

October 26, 2020

Mary Savage-Dunham
Planning Board
Town of Hingham
210 Central Street
Hingham, MA 02043-0239

Re: 100 Industrial Park Road

Dear Ms. Savage-Dunham:

Listed below are questions and concerns posed by the Planning Board members as well as the Town Attorney and Atty. Jeffery Tocchio (representing A.W. Perry) at the September 14, 2020, Planning Board meeting. Our responses are indicated below in ***bold italic*** text and are as follows:

GARY TONDORF-DICK

1. Are the vans stored on-site?

Response: Yes – All vans that are associated with this delivery station are garaged at the site.

2. Are the vans electric?

Response: At this time, the vans that would be operating at the proposed site are not electric. The site is being designed for future electric van use. Amazon is working to procure 10,000 electric vans by 2022 and 100,000 by 2030 but has not determined where they will be deployed.

3. What sustainability methods are incorporated?

Response: Amazon has pledged to be carbon neutral by 2040 with 100% renewable energy powering our facilities by 2025. Amazon has also pledged to make all of its shipments net zero carbon through Shipment Zero, with 50% of all shipments net zero carbon by 2030. For more information about our sustainability efforts please see:

<https://sustainability.aboutamazon.com/about/the-climate-pledge>

Some sustainability efforts Amazon has made at this specific site include:

- *Exterior lighting will be Dark Sky Compliant LED lights*
- *White EPDM roof finish*
- *Enhanced Site Plantings*
- *Increased Stormwater Treatment from previous capacity*

4.a. Understanding number of associates/van drivers/shifts.

Response: Please see attached operations narrative.

4.b. What is the end of the traffic overall from the facility?

Response: Please see attached operations narrative.

4.c. WB-67 movements at intersection of Pond Park Drive and Derby Street.

Response: WB-67 movements at the intersection of Pond Park Drive and Derby Street are adequate. Truck turning templates have been provided and reviewed by Jeffrey Dirk, the traffic peer reviewer.

5. Overall hours of operation?

Response: Operations are 24 hours a day, 7 days a week.

6.a. Van trips per day?

Response: Please see attached operations narrative.

6.a. Northern end of Town – How are the Traffic Conditions being protected?

Response: See Response 4.b.

7. How do you handle traffic on the side streets in Hingham? (i.e. Cushing Street, Gardner Street).

Response: The proposed project is not anticipated to add additional delivery vans on the local street network than what is already there delivering to local Hingham customers/businesses from other delivery methods.

The range for delivery vans for this facility is within a 45-minute drive radius of the Site. This means that most vans will be leaving the proposed station in Hingham and delivering to the surrounding communities utilizing the fastest routes possible, which are arterial roadways and would include Derby Street and the ramps to Route 3. Therefore, delivery vans will only be accessing local side streets for local deliveries. Delivery vans are already on the local street network making deliveries, they just currently come from different points of origin.

8. Community Impact – What is Amazon going to give to Hingham?

Response:

- ***Amazon has created a Community Operations team with regional managers in MA. This team will reach-out to Hingham’s community development department to coordinate working with the delivery station to champion causes locally in Hingham.***
- ***The Community Operations regional manager will work in conjunction with the delivery station, the Amazon Economic Development team and Amazon internal leadership to determine how our community engagement would work in Hingham for the proposed site.***

GORDON CARR

1. No parking on Commerce Way?

Response: Amazon will not permit vehicles associated with its delivery station to park along Commerce Road. The feasibility of restricting parking along Commerce Road by others with rights on this private road is currently being evaluated.

2. Full capacity on Day 1 or will there be a ramp-up?

Response: Amazon typically utilizes a 30 day “ramp-up” timeline to full operations where both Amazon associates and Delivery Service Providers learn operations. An exact ramp-up plan will be determined closer to launch.

3. What is the swapping process of the vans? Operations.

Response: The first group of van drivers park their personal vehicles in designated open spots in the morning, pick-up the keys to their vans and drive their vans to the loading/queuing area. The next group of van drivers arrive about 15 minutes later, park their personal vehicles in the recently opened van spots and drive their vans to the queuing spots as the first group of vans enters the building to be loaded. The process repeats itself until the daily allocation of vans have departed. As drivers return from the completion of their route, the process reverses itself as vans are parked in the open parking spots and people drive away in their personal vehicles.

RITA DaSILVA

1. How many employees and how many van spaces?

Response:

Below are the total parking spaces broken out by vehicle type. Please note that not all these spaces will be utilized year-round, as Amazon typically allows for additional parking to support Peak Operations:

- ***Total Auto Spaces: 130***
- ***Total Van Spaces: 323***
- ***Total Parking: 453 spaces***

2. How many employees per shift?

Response: Please see attached operations narrative.

JUDITH SNEATH

1. What are the traffic impacts on capacity of roadway?

Response: Traffic impacts on the roadway have been provided in the traffic study for the Site submitted for the Planning Board's review. A detailed review was provided by the Town's peer reviewer Jeffrey Dirk, where his comments were addressed. The study found that there was no significant impact to the surrounding roadway network.

2. What is the existing capacity of the roads?

Response: Please see the traffic study that was provided to the Town.

3. What are the exact hours of the shifts for Amazon? Potential limits to those.

Response: Please see attached operations narrative.

4. The parking for the lot needs an explanation from Operations how this functions.

Response: Please see attached operations narrative.

SUSAN MURPHY, TOWN ATTORNEY

1. Private ways and easements vs. public ways; can the Town enforce?

Response: The Town does not have the ability to enforce rights and/or parking restrictions on a private way.

2. If Amazon has rights for access, is it really private property?

Response: While Industrial Park Road was accepted as a public way by the town of Hingham, Commerce Road remains a private way. The property has the benefit of a deeded right of way to use all of Commerce Road for all purposes for which streets or ways are commonly used in Hingham. In addition, the owner has a fee interest to the mid-point of Commerce Road for the length of that portion of the lot designated as "Lot 60" on the plan which abuts Commerce Road (approximately 117' plus about 35' of the curve where Commerce intersects with Industrial Park Road).

3. Commerce has to be unobstructed – no parking.

Response: Amazon will not permit vehicles associated with its delivery station to park along Commerce Road. The feasibility of restricting parking along Commerce Road by others with rights on this private road is currently being evaluated. However, affiliates of the owner operated a moving and storage business and a full-service trade show contracting business from the property for almost 20 years without any Town, neighbor or tenant complaint regarding the road access for tractor trailers and trucks. The owner also leased the rear foundry building for 9 years to a neighboring tenant who used the space to store and complete assembly of large equipment. All three operations involved tractor trailer and straight truck deliveries during normal business hours, and the number of trucks exceeded the number of trucks expected for the proposed Amazon use during the day. The owner has no record of any motor vehicle accidents occurring on Commerce Road involving a tractor trailer making a delivery to the site or of any complaints about restricted access. The prior intensity of tractor trailer use during normal business hours was much greater during the owner's period of use and occupancy than will occur during Amazon's use, given that the overwhelming majority of tractor trailer deliveries for Amazon will occur during the overnight hours when cars are not parked on Commerce Road.

4. What are the easement rights – does the Planning Board get ahead of it or fall behind the negotiations?

Response: The easement rights in Commerce Road are set forth in owner's deed and in a right of way agreement recorded with the Plymouth Registry of Deeds and the Plymouth Registry District of Land Court.

5. Public access to the site to pick up packages – Clarification by Amazon.

Response: Amazon is not planning to have pickup of purchased merchandise at this site.

6. Last Mile Delivery Station – closest last mile – Brad Griggs thought Bellingham, MA.

Response: Currently the closest last mile delivery stations that are open are located in Middleborough, Taunton, Revere and Dedham.

A.W. PERRY ATTORNEY TOCCHIO & GABE CROCKER

1. Attorney obtained the floor plan through the building department and was speculating the building has a cafeteria based on his visual interpretation floor plan layout

Response: There is no cafeteria on site, just a designated breakroom area with microwaves, refrigerators, sinks, coffee, etc.

2. Attorney comment - What is the holiday peak with respect to parking?

Response: Holiday Peak is typically mid-November through mid-January, where operations will increase to meet customer requirements. This increase in demand will increase part-time associates, additional line-hauls, and additional vans / flex drivers.

3. Attorney considers this a transportation warehouse facility and not just a warehouse.

Response: "Freight Terminal or Storage Warehouse" is a permitted use under the Hingham Zoning By-Laws (Table III-A Schedule of Uses, 4.14). In its initial correspondence to the Board on August 27, 2020, AW Perry agreed that the proposed use is allowed in the Industrial Park District.

4. Attorney comment - District V MASS DOT MEPA access permit may be required.

Response: The applicant's initial correspondence indicates that a MASS DOT access permit and MEPA review is not required and the applicant will provide documentation once received from District V MASS DOT to confirm. Vanasse & Associates, Inc., the town peer reviewer, determined in its letter dated September 9, 2020 that the project will not be subject to these provisions as a result of the traffic impacts.

5. Attorney comment – Applicant needs to fix all of Industrial Park Road because of the 90 degree turn and re-align intersection of Commerce Drive to Industrial Park.

Response: The property owner has operated its trucking businesses from the site for the past 19 years and has no record of reported motor vehicle accidents involving its employees or visitors and no record of complaints regarding road access. Amazon has also designed its site to make the driveway leading to Industrial Park Road one-way, exit only, and will only allow right turns onto Industrial Park Road from this driveway. This design will eliminate cars crossing over the oncoming traffic lane to enter the site (as it will be designated a one-way) and will also ensure that vehicles exiting the site will not cross over the oncoming lane of traffic.

6. Attorney Comment – Industrial Park needs to be classified as a “Major Road”.

Response: Not Applicable

We trust this addresses the questions and concerns that were raised at the meeting. If you require additional information, please feel free to contact me at 203-608-2438.

Sincerely,

A handwritten signature in blue ink, appearing to read 'KH', written over a faint, light blue grid background.

Kevin Hixson
Senior Project Manager