

Ref: 9096

June 9, 2022

Zoning Board of Appeals
Town of Marshfield
870 Moraine Street
Marshfield, MA 02050

Re: Response to 2nd Traffic Peer Review
Proposed Multifamily Residential Community – Commerce Way
Marshfield, Massachusetts

Dear Members of the Zoning Board of Appeals:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the May 27, 2022 2nd *Traffic Peer Review* prepared by Ron Müller & Associates (RMA) in reference to their review of the responses presented in our May 5, 2022 *Response to Traffic Review* letter submitted in support of the proposed multifamily residential community to be located off Commerce Way and within Enterprise Park in Marshfield, Massachusetts (hereafter referred to as the “Project”). As noted in RMA’s letter, the majority of the initial comments have been resolved or are subject to review of revised Site Plans, with the remaining comments limited to two (2) items pertaining to the elements of the transportation improvement program. Listed below are the comments requiring response identified in the subject letter followed by our response on behalf of the Applicant.

Recommendations

Comment 18: *Based on the analysis, an off-site recommendation was made at the intersection of Route 139 and Enterprise Drive. The applicant has suggested optimized signal timing and phasing to improve operations. Multiple movements currently operate at or over capacity with delays expected to increase in the future with the additional site traffic. These enhancements will improve operations on all movements from LOS F to LOS E or better. These improvements will require MassDOT permitting as Route 139 in this area is under MassDOT jurisdiction.*

*The applicant responded that the project proponent will apply to MassDOT for the issuance of the necessary rights, permits and approvals to implement an optimal traffic signal timing and phasing plan for the Route 139/Enterprise Drive intersection at the completion of the local approval process for the Project. **At the discretion of the board, these improvements may be added as a Condition in the Decision.***

Response: The Applicant will accept a condition requiring that the Applicant design and implement an optimal traffic signal timing and phasing plan at the intersection of Route 139 at Enterprise Drive prior to the issuance of a Certificate of Occupancy for the Project, subject to receipt of all necessary rights, permits and approvals.

Comment 19: *Based on discussions with the town, there have been longstanding traffic issues associated with the intersections of Route 139 at Enterprise Drive and Route 139 at Furnace Street/Proprietors Drive. To rectify these issues, the town would like to widen Enterprise Drive to provide two left turn lanes onto Route 139 as well as to install protective/permissive left turn phasing for the northbound and southbound Proprietors Drive and Furnace Street approaches at their intersection with Route 139. It is our understanding that the prior athletic complex that was proposed on the site as part of the Enterprise Park Master Plan committed to a contribution toward these improvements in the amount of \$90,000. The applicant and the town should discuss whether a similar contribution is appropriate based on the project's anticipated traffic impacts.*

The applicant responded that the Project proponent will discuss providing a contribution to the Town for the design and construction of the improvements at the intersections of Route 139 and Enterprise Drive and Route 139 and Furnace Street/Proprietors Drive as identified in RMA's comment in the context of the overall mitigation package for the Project. The contribution will be proportionate to the incremental impacts of the Project at the intersections over No-Build conditions (i.e., a "fair-share" cost contribution).

*There are a number of ways to determine a "fair-share" cost contribution including comparing the number of peak hour trips added by the development to the existing peak hour traffic and applying that percentage to the cost of improvements. Another way would be to compare the volume of traffic generated by the current development to the volume of traffic that would have been generated by the approved athletic complex and apply that ratio to the original \$90,000 contribution. Lastly, the Town may have a separate method to determine a "fair-share" contribution for the project. **It is recommended that the Town determine an appropriate "fair-share" cost contribution for this size project.***

Response: The Applicant remains committed to providing a contribution to the Town for the design and construction of the improvements at the Route 139/Enterprise Drive and Route 139/Furnace Street/Proprietors Drive intersections in the context of the overall mitigation package for the Project. The basis of the contribution will be proportionate to the incremental impact of the Project using an accepted methodology for the establishment of such payments. For context, the January 12, 2006 Enterprise Park Master Plan¹ established that the athletic facility that was to be constructed at the Project site (Lot 6R) was predicted to generate approximately 1,848 vehicle trips on an average weekday and 179 vehicle trips during the weekday evening peak-hour (the peak traffic volume hour for park). The Project is predicted to generate approximately 1,998 vehicle trips on an average weekday and 150 vehicle trips during the weekday evening peak-hour.

¹Traffic Impact and Access Study, Proposed Enterprise Park Master Plan, Massachusetts Route 139, Marshfield, Massachusetts; TEPP LLC; August 2005.



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We trust that this information is responsive to the comments that were raised in the May 27, 2022 2nd Traffic Peer Review letter prepared by RMA. If you should have any questions or would like to discuss our responses in more detail, 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

cc: K. Braun, P.E. – RMA (via email)
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