

Ref: 8591

September 9, 2020

Ms. Mary F. Savage Dunham, AICP, CFM  
Director of Community Planning  
Town of Hingham  
210 Central Street  
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review  
Proposed Package Delivery Station – 100 Industrial Park Road  
Hingham, Massachusetts

Dear Mary:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials submitted on September 2, 2020 and September 4, 2020 by BL Companies on behalf of JEB Group LLC (the “Applicant”) in support of the proposed renovation of the existing warehouse building located at 100 Industrial Park Road in Hingham, Massachusetts, to accommodate a package delivery station (hereafter referred to as the “Project”). This information included a response to the comments that were raised in the August 27, 2020 letter from A.W. Perry concerning the Project, as well as responses to the comments that were raised in VAI’s July 20, 2020 supplemental review letter.

Based on our review of the responses that were provided to our July 20, 2020 supplemental review letter and a subsequent clarifying email that was sent to BL Companies on September 8, 2020, we are satisfied that the Applicant has addressed the comments that were raised in our letter. With respect to the concerns that were raised in the August 27, 2020 letter from A.W. Perry and our review of the September 2, 2020 response letter submitted on behalf of the Applicant, we offer the following comments for consideration by the Planning Board:

**Commerce Road** – The comment letter from A.W. Perry notes that Commerce Road is a private way that is owned by A.W. Perry over which the owner of 100 Industrial Park Road is granted rights to pass and re-pass to access the property. As such, any modifications to Commerce Road will require the approval of A.W. Perry. With regard to the impacts of the Project on Commerce Road, we note the following:

- The planned circulation pattern for the Project requires that all traffic entering the site and both entering and exiting delivery trucks (tractor semi-trailer combinations) use Commerce Road. Based on the trip projections for the Project, the Project is expected to add approximately 616 vehicle trips per day to Commerce Road.
- The truck turning analyses that were provided for the Project illustrate the need to ensure that on-street parking does not occur along Commerce Road. Absent a parking prohibition or advancement of specific improvements to the roadway to accommodate on-street parking outside of the traveled-way, delivery trucks will not be able to access the Project site as currently designed.

- The truck turning analysis for the delivery truck also illustrates the difficulty for trucks to turn right from Industrial Park Road onto Commerce Road and indicates that such vehicles will need to cross into the opposing travel lane on Commerce Road to complete the turning maneuver. It is acknowledged that deliveries by such vehicles will occur during the overnight hours; however, the increased activity associated with the Project may warrant that the Applicant correct the geometry of the intersection to accommodate truck turning maneuvers.

Based on the analyses that have been submitted in support of the Project, improvements will be required to Commerce Road in order to facilitate safe and efficient access to the Project site. These improvements will entail the following measures:

1. Restricting parking along both sides of Commerce Road or reconstructing the roadway to accommodate on-street parking outside of the traveled-way;
2. Selective trimming/removal and maintenance of roadside vegetation; and
3. Sign, pavement marking and sight line improvements at the Industrial Park Road/Commerce Road intersection.

***With regard to the Industrial Park Road/Commerce Road intersection, the Applicant's engineer should provide a truck turning analysis for the delivery truck (WB-67 design vehicle) illustrating the turning maneuver required to enter Commerce Road from the north (left-turn from Industrial Park Road) to determine if the truck will cross the STOP-line on Commerce Road. To the extent that there is an incursion, the Applicant should propose improvements to the intersection to accommodate the truck turning maneuvers, up to and including the realignment of the Commerce Road approach to Industrial Park Road.***

**Derby Street/Pond Park Road Intersection** – The Applicant has committed to design and implement an optimal traffic signal timing, phasing and coordination plan for the traffic signals along the Derby Street corridor, inclusive of the Derby Street/Pond Park Road intersection, within 90 days of the receipt of a Certificate of Occupancy for the Project and will monitor traffic volumes and operating conditions along Derby Street. To the extent that the Project results in impacts that were not identified during the approval process as evidenced by an increase in traffic that exceeds 110 percent of the predicted traffic volumes, the Applicant will undertake corrective actions to address the unmitigated impacts, including adjusting the traffic signal timing and phasing at the Derby Street/Pond Park Road intersection.

**Other Permitting** – The Applicant has consulted with MassDOT and has indicated that MassDOT will not require the issuance of a State Highway Access Permit for the Project. As such, the Project will not be subject to the provisions of the Massachusetts Environmental Policy Act (MEPA) as a result of the traffic impacts of the Project.



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This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE  
Partner

*Professional Engineer in CT, MA, ME, NH, RI and VA*

JSD/jsd

