

Ref: 8591

March 9, 2021

Mr. Kevin M. Ellis, Chairman  
Planning Board  
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 Chairman Ellis and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials that were submitted on March 8, 2021 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 has been prepared in response to the questions and comments that were raised at the February 22, 2021 Planning Board hearing and those that were included in our February 15, 2021 review letter, and consisted of the following materials which are the subject of this latest review:

1. March 8, 2021 letter to Ms. Emily Wentworth, Senior Planner, from BL Companies summarizing the minor plan changes Re: 100 Industrial Park Road, Proposed Shipping Warehouse;
2. March 8, 2021 letter to Ms. Emily Wentworth, Senior Planner, from BL Companies responding to Attorney Susan Murphy’s email of March 2, 2021 Re: 100 Industrial Park Road, Proposed Shipping Warehouse;
3. March 8, 2021 letter to Ms. Emily Wentworth, Senior Planner, from BL Companies responding to Planning Board Member Gary Tandorf-Dick’s memorandum dated February 22, 2021 Re: 100 Industrial Park Road, Proposed Shipping Warehouse;
4. *Land Development Plans*, Issued for Town of Hingham Conservation Commission and Planning Board Approval, 100 Industrial Park Road, Hingham, MA; BL Companies; March 6, 2020, last revised March 5, 2021 (the “Site Plans”); and
5. *Commerce Road Parking Exhibit*, Proposed Development, 100 Industrial Park Road, Hingham, MA; BL Companies; March 5, 2021, no revisions.

The Applicant's engineer summarized the following changes to the Project that are reflected in the supplemental materials:

- **The southerly drive on Commerce Road has been widened** to accommodate large tractor semi-trailer combinations (WB-67 design vehicle) exiting the driveway without crossing the centerline on Commerce Road and includes additional stormwater treatment to compensate for the added pavement;
- **The number of parking spaces has been reduced** from 453 to 447 to accommodate a rain garden in response to comments received from the Massachusetts Environmental Policy Act (MEPA) Office of the Executive Office of Energy and Environmental Affairs in their February 4, 2021 Advisory Opinion;
- **A 1:1 tree replacement has been added to the landscape plans** to off-set the removal of a pine tree associated with the widening of the southerly drive on Commerce Road; and
- **The gravel parking area that is proposed along the south side of Commerce Road has been revised** to provide two (2) parking spaces for overflow parking from 110 Industrial Park Road vs. the 11 parking spaces that were previously proposed due to existing wetland features that were identified in coordination with Conservation Commission along the subject section of Commerce Road.

While not explicitly stated in the Applicant's submission, it has been assumed and should be required that the Applicant undertake all of the previously discussed roadway, intersection and traffic control improvements that have been discussed and committed to by or on behalf of the Applicant, including the following:

1. **Traffic Signal Timing** - Design and implementation of an optimal traffic signal timing, phasing and coordination plan for the Derby Street corridor within 90-days after receipt of a Certificate of Occupancy for the Project.
2. **Traffic Monitoring** - Implementation of a comprehensive Traffic Monitoring and Reporting Program for both typical and peak season operations that will commence upon occupancy and extend for a period of 5-years thereafter to include: i) traffic counts at the Project site driveways and at the signalized intersections along the Derby Street corridor; ii) monitoring of DSP van and flex driver travel routes; and iii) review of traffic operations (motorist delays and vehicle queueing) and safety along the Derby Street corridor. Specific thresholds for additional mitigation or corrective actions that are to be undertaken by the Applicant as a result of exceedances relative to trip-generation, operating conditions, safety and/or impacts to Garner Street and Cushing Street would be defined.
3. **Transportation Demand Management** - Adoption of a specific Transportation Demand Management (TDM) measures to reduce the overall volume of employee-related trips to the Project site and attenuate traffic associated with the release of DSP vans.
4. **Industrial Park Road Improvements** – Design and construction of specific improvements along Industrial Park Road at the horizontal curve approaching the Project site driveway as detailed on



the February 5, 2021 *Offsite Roadway Improvement Plans* that were submitted by BL Companies on behalf of the Applicant.

5. **Commerce Road Improvements** – Design and construction of specific improvements along Commerce Road to include: i) repaving Commerce Road to include corner radii improvements at the Industrial Park Road/Commerce Road intersection; ii) the construction of a 9-foot wide gravel parking lane along the west side of the roadway to accommodate parking for 110 Industrial Park Road; iii) the installation of centerline pavement markings between Industrial Park Road and the south driveway to the Project site; and iv) the installation of a STOP-line and accompanying STOP-line on the Commerce Road approach to Industrial Park Road.

With specific regard to the Commerce Road improvements, we agree that the location where the Applicant has proposed to create the gravel is the critical location to allow the large delivery trucks (WB-67 design vehicle) to turn from Industrial Park Road onto Commerce Road while accommodating vehicles stopped on the Commerce Road approach to Industrial Park Road. That being said and consistent with our prior comments, **the presence of on-street parking along Commerce Road outside of the added parking area will require that large delivery trucks cross the centerline of Commerce Road to access the Project site. It is important to identify that this condition currently occurs and will continue to occur for any vehicle that travels southbound along Commerce Road when on-street parking is present and should be addressed independent of the Project. At a minimum, on-street parking should be limited to one side of the roadway and prohibited within a minimum distance of 20-feet of driveways in order to accommodate vehicle maneuvering and afford sufficient sight lines for vehicles exiting driveways.**

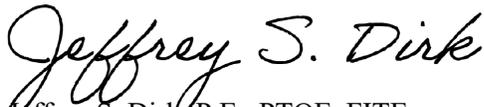
#### **March 8, 2021 Response to Comments Letters**

We reviewed the responses that were provided to the comments that were offered by Attorney Susan Murphy and those of Planning Board Member Gary Tandorf-Dick, and find the responses relative to traffic and transportation to be consistent with the information that was previously provided and reviewed.

This concludes our review of the latest supplemental materials that have been submitted 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  
Managing Partner

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

JSD/jsd

