

October 14, 2020

Town of Hingham Planning Board  
210 Central Street  
Hingham, MA 02043

**Re: 100 Industrial Park Road, Hingham; Public Comments**

Bolt Depot, Inc. ("Bolt Depot") operates from a 23,000 sq. ft. tenant space within an existing 100,000 sq. ft. industrial building located at the cul-de-sac of Research Road in the South Shore Park. Bolt Depot writes to express its concerns with road safety and traffic issues related to the proposed use of 100 Industrial Park Road as an Amazon "last-mile" fulfillment center.

Having operated from 100 Research Road since early 2016, Bolt Depot's employees and vendors are very familiar with the layout and limitations of the industrial park's road network. Specifically, the sharp 90-degree turn at the driveway to 100 Industrial Park Road is an obvious existing problem. The introduction of such a significant volume of traffic from Amazon delivery vans, personal FLEX delivery vehicles and employee vehicles onto the weakest point of the entire roadway will severely affect the safety of all users in the park. We encourage the Board to visit 100 Industrial Park Road and view the road layout – and envision the effect of introducing hundreds of new delivery vehicles (daily) onto an already dangerous choke point. The dipping and twisting layout has long been a safety concern, and that remains the case even with the site virtually vacant over recent years. Realigning and widening of the right of way to current standards would benefit pedestrians within the park that must choose between circling around buildings during lunch breaks or venturing out onto unprotected roadway shoulders. The road layout and lack of sidewalks is an existing problem that would be worsened under the Amazon proposal.

Additionally, every user of the entire industrial park must pass through a single entry/exit point at Derby Street. Currently, existing employer work shifts specific to the park itself result in back-ups at that traffic light, even with the Collaborative School who is not functioning at its usual levels due to COVID. The Amazon report focuses on avoiding commuting peaks on surrounding roadways, and they do this by concentrating van and personal FLEX delivery traffic trips (using "average" trips, as opposed to seasonal or promotional peaks) at hours that are used historically for workforce or student release. This is problematic.

Most concerning is that Fire, Police and Emergency vehicles' travel time and access to businesses will also be greatly impacted by the addition of the fulfillment center and increased traffic along the narrow roadway. The office park is home to rubber, asphalt and industrial gas companies, which could present potentially disastrous conditions in an emergency event.

We note the recent experience and observations of "last-mile" operations elsewhere and conclude that the true impacts of 1,200-plus vehicle trips per day, without providing any appreciable traffic and safety improvements, will be severe. At a minimum, it is essential that Industrial Park Road and Commerce Road be brought to current standards of design if Amazon will be allowed to introduce the proposed traffic to the park. Finally, it is critical that the Amazon trip projections be scrutinized, critically evaluated, and reviewed with a significant margin of likely deviation. This is important given reports of both unanticipated off-site vehicle staging issues and growing spikes in Amazon operations around the holidays/Amazon Prime Day.

Sincerely,



Gary P. Cazeault  
General Manager

