



To: Leo Leighton  
Scannell Properties

Date: October 10, 2023

## Memorandum

Project #: 15076.00

From: Vinod Kalikiri, PE, PTOE

Re: **Pre-Occupancy Traffic Validation Memorandum  
Blackstone Logistics Center**

1 & 3 Lackey Dam Road and 20R & 30R Oakhurst Road  
Lackey Dam Road  
Sutton, Douglas, and Uxbridge, Massachusetts

The Decisions issued by the Planning Boards in the towns of Sutton, Uxbridge and Douglas in 2021 for the above referenced Project requires that when the building occupant/tenant details are known, the Applicant (Scannell Properties, LLC) shall submit to the towns a written statement of the traffic operational characteristics of the proposed end-user. The Decisions further state that in the event that the tenant characteristics demonstrates an increase in estimated peak hour site related traffic volumes that is materially more than 25-percent for trailer trucks and 10-percent<sup>1</sup> for personal automobiles than the projections in the record traffic study for the Project, then the towns may retain an independent traffic engineering firm to review the written statement and to identify additional traffic mitigation measures if it is determined that the increased traffic results in unanticipated traffic impacts.

Scannell Properties, LLC has identified a tenant who will occupy a majority of the new building on the Site and has therefore requested VHB to prepare this memorandum to summarize the tenant's traffic operational characteristics. The tenant is a major healthcare/pharmaceutical company with a presence in Massachusetts. While the tenant's name cannot be disclosed until employees at the tenant's current location are informed after the lease is signed between the parties, the Project team members have discussed the requirements of the Planning Boards' Decisions and have gathered the information necessary to provide a summary of the tenant's intended traffic operations. It is noted that the tenant is not a last-mile home delivery operator, and the operations on the Site will provide distribution of medical supplies to various healthcare facilities in the region.

The following is a summary of the operational characteristics of the proposed tenant.

- The tenant will use approximately 444,413 square feet (SF) of the 607,486 SF building that has been constructed on the Site. It is noted that the building constructed by Scannell Properties, LLC is 38,478 SF smaller than the approximately 645,964 SF warehouse building originally approved by the three towns which was the basis of the trip generation in the January 11, 2021 traffic study and the trip thresholds outlined in the approvals. (i.e., the area that will be occupied by the tenant represents approximately 73-percent of the existing building space or approximately 69-percent of the originally permitted building space as approved by the three towns.) A tenant for the remainder of the building space is currently unknown.

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<sup>1</sup> The Decisions refer to a 10% deviation for van trips. However, it is the Applicant's understanding that the 10% may refer to automobile traffic and not van traffic. The proposed tenant does not anticipate any home delivery van operations for the Site.



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- The tenant will use the 444,413 SF spaces for warehousing and distribution of medical supplies and pharmaceutical products to service hospitals in the region. There will be no on-site retail operations associated with the tenant operations, albeit lease provisions allow limited customer pick-up of products on-site when necessary.
- Approximate 12,000 SF of the building space will be used as ancillary office space to support the warehouse and distribution operations.
- The tenant will have 24/7 operations. A total of approximately 225 employees will work on the Site, with the main shifts running between 5:00 AM – 1:00 PM and from 7:00 PM – 3:00 AM. In comparison, the January 11, 2011 traffic study for the Project indicates that the roadway peak hours in the area occur between 7:00 AM – 8:00 AM and 4:45 PM – 5:45 PM. I.e., the shift start and end times, when a majority of the Site traffic related activity would occur, falls outside of the typical commuter peak hours in the area.
- The tenant expects a total of 80 trucks trips per day (40 inbound and 40 outbound), with a higher proportion of trucks traveling during the day times than at night times.

### Trip Generation Comparison

Based on the foregoing description of the traffic operational characteristics of the proposed tenant, VHB prepared the following two tables to compare the traffic estimates used in the record traffic documents (Table 1) and the tenant related estimated traffic activity (Table 2).

**Table 1: Trip Generation Discussed in the Peer Review Response Documents**

Time Period	Movement	Total Vehicle Trips <sup>1</sup>	Auto Trips <sup>1</sup>	Truck Trips <sup>1</sup>
Weekday Daily <sup>2</sup>	Enter	566	379	187
	Exit	<u>566</u>	<u>379</u>	<u>187</u>
	Total	1,132	758	374
AM Roadway Peak Hour <sup>3</sup> (7:00-8:00 AM)	Enter	85	68	17
	Exit	<u>26</u>	<u>14</u>	<u>12</u>
	Total	111	82	29
PM Roadway Peak Hour <sup>3</sup> (4:45-5:45 PM)	Enter	33	18	14
	Exit	<u>91</u>	<u>86</u>	<u>5</u>
	Total	124	105	19

1 Total vehicles from the January 11, 2021 TIAS; vehicle type breakdown discussed in the March 31, 2021 peer review response memorandum

2 vehicles per day

3 vehicles per hour

Note: The Planning Board Decisions from the three towns allow an increase of up to 25% in the truck trip estimate and a 10% increase in the auto trip estimate shown in the above table before additional analysis is triggered to ascertain additional impacts and mitigation needs

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**Table 2: Trip Generation Estimate for the Proposed Tenant (444,413 SF Occupancy<sup>1</sup>)**

		69% <sup>1</sup> of Approved Traffic Estimates			Tenant Provided Operational Data		
Time Period	Movement	69% of Total Vehicle Trips <sup>2</sup>	69% of Auto Trips <sup>2</sup>	69% of Truck Trips <sup>2</sup>	Tenant's Total Vehicle Trips	Tenant's Auto Trips <sup>3</sup>	Tenant's Truck Trips <sup>3</sup>
Weekday Daily <sup>4</sup>	Enter	391	262	130	265	225	40
	Exit	<u>391</u>	<u>262</u>	<u>130</u>	<u>265</u>	<u>225</u>	<u>40</u>
	Total	782	524	260	530	450	80
AM Roadway Peak Hour <sup>5</sup> (7:00-8:00 AM)	Enter	59	47	12	13±	Minimal	13±
	Exit	<u>18</u>	<u>10</u>	<u>9</u>	<u>12±</u>	<u>Minimal</u>	<u>12±</u>
	Total	77	57	21	25±	Minimal	25±
PM Roadway Peak Hour <sup>5</sup> (4:45-5:45 PM)	Enter	23	13	10	3±	Minimal	3±
	Exit	<u>63</u>	<u>60</u>	<u>4</u>	<u>3±</u>	<u>Minimal</u>	<u>3±</u>
	Total	86	73	14	6±	Minimal	6±

1 The January 2021 traffic study is based on a 645,964 SF facility. The proposed tenant will occupy approximately 69% of the building that was analyzed in the traffic study.

2 Calculated as 69% of the corresponding values shown in Table 1

3 Estimates generated based on operational feedback provided by the tenant

4 vehicles per day

5 vehicles per hour; minimal auto trips anticipated during the roadway peak hours as the employee shift times are offset from the roadway peak times

A comparison of the numbers in Tables 1 and 2 indicates that the tenant related traffic estimates are significantly lower than the traffic estimates that were used in the preparation of the Project's 2021 traffic study. Further, the calculations in Table 2 indicates that even though the tenant would occupy more than 2/3rd of the total building space, their estimated traffic numbers are also well below the prorated trip estimates for the space that would be occupied by the tenant.

Based on the foregoing operational description and trip estimate comparisons that have been prepared as part of the pre-occupancy traffic validation review, it is VHB's opinion that the proposed tenant operations falls below the vehicle trip thresholds established in the Towns' Decisions for follow-up actions at this stage of the review process. Scannell Properties, LLC will perform annual post occupancy traffic monitoring studies in the future, pursuant to the requirements of the Planning Boards' Decisions, to confirm that the actual traffic generation by the tenant will remain consistent with the estimated trip counts in the record traffic documents.