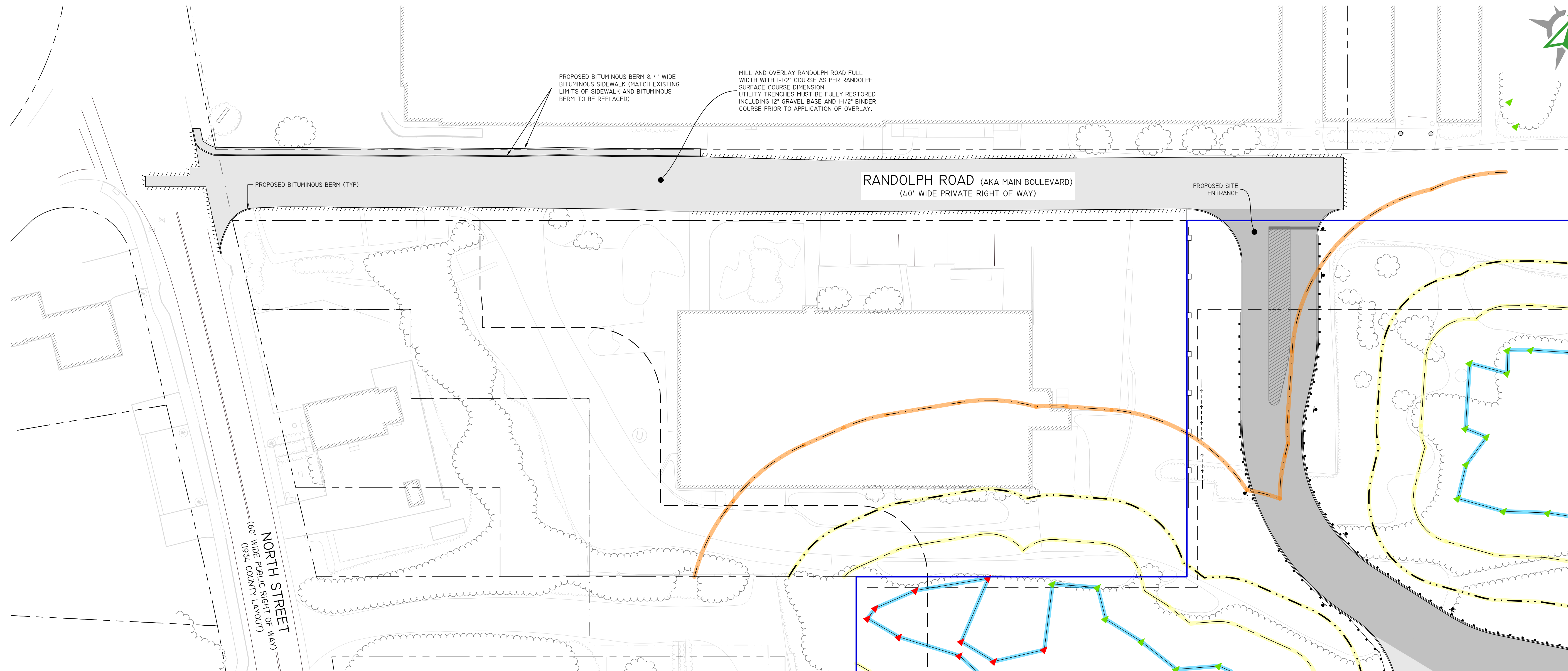
EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED DUE TO LOCATIONS OF EXISTING UTILITIES.

| NO. | DATE | DESCRIPTION | BY: |
|-----|------------|---------------------------|--------|
| | 06-23-2023 | PLANNING BOARD SUBMISSION | B.A.W. |
| | 05-16-2023 | PLANNING BOARD SUBMISSION | B.A.W. |


RANDOLPH ROAD OVERLAY PLAN
RANDOLPH ROAD, MULTIPLE PARCELS
WAREHOUSE DISTRIBUTION FACILITY
RANDOLPH, MASSACHUSETTS

PREPARED FOR:
BLUEWATER PROPERTY ACQUISITIONS, LLC
205 HUDSON STREET, 8TH FLOOR
NEW YORK, NEW YORK 10013

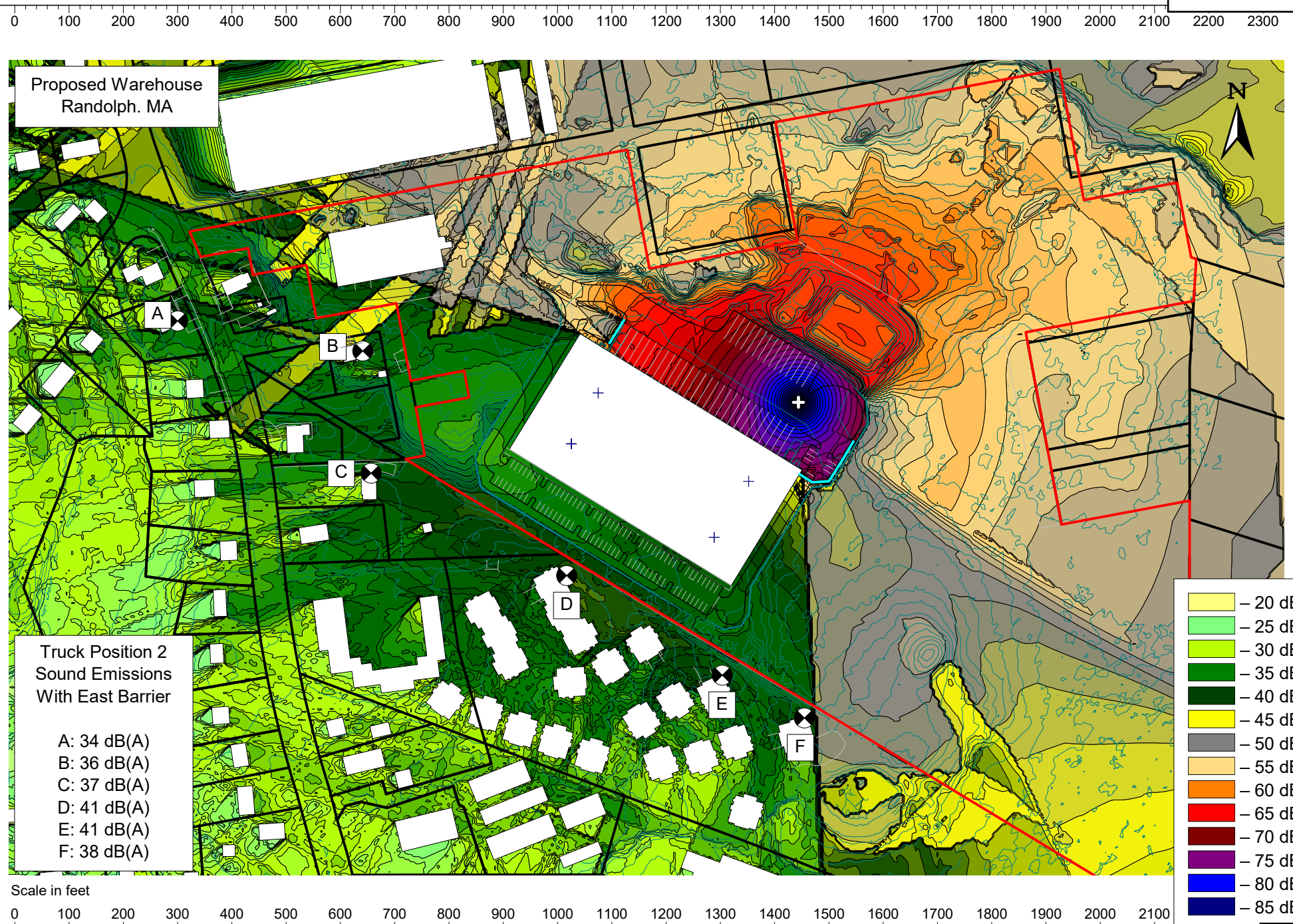
SHEET 7 OF 18



SCALE: 1"=30'



A horizontal scale bar with alternating black and white segments. It is marked with '0', '15'', '30'', and '60''.



PLANNING DEPARTMENT

APPLICATION FOR A SPECIAL PERMIT OR SITE PLAN & DESIGN REVIEW



| | | | | | |
|--|---|---|--|--|--|
| Project Type | <input type="radio"/> Tier 1 Review <input type="radio"/> Tier 2 Review <input checked="" type="radio"/> Tier 3 Site Plan/Design Review | | | <input type="radio"/> In-Law <input type="radio"/> Two-Family <input type="radio"/> Special Permit | |
| Assessor Parcel ID <i>map-block-parcel</i> | See Addendum "A" attached hereto | Norfolk County Registry of Deeds | <i>Book/Page or Cert #</i> See Addendum "A" attached hereto | | |
| Parcel Address | Randolph Road, Multiple Parcels - Randolph, MA | | | | |
| Current use | Undeveloped | | | | |
| Zoning District | Industrial | Size of Parcel | 23.4 +/- Acres | | |
| Parcel Attributes | <input checked="" type="radio"/> Wetland <input type="radio"/> Flood Plain <input checked="" type="radio"/> Wetland Resource | | | | |
| Project Description | | | | | |
| | See Addendum "B" attached hereto for project narrative. | | | | |
| | | | | | |

| | | | | | |
|-------------------------|--|--------------|-----------------------------|--|--|
| Applicant | Bluewater Property Acquisitions LLC | | | | |
| Contact person | Alexandra Escamilla | | | | |
| Applicant Status | <input type="radio"/> Owner <input type="radio"/> Tenant <input type="radio"/> Licensee <input checked="" type="radio"/> Buyer <input type="radio"/> Other _____ | | | | |
| Address | 76 8th Avenue, 10th Floor, New York, NY 10011 | | | | |
| Phone | 312-415-2450 | Email | aescamilla@bluewaterpvg.com | | |

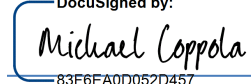
| | | | | | |
|-----------------------|---|--------------|--------------------------|--|--|
| Surveyor | DiPrete Engineering | | | | |
| Contact person | Gregg Burnett, Principal | | | | |
| Address | 105 Eastern Avenue, Suite 200, Dedham, MA 02026 | | | | |
| Phone | 508-410-3992 | Email | gburnett@diprete-eng.com | | |

| | | | |
|-----------------------|---|--------------|--------------------------|
| Engineer | DiPrete Engineering | | |
| Contact person | Gregg Burnett, Principal | | |
| Address | 105 Eastern Avenue, Suite 200, Dedham, MA 02026 | | |
| Phone | 508-410-3992 | Email | gburnett@diprete-eng.com |

If property owner is not the Applicant, authorization from the owner is required

| | | | |
|-----------------------|--|--------------|--------------------------------|
| Property Owner | ML Real Estate Trust LLC and Randolph Road Realty, LLC | | |
| Address | 11 Randolph Road, Randolph, MA 02368 | | |
| Phone | | Email | mjl@seaandshorecontracting.com |

I hereby certify, under the pains and penalties of perjury, that the information contained in this application is true, accurate and complete to the best of my knowledge and belief. I agree to abide by the Randolph Zoning Ordinances and complete construction of the project in accordance with said rules and any conditions of the Planning Board.

DocuSigned by:

 83F6EA0D052D457...
 Applicant Michael W. Coppola

5/13/2023

Date

Agent/Representative

Date

ADDENDUM “A”

| <u>Property Owner:</u> | <u>Title Reference:</u> | <u>Parcel ID:</u> |
|-------------------------------|--|--|
| ML Real Estate Trust LLC | Certificate of Title #185889 Book 41137, Page 181 | 17-F-1.01 17-K-2 |
| Randolph Road Realty, LLC | Book 36563, Page 246 | 17-1-3 17-1-2.192 17-1-4.201 17-H-1.Q 17-H-2.554-5 17-K-1.R 17-J-7.1 17-J-8.225-2 17-L-1.S 17-L-2.695 17-D-5.704-7 34-A-2.713-7 17-J-15.756-7 17-J-14.785 34-A-3.739-7 |
| 3597202.3 | | |

ADDENDUM “B”

**PROJECT NARRATIVE FOR SITE PLAN & DESIGN REVIEW
MULTIPLE PARCELS ON RANDOLPH ROAD, RANDOLPH, MA**

Bluewater Property Acquisitions LLC (“Applicant” or “Bluewater”) submits this project narrative in support of its application for Tier 3 Site Plan & Design Review under Section 200-90 of the Town of Randolph Zoning Ordinance (“Zoning Ordinance”). The Applicant is seeking to develop 23.4 +/- acres of unimproved land located at 11 Randolph Road, Randolph, MA located within the Industrial (ID) zoning district (“Property”). Within the ID zoning district, the Property may be used, by right, for the purpose of: *“Wholesale, warehousing, distributing, repair, rental and servicing of any commodity, excluding live animals, explosives and storage of flammable liquids and gases, large.”* There are no additional overlay districts encumbering the Property. The Property is bounded by Randolph Road and commercial properties to the north and west, wetland resource areas to the east and the Village at Broad Meadow, a residential development, to the south.

Under the site programming, the Applicant seeks to construct a new building of approximately 120,000 +/- square feet for a warehouse distribution facility with integrated surface parking, site circulation, loading areas, landscaping, retaining walls and stormwater management features (the “Project”), all as more particularly shown on the Site Plans entitled: “Planning Board Submission, Randolph Road, Multiple Parcels located in Randolph, Massachusetts” dated May 16, 2023, prepared by DiPrete Engineering (“Site Plans”). Access to the Project site is via a two-way site driveway off of Randolph Road with 92 parking spaces located at the front of the building, 16 passenger parking spaces, 16 trailer spaces and 22 loading docks located at the rear of the building. The Project has been designed to minimize potential impacts, to be sensitive to abutters, and to meet the economic development goals of the Town within the Industrial District.

Bluewater Property Group is an experienced industrial developer with a long track record of working with communities on the successful redevelopment of warehouses on Industrial-zoned sites. Bluewater relies on the public process to address community questions and concerns and takes a long-term ownership view of all projects. Representatives from Bluewater will be available to answer questions, post information, and field concerns throughout the Planning and Construction Process. Bluewater regularly communicates with Town leadership during construction on planned activities through email updates and often works with administrators to post relevant project information online.

The Applicant has designed a program that complies with the dimensional standards of the Zoning Ordinance and therefore no waivers are being requested and as you will see in the

enclosed application materials, the Project conforms with the criteria set forth under of Section 200-94 of the Zoning Ordinance with reference to the following:

1. **Site Development.** The Property is presently unimproved and the proposed industrial warehouse building is in an appropriate location on the Property and will not significantly alter the character of the zoning district for the following reasons: (i) access to the site is from Randolph Road and the proposed building is set back 434 feet from North Street, (ii) truck access and loading is located at the rear of the building adjacent to existing commercial uses with the building acting as a natural buffer for noise and is screened from the residential abutters. 35% of the Property will be disturbed as part of the proposed development, while the remaining 65% will be left as untouched woods and Natural Resource Areas.

While no specific tenant has been identified, Bluewater anticipates that the building will be occupied by one or more distribution, warehouse, or storage, users consistent with the Industrial district allowed uses. While these types of warehouses operate 24/7, most of their activity occurs during the daytime hours; nighttime operations are generally used to prepare for the next day. Further, shift start and stop times are typically staggered throughout the day and inbound/outbound activities are planned for efficient loading and unloading. And further, that such development will support the Town's economic goals by increasing revenue, creating jobs, and limiting impacts on existing public and educational services.

2. **Lighting.** A Photometric Plan showing the light intensity in foot-candles is provided in the Site Plans. The lighting has been designed to minimize glare and preclude light spillover to adjacent properties. Impacts have been minimized to surrounding neighbors as well as onsite wetlands and wildlife through the use of dark sky compliant lighting fixtures, using lights that have a color temperature of not more than 3,000 Kelvin, and the use of back shields.
3. **Noise.** Site activity is proposed to be 24/7 hour operation (a special permit will be sought from the Town Council) with delivery operations primarily concentrated during the daytime hours. The program design situates the primary employee parking to the front of the building closest to the residential abutters and is adequately screened from such abutters. Van, tractor trailer spaces and loading docks are located at the rear of the building where a sound wall will be constructed to mitigate potential impacts. This commercial vehicle activity orientation and proposed mitigation allows the building and landscaping to serve as buffers to any sound impacts. Enclosed in this application is a full sound study prepared by Ostgaard Acoustical Consultants.
4. **Stormwater** The proposed stormwater management system will treat both the quality and the quantity of stormwater discharge from the Property, all of which will be designed utilizing best management practices. The stormwater management proposes a sediment

forebay, sand filter and detention basin system for a majority of the development runoff. A proprietary practice (Downstream Defender) is proposed for the entrance driveway runoff. These practices will help to remove 90% total suspended solids (TSS) and 60% total phosphorus (TP) as required per the Randolph Stormwater Rules and Regulations. The Project will not place unreasonable demands on Town services and infrastructure. A stormwater report has been filed in conjunction with this application. A stormwater permit application will be filed with the Stormwater Authority of the Town.

Soil Erosion and Sediment Control: Prior to construction Bluewater will file a SWPP consistent with soil erosion and sediment control regulations. During the construction period, linear erosion controls consisting of compost socks and/or silt fence will be provided at all downgradient limits of land disturbance. In addition, temporary diversion conveyance measures are proposed to divert stormwater runoff on disturbed areas to temporary sediment traps to allow for deposition of sediments prior to runoff to adjacent resource areas. Stockpile/staging and concrete washout areas will be incorporated as shown on the Soil Erosion & Sediment Control Plan within the site plan set.

5. **Natural Resources.** Bluewater has been issued a Wetlands Order of Resource Area Delineation (DEP # SE 268- 0424), dated March 7, 2023 (ORAD), and will be filing a wetlands Notice of Intent with the Randolph Conservation Commission. The development program has been designed with sensitivity to the resource areas and proposes no direct impacts to the site's delineated wetlands.
6. **Pedestrian and Vehicular Access; Traffic Management.** The proposed use and operation of the Premises necessitates the creation of dedicated parking areas to service employees as well as van, shipping office parking, and additional areas dedicated to tractor trailer delivery vehicles. A turnaround has been provided to the rear of the building in order to allow truck traffic to remain to the rear of the building as well as reduce the lane width south of the building for the purpose of emergency access only. Sidewalks are proposed to provide safe and convenient access to the main entrance of the building. Bicycle racks and electric vehicle charging stations will also be provided. A traffic report has been filed in conjunction with this application.
7. **Snow Storage.** Snow storage areas are depicted on the Site Plans and will not impact the wetland resource areas.
8. **Sustainability.** The building has been designed to facilitate sustainable initiatives, such as the roof will be solar ready and there will be four (4) electric vehicle charging stations located in the employee parking area. Building specifications include enhanced waste management reporting and procurement directives aimed at reducing greenhouse gas emissions. Bicycle parking is provided for employees seeking transportation alternatives.

9. **Landscaping.** A proposed Landscape Plan is set forth in the Site Plans which show landscaped islands within the parking area and plantings around the perimeter of the building. Parking lots, loading areas, dumpsters, shall be screened from view from all public rights of way and all adjacent properties by the use of landscape buffers, berms, natural contours, fences or a combination of all of the above. Low brush areas facing abutting residences will be infilled with additional landscaping for further screening. The site programming intends to keep as many existing mature trees as possible. The Project proposes leaving approximately 65% of the site untouched, including all Resource Areas and other wooded areas throughout. \
10. **Building Materials and Color.** The building is set within a natural barrier of protected resource areas and a canyon-like setting reducing visibility to the public. However, building features have been incorporated to add visual interest while reducing the appearance of bulk or mass, such as varied facades and window treatments, differed colors, well varied rooflines and well-proportioned roof overhangs, and other details intended to establish an appropriately scaled design for the Route 28 corridor. Renderings have been filed in conjunction with this application.
11. **Water Distribution and Fire Protection System.** The water service will be extended from the existing main on North Road or Randolph Road as coordinated with the Town DPW. Four (4) fire hydrants will be maintained to support the tenant operations. Fire truck access will be provided around all four sides of the building. The south driveway is intended for emergency access only and signage, striping and collapsible bollards will be provided at either end of this driveway to ensure this drive aisle remains clear.
12. **Private Utilities.** Utilities will be accessed via North Street or Randolph Road as applicable and shown on the Site Plans. The utilities proposed to service the building include electric, gas, water and sewer. We have confirmed that National Grid has availability to service the electrical power needs of the site and Project. Gas is available and will be provided by Eversource. Final connection to the sewer and water utilities are being coordinated with the Town DPW.
13. **Signage.** Directional and monument directory signage will be in compliance with Article IX of the Zoning Ordinance.
14. **Pest Control.** During construction, standard pest control measures will be utilized including setting of traps, inspection of incoming materials, ongoing site clean-up and trash control. Bluewater will engage with a pest control service for regular site maintenance during construction and post completion.
15. **Construction Means and Methods.** During construction, Bluewater will employ best practices along with State and locally regulated means and methods for excavation, rock removal, and vertical construction. Abutters will be notified of anticipated construction

activities, durations, and hours of operation through electronically posted notices. Bluewater will obtain precondition surveys and comply with all State and local-mandated monitoring requirements. Dust control measures including water tank and sprinklers will be employed during construction to prevent the tracking of materials on public roads and to control air quality during construction.

16. **Solid Waste Disposal, Including Trash and Garbage.** Solid waste will be privately managed and disposed of through the use of on-site trash compactors located within the loading dock area, all of which will be maintained by the property owner or tenant, and trash will be transported off-site by a licensed hauler. During construction, processing and recycling of construction waste will be managed, and the Applicant will contract with a licensed waste hauler having off-site sorting capabilities. All construction debris will be taken off site by the waste hauler, sorted as either recycled debris or waste debris and sent to the proper recycling center or waste facility. As necessary, construction debris will be covered or wetted to minimize airborne dust particles.
17. **Master Plan and Economic Development.** The proposed Project is in harmony with the goals of the Master Plan. The proposed project will aid in the diversification of commercial operations in the Industrial zoning district and yield increases in property assessments that will have a positive annual tax generation for the community as a result of limited impacts on municipal services and infrastructure. While Bluewater has not yet secured a tenant(s) for the Project building, Bluewater estimates, based upon its experience with similarly sized buildings in the northeast, that the construction of a warehouse with office uses is projected to generate approximately between 60 and 70 new jobs in the Town of Randolph including warehouse management positions.

The estimated annual tax revenue from the proposed 120,000 s.f. of gross floor area representing the proposed building and land, at Project completion, is projected to be approximately \$180,000.00 (rounded) compared to approximately \$28,000 generated by the Property in 2022. This number excludes any projected increase in land value.

In addition, it is anticipated that secondary businesses will provide support services to the proposed operation and while those ancillary benefits cannot be quantified, their impacts could create a positive ripple effect of overall economic well-being.

18. **Findings and Conclusion.** The Project is expected to result in minimal impacts to Town services, including fire, police, water, school systems and other services, and while there will be some temporary construction impacts as with other projects of this nature, the Project is expected to have negligible environmental impacts, and positive community benefits in the form of additional revenues generated by the new building proposed for the site. As a result, there are no measurable adverse impacts. When compared to other uses otherwise permitted within the Zoning District, the proposed uses are not expected to result in any adverse environmental and community impacts. The Project is proposed

to be constructed in accordance with applicable stormwater, DPW, utility, public safety, wetlands and zoning requirements, and as a result, the Project is not expected to result in the creation of significant adverse impacts to the Town.

3598234.3

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road
Randolph, MA 02368

Bluewater Property Group LLC
76 8th Avenue 10th Floor NY, NY 10011

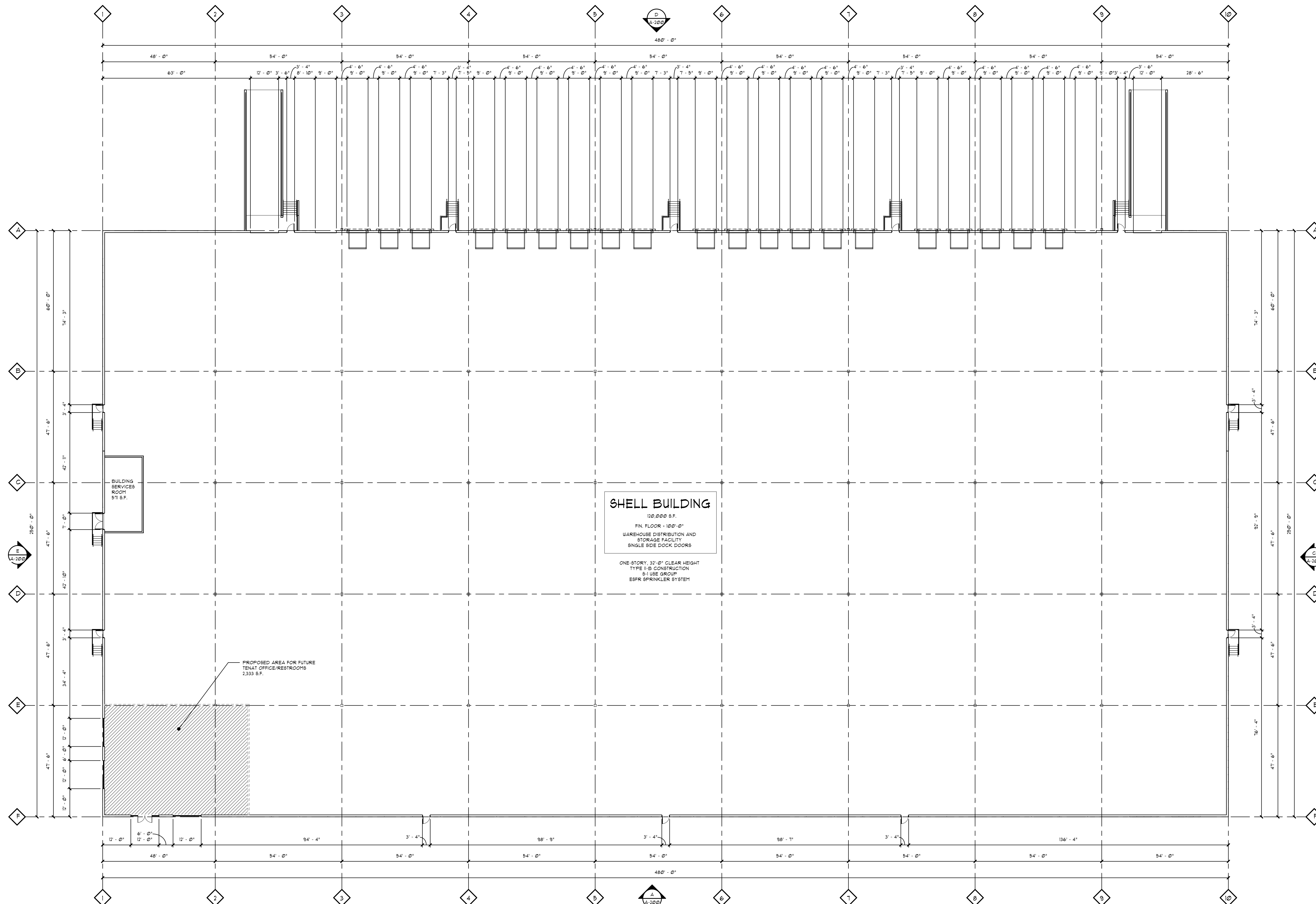
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[illegible]

OVERALL
BUILDING FLOOR
PLAN

FAA #22111.000

A-100



OVERALL BUILDING FLOOR PLAN
SCALE: 1/16" = 1'-0"



Randolph Road - Speculative Warehouse

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Randolph, MA 02368

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76 8th Avenue 10th Floor NY, NY 10011

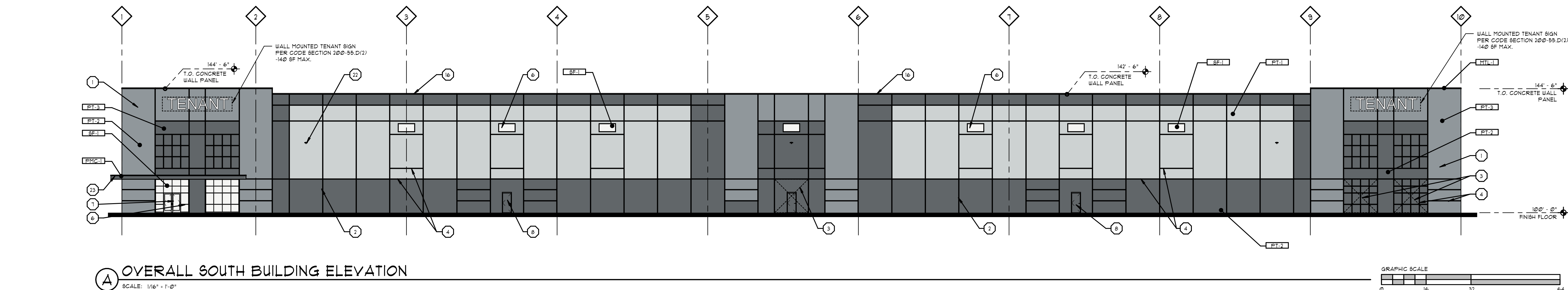
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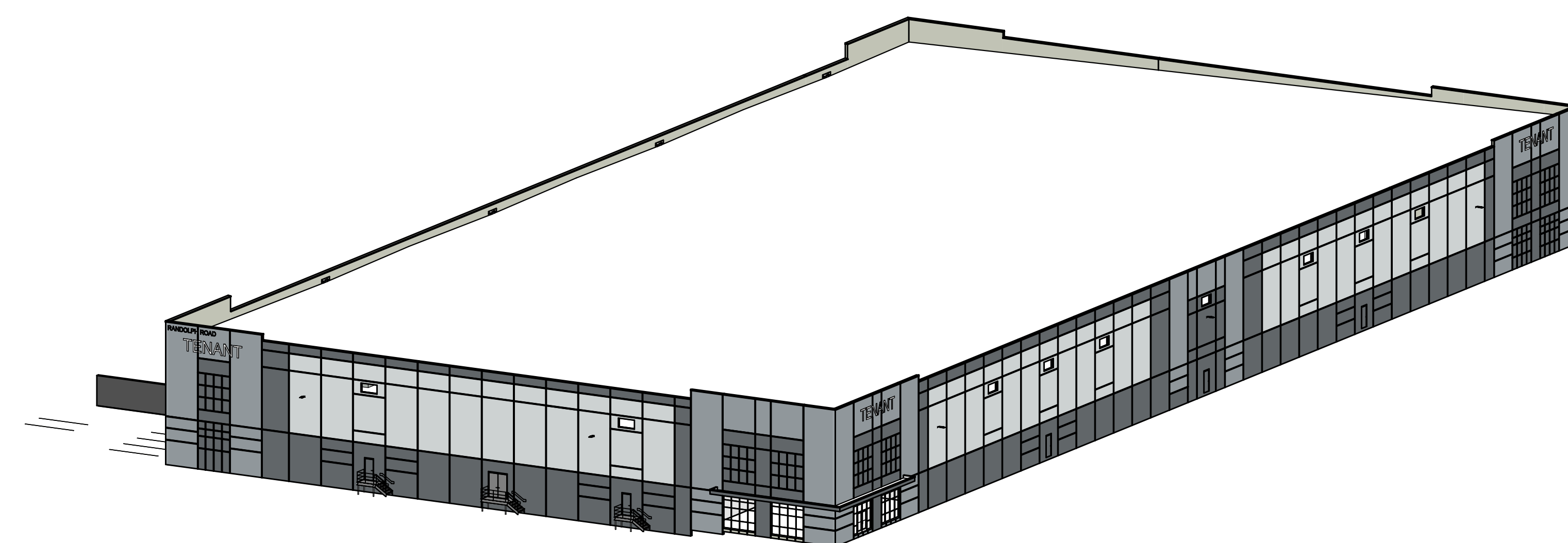
OVERALL BUILDING ELEVATIONS

FAA #22111.000

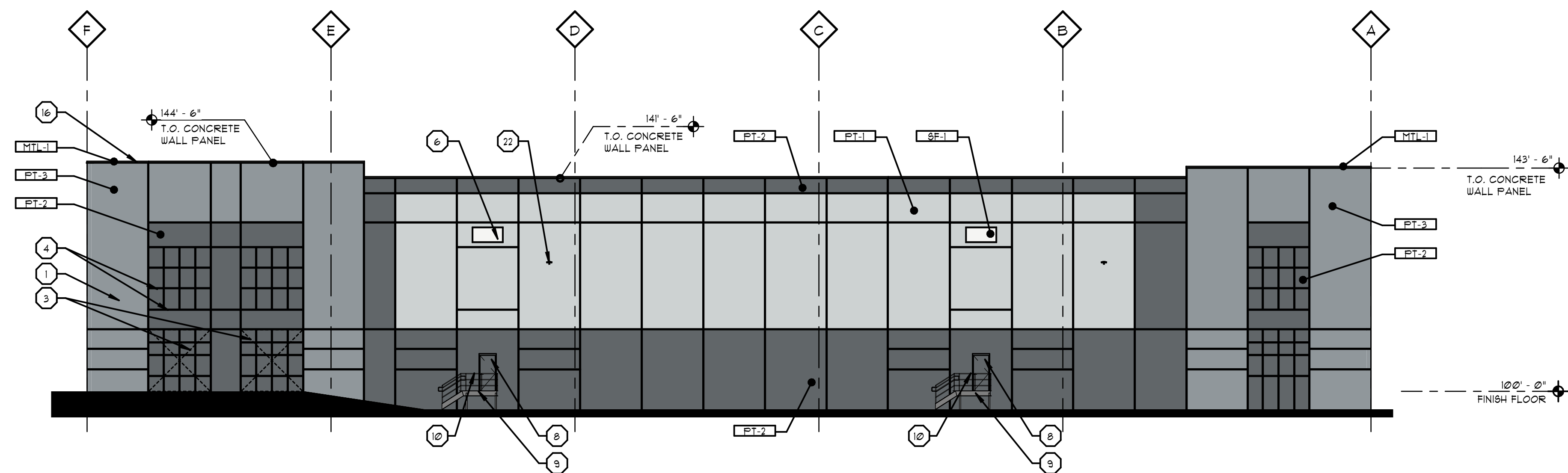
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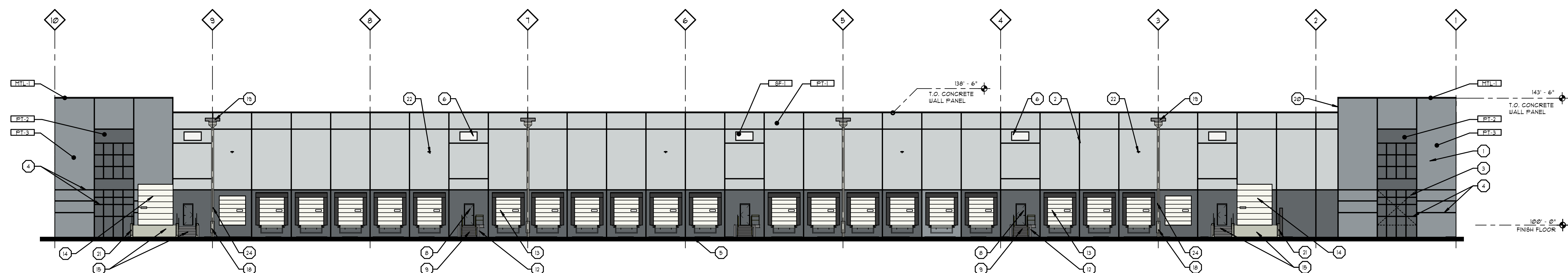
OVERALL SOUTH BUILDING ELEVATION
SCALE: 1/16" = 1'-0"



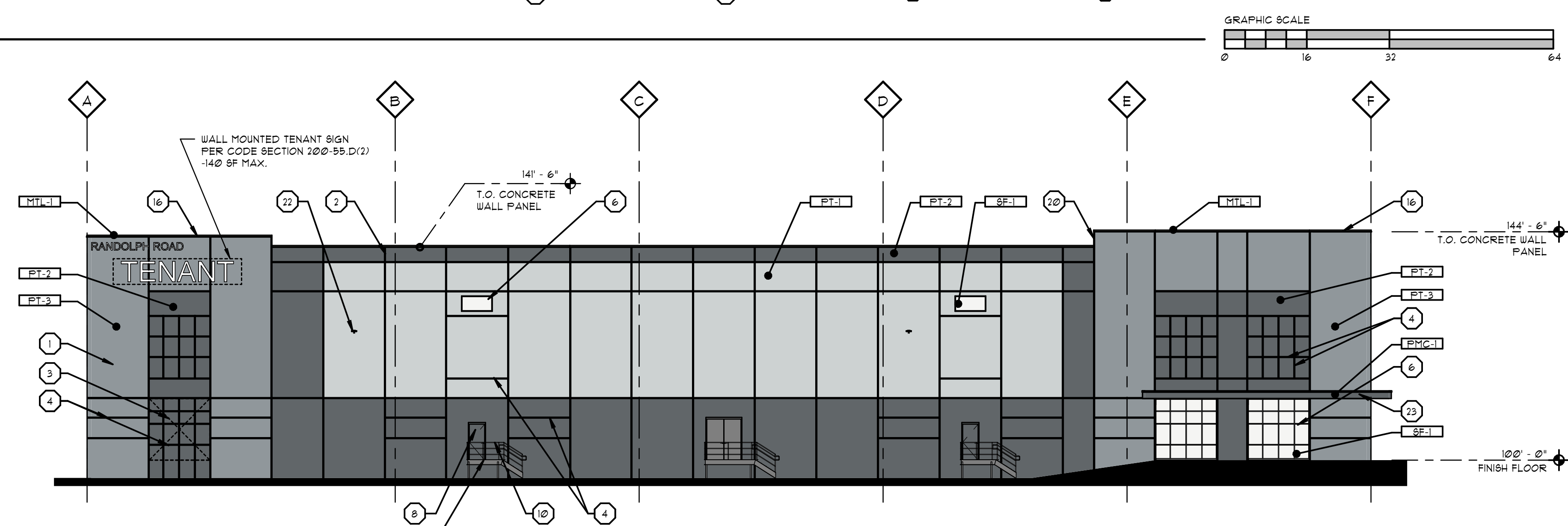
B BUILDING PERSPECTIVE - SOUTHWEST CORNER



© OVERALL EAST BUILDING ELEVATION
SCALE: 1/16" = 1'-0"



(D) OVERALL NORTH BUILDING ELEVATION
SCALE: 1/16" = 1'-0"



(E) OVERALL WEST BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

ELEVATION CODED NOTES

1. PRECAST CONCRETE WALL PANELS.
2. PANEL JOINT WITH SEALANT.
3. KNOCK-OUT PANEL FOR FUTURE WINDOW / DOCK DOOR 4 LEVELER. SHOWN DASHED ITYP.
4. PRECAST PANEL REVEAL.
5. CONCRETE DOCK PAD (SEE CIVIL SHEETS FOR PROFILE & SLOPE)
6. PREFINISHED ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED LOW-E GLAZING.
7. ALUMINUM STOREFRONT ENTRANCE DOOR(S) WITH 1" INSULATED LOW-E GLAZING.
8. INSULATED HOLLOW METAL SERVICE DOOR 1/2" FRAME. PAINT SEMI-GLOSS EXTERIOR GRADE SOLID.
9. EXTERIOR GALVANIZED METAL STAIR WITH 1/2" DIA. GUARDRAIL 11/16" DIA. HANDRAIL. PROVIDE (2) 6" DIA. BOLLARDS AT DOCK SIDE LANDING.
10. 7/8" GALVANIZED METAL DIA. RAIL AT 42" AFF. WITH INTERMEDIATE RAIL AT 21" AFF. AND POSTS AT 8'-0" OC. MAX.
11. 1 1/4" DIA. EXTERIOR GALVANIZED HANDRAIL.
12. 6" DIA. CONCRETE-FILLED STEEL BOLLARD/GUARDRAIL. PAINT "SAFETY YELLOW".
13. 6'-0" X 10'-0" MANUALLY OPERATED INSULATED OVERHEAD SECTIONAL DOCK DOOR.
14. 12'-0" X 14'-0" MOTORIZED INSULATED OVERHEAD SECTIONAL DRIVE-THRU DOOR. PROVIDE (4) 6" DIA. BOLLARDS (ITYP.).
15. 10'-0" X 14'-0" MOTORIZED 15' HIGH WITH 1/2" GALVANIZED METAL GUARDRAIL AT DRIVE-THRU OVERHEAD DOORS. (SEE CIVIL SHEETS)
16. PREFINISHED METAL COPING (24 GA.) OR FASCIA EDGE FLASHING (24 GA.).
17. LINE OF ROOF BEYOND.
18. GALVANIZED STEEL PLATE DOWNSPUT GUARD. SECURE TO WALL WITH (3) 1/2" DIA. EXPANSION ANCHORS.
19. 3'-0" X 1/2" X 4" H THIN METAL SCUFFER OPENING W/ 5'-0" X 1/2" OC. OVERFLOW OPENING W/ PREFINISHED METAL SCUFFER SLEEVE.
20. PARAPET STEP. CONTINUE CONCRETE ON VERTICAL FACE OF WALL PANEL. TYPICAL.
21. CAST-IN PLACE CONCRETE RETAINING WALL. (SEE CIVIL SHEETS)
22. WALL MOUNTED LIGHT FIXTURE. (SEE CIVIL SHEETS)
23. PRE-ENGINEERED ARCHITECTURAL METAL CANOPY SYSTEM.
24. METAL (22 GA.) DOWNSPUT WITH METAL ANCHOR STRAPS @ 8'-0" OC. MAX. CONNECT TO FORM BY 1/2" DIA. GALVANIZED STEEL BRACKET. PROVIDE CLEAN OUT ACCESS COVER AS REQUIRED. (SEE CIVIL SHEETS)

MATERIAL FINISH KEY

| MARK | MANUFACTURER | DESCRIPTION | REMARKS |
|------------------------------------|------------------|---|--|
| PART | | | |
| PT-1 | SHERWIN WILLIAMS | TEXTURED ACRYLIC COATING TO MATCH COLOR BW 6323 "MISTY" | EXTERIOR FIELD COLOR (SEE SPECIFICATIONS) |
| PT-2 | SHERWIN WILLIAMS | TEXTURED ACRYLIC COATING TO MATCH COLOR BW 1015 "WEB GRAY" | EXTERIOR FIELD COLOR, HOLLOW METAL DOORS AND FRAMES (SEE SPECIFICATIONS) |
| PT-3 | SHERWIN WILLIAMS | TEXTURED ACRYLIC COATING TO MATCH COLOR BW 6324 "STEELY GRAY" | EXTERIOR FIELD COLOR (SEE SPECIFICATIONS) |
| PRE-ENGINEERED METAL CANOPY | | | |
| PMCT | MAPES OR EQUAL | MATCH COLOR BW 1015 "WEB GRAY" | (SEE SPECIFICATIONS) |
| PRE-FINISHED METAL | | | |
| MTL-1 | DPW | DOWNPOUTS, GUTTERS, METAL COPINGS AND FLASHINGS | FINISH - DOVE GRAY |
| STOREFRONT/WINDOW SYSTEM | | | |
| SF-1 | KAUNER | PRE-FINISHED ALUMINUM STOREFRONT SYSTEM | FINISH - CLEAR ANODIZED |



VIEW OF NORTHWEST ENTRY AT DRIVE AISLE

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

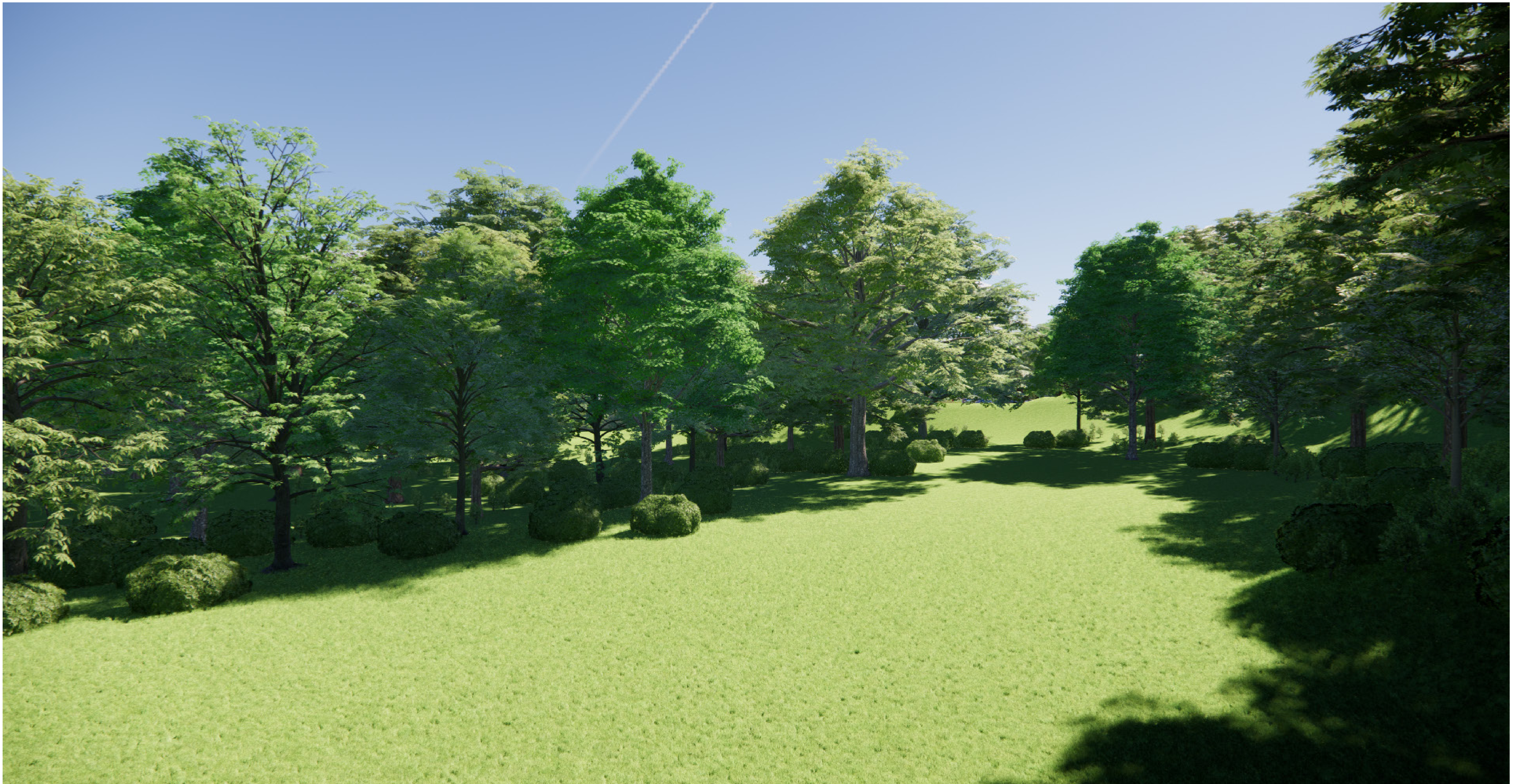


VIEW OF SOUTHEAST CORNER AT RETAINING WALL

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

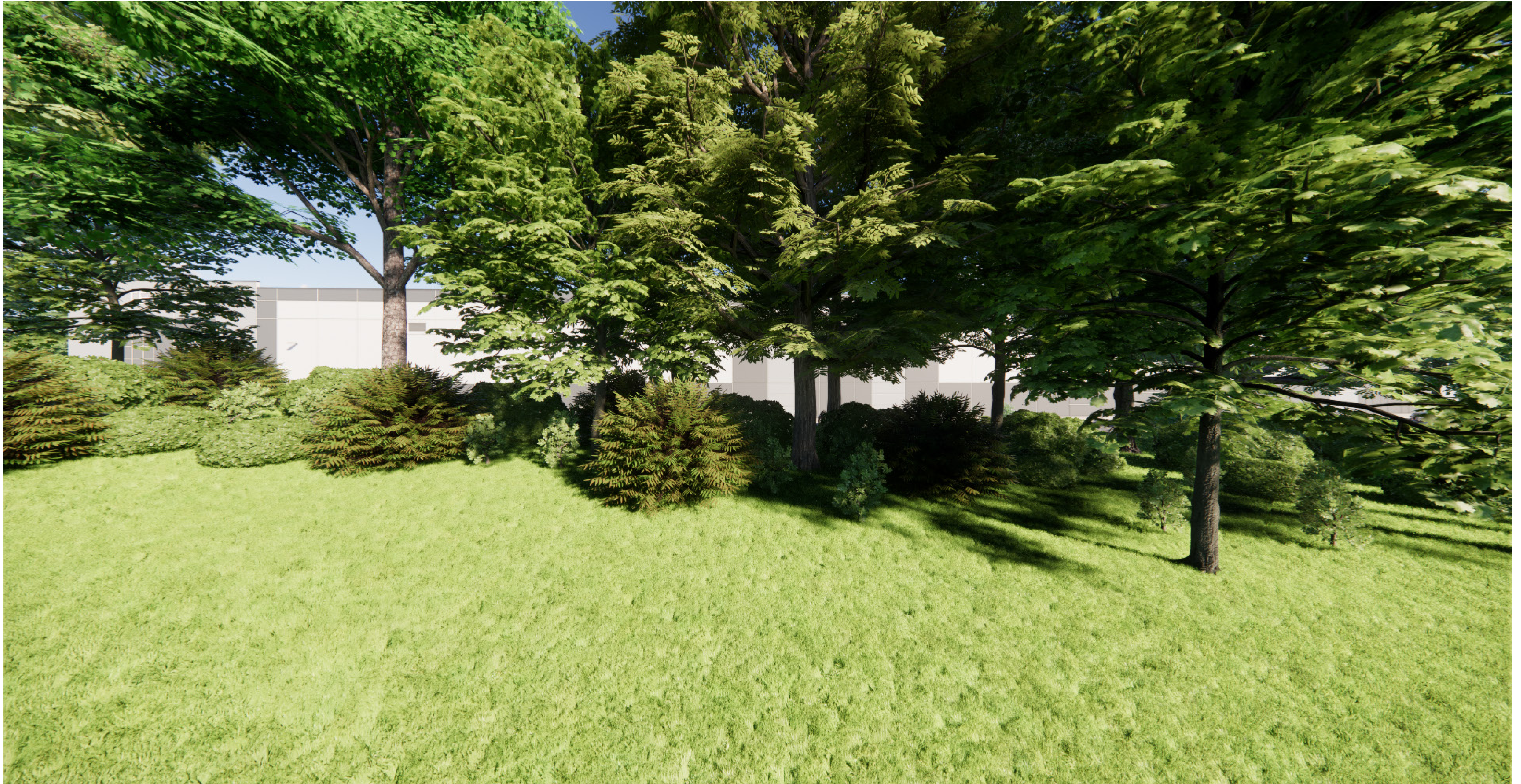
May 16, 2023



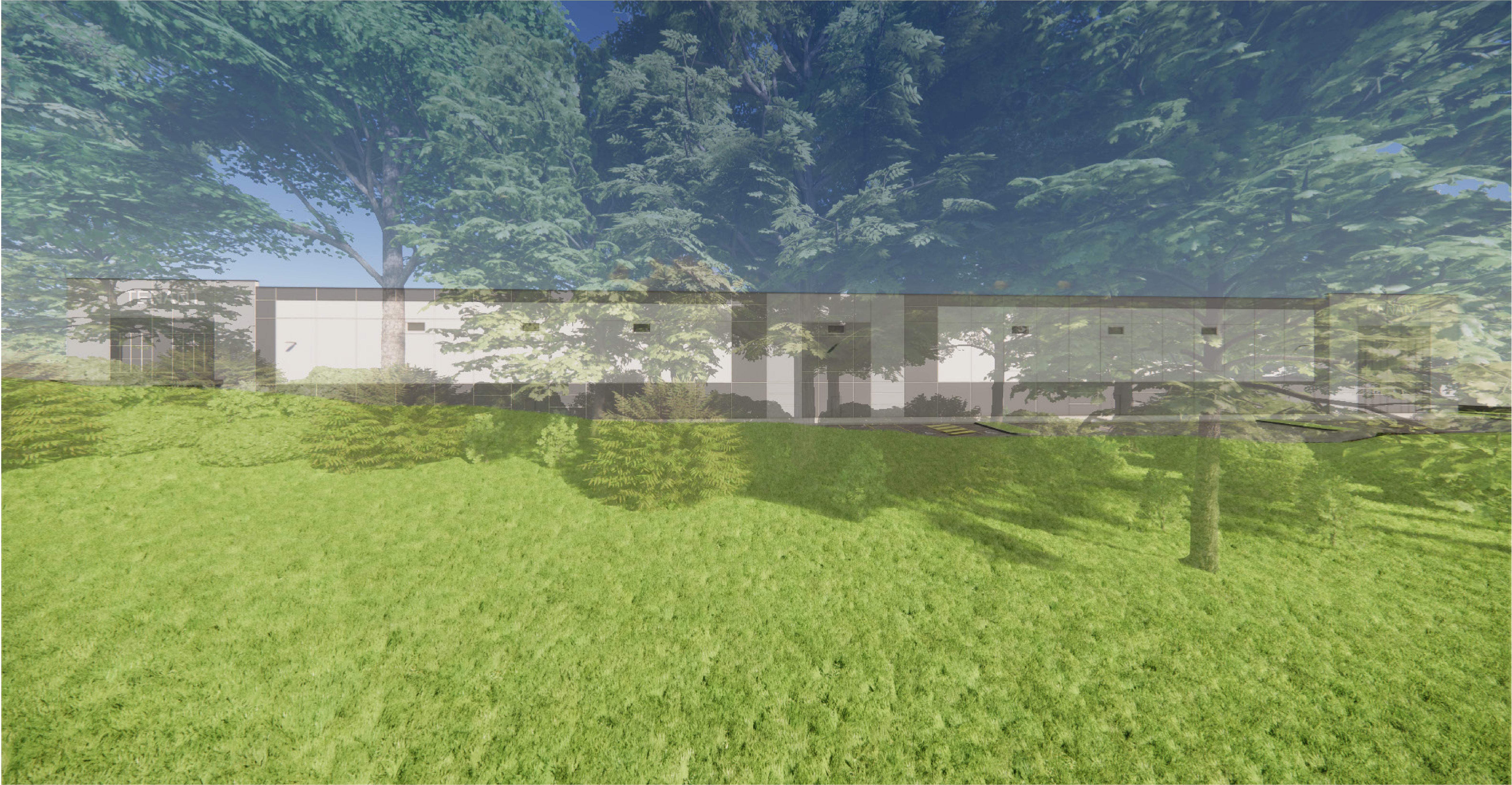
VIEW OF WEST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY ALONG NORTH STREET - FULL VEGETATION GROWTH



VIEW OF WEST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY ALONG NORTH STREET - WITH VEGETATION TRANSPARENCY FOR CLARITY



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH

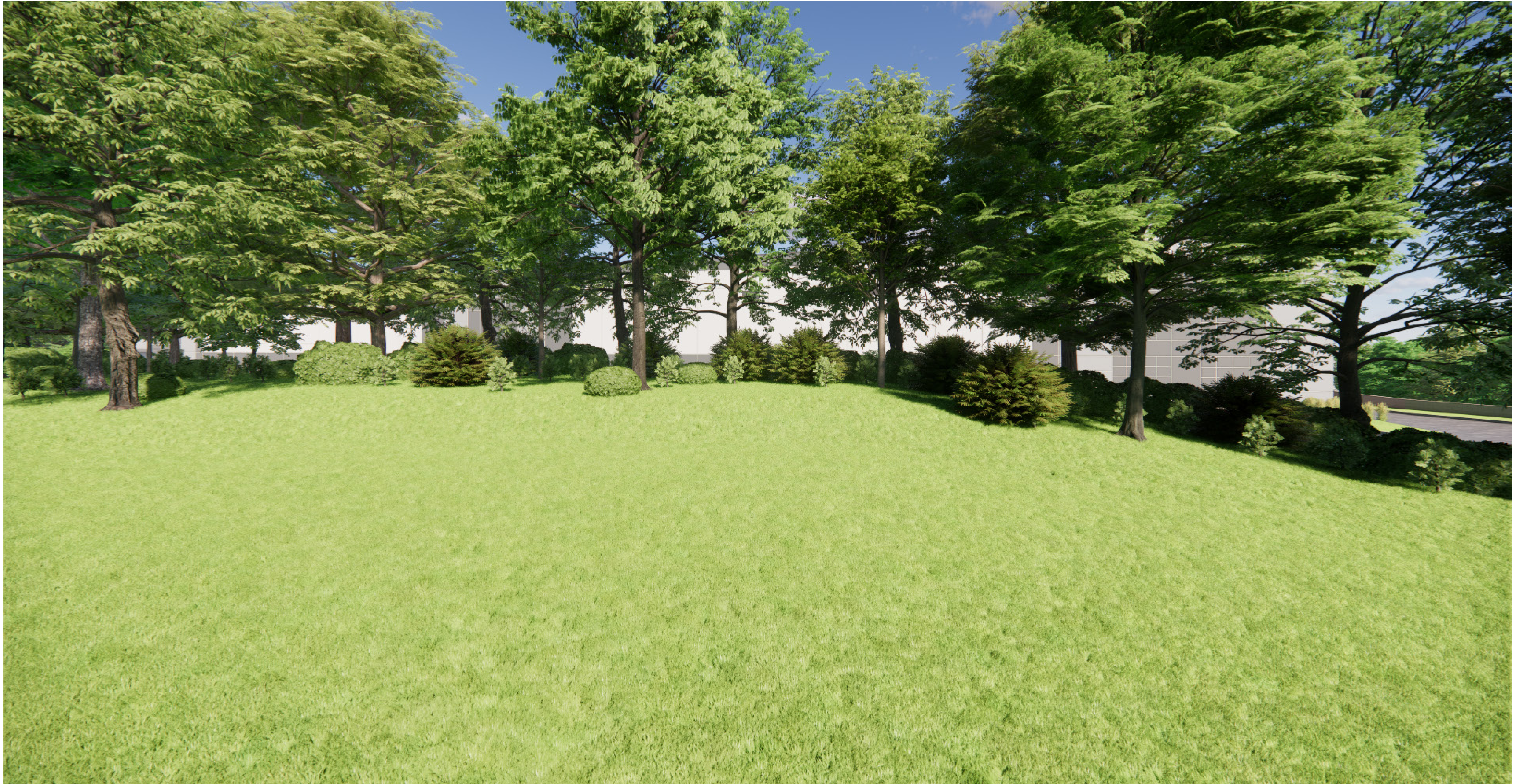


VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY

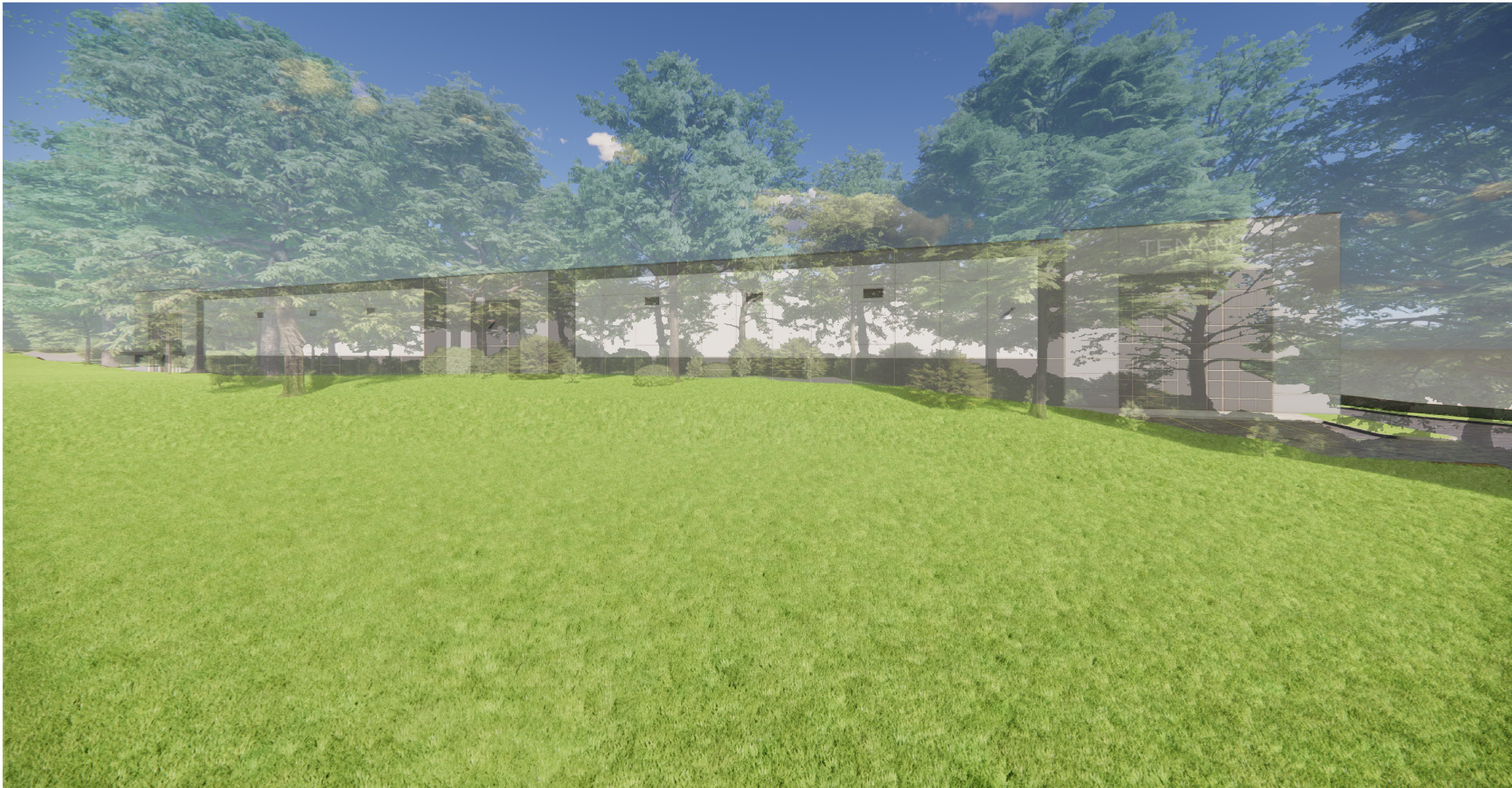
Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

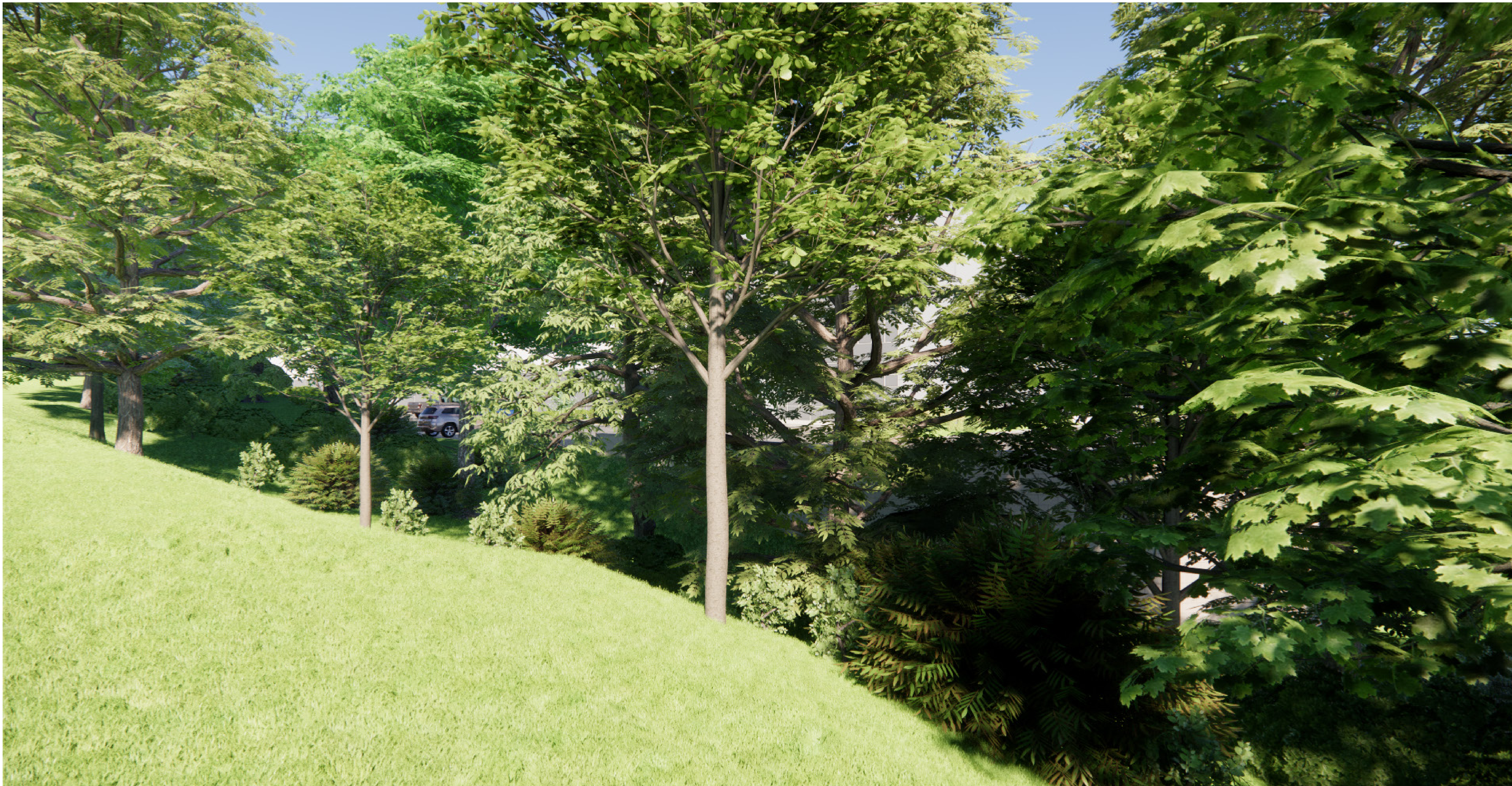
May 16, 2023



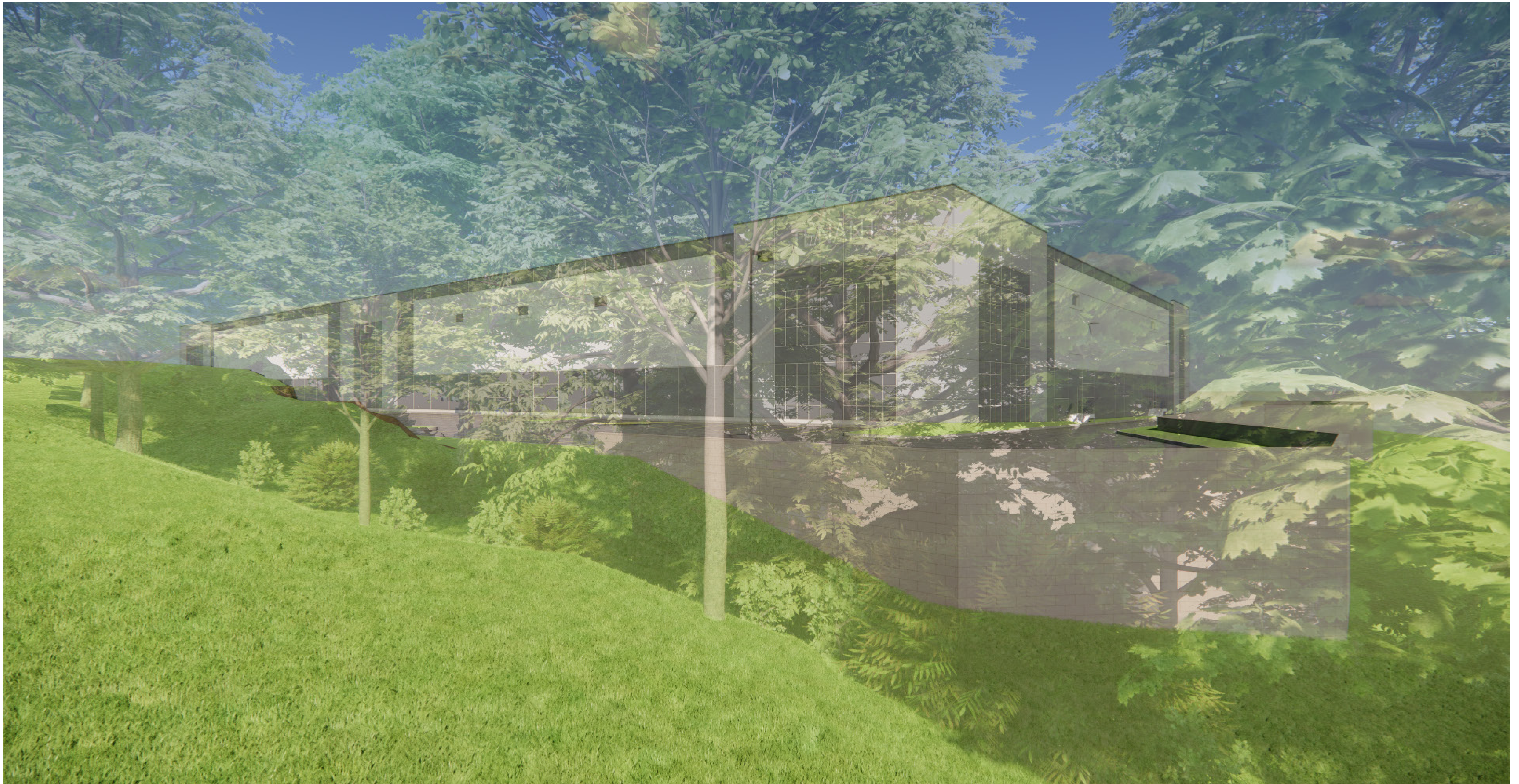
VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY



VIEW OF SOUTHEAST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH



VIEW OF SOUTHEAST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY



SITE AERIAL VIEW

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023