

September 30, 2020

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

Re: 100 Industrial Park Road  
Proposed Shipping Warehouse

Dear Ms. Savage-Dunham:

We are in receipt of Vanasse & Associates, Inc.'s comments dated September 9, 2020, regarding their review of the concerns posed by A.W. Perry regarding the impact on Commerce Road. Our responses are indicated in ***bold italic*** text and are as follows:

#### COMMERCE ROAD

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 repossess 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.

***Response: Noted***

- 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.

***Response: Noted. A centerline on both Industrial and Commerce has been added to Sheet TT-3 based on 9/25/2020 workshop meeting with the Traffic Peer Reviewer. Due to the proximity of the highway, the projected routes for tractor trailers are left onto Commerce from Industrial Park for arrivals and right out from Commerce onto Industrial Park for departures. Additionally, for the same reason, no delivery vehicles or tractor trailer routes are projected to enter into the existing industrial park via left turns from Commerce onto Industrial or left turns from the one-way exit for delivery vehicles at the northeast corner of the site***

- 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.

***Response: Noted. A centerline on both Industrial and Commerce has been added to Sheet TT-3 based on workshop meeting on 9/25/2020 with the Traffic Peer Reviewer. Due to the proximity of the highway, the projected routes for tractor trailers are left onto Commerce from Industrial Park for arrivals and right out from Commerce onto Industrial Park for departures.***

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.

***Response: Noted***

2. Selective trimming/removal and maintenance of roadside vegetation.

***Response: Noted***

3. Sign, pavement marking and sight line improvements at the Industrial Park Road/Commerce Road intersection.

***Response: Noted.***

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.

***Response: A truck turning exhibit plan has been provided on Sheet TT-3.***

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.

***Response: Noted***

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.

***Response: Noted***

We trust our responses address the concerns that were posed. Should you require additional information, please feel free to contact me at 203-608-2438.

Sincerely,



Kevin Hixson  
Senior Project Manager