

Ref: 8948

April 22, 2021

Ms. Emily Wentworth
Senior Planner: Zoning/Special Projects
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review
Derby Street Shoppes Modification – 100 Derby Street
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials that have been submitted by W/S/M Hingham Properties LLC (the “Applicant”) in support of the modifications to Building 5 located within the Derby Street Shoppes at 100 Derby Street in Hingham, Massachusetts (hereafter referred to as the “Project”). This information was prepared in response to the comments that were raised in the April 7, 2021 letter prepared by Amory Engineers, P.C. and the April 13, 2021 letter prepared by VAI, and consisted of a letter dated April 16, 2021 prepared by BSC Group with accompanying plans and exhibits.

Based on our review of the supplemental information that has been submitted by BSC Group on behalf of the Applicant, we are satisfied that the applicant has been responsive to our comments pertaining to the Site Plans, with the remaining comments consisting of items that can be addressed as a condition of approval or as a part of the final Site Plan submission. The Applicant should provide a summary of the current tenancy of the Derby Street Shoppes by use category in order to verify the inputs to the shared parking model pursuant to the requirements of the August 13, 2020 Special Permit A3 Decision.

Listed below are the comments that were raised in our April 13, 2021 letter followed by the response provided by BSC Group on behalf of the Applicant. Additional comments are indicated in **bold text**.

Traffic Impacts

Comment: *The inclusion of a fast-casual restaurant as a part of the current development program will result in higher traffic volumes and increased parking demands than a comparable size retail use. We expect that any increase in traffic and parking that may be associated with the change in use will be off-set by the reduction in the size of the expansion and, therefore, the findings of the May 2017 TIAS, which concluded adequate capacity on the transportation infrastructure to accommodate the then proposed modification, remain valid for the current development proposal.*

Response: No response required.

Parking

Comment: *The shared parking model has demonstrated that sufficient parking will be available to accommodate the parking demands of the uses that will be located within the Derby Street Shoppes with the proposed modifications to Building 5. That being said, the Applicant should provide a summary of the current tenancy of the Derby Street Shoppes by use category as defined in the shared parking model pursuant to the requirements of the August 13, 2020 Special Permit A3 Decision.*

Response: **The requested information was not provided and is necessary in order to verify the parking demand calculations. We note that this is a requirement of the August 13, 2020 Special Permit A3 Decision that was issued for The Derby Street Shoppes.**

Access and Circulation

Comment 1: *The Applicant should confirm with the Fire Department that the design vehicle that was used in the fire truck turning analysis reflects the current design vehicle. It appears that the template reflects a smaller design vehicle.*

Response: An updated fire truck turning analysis was prepared using the current Hingham Fire Department design vehicle. The updated analysis has demonstrated that the fire department design vehicle can access and circulate within the Project site in an unimpeded manner noting that the aerial overhang will extend beyond the west curblines of the circumferential drive behind Kohl's when exiting to Old Derby Street.

The Applicant should verify and ensure that no objects are placed within the area along the west side of the circumferential drive where the aerial overhang extends beyond the curblines that would exceed 8-feet in height. No further response required.

Comment 2: *The Applicant should verify that loading and delivery activities for both the retail store and the restaurant will occur from the designated loading area in the southwest corner of Building 5; loading and deliveries should not occur curbside.*

Response: The Applicant has confirmed that all deliveries to tenants will occur in the designated loading area and that no deliveries will be made at the curb. **No further response required.**

Comment 3: *The Applicant should confirm that the sight distance improvements have been completed at the Old Derby Street intersection with the internal drive. These improvements were identified as a part of the prior review of the Building 5 modifications.*

Response: The Applicant has confirmed that the sight distance improvements have been completed and that the no left-turn island at the Derby Street Shoppes east driveway to Derby Street will be completed in May 2021. **No further response required.**

Comment 4: *Pedestrian crossing warning signs should be added for the raised crossing so that motorists are aware of the change in vertical profile. In addition, the vehicle ramps to the flush crossing should be detailed and should be designed to meet MassDOT and Institute of Transportation Engineers (ITE) standards for a raised crosswalk, and include the*



required pavement markings. The current ramps appear to be shorter than required to provide an appropriate transition to and from the crossing, and should be reviewed.

Response: The Applicant's engineer confirmed that the raised crosswalk has been designed to meet MassDOT and ITE standards, and that pedestrian crossing warning signs have been installed as a part of the Building 5 permit process and photos of the sign installations were provided.

We acknowledge that pedestrian crossing signs have been installed; however the signs are not compliant with the Manual on Uniform Traffic Control Devices (MUTCD).¹ We would recommend that MUTCD compliant signs be installed at and in advance of the raised pedestrian crossing to inform motorists of the crossing and the change in the vertical profile of the drive.

If you should have any questions regarding our supplemental 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

¹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

