

Ref: 9133

November 3, 2021

Ms. Emily Wentworth
Community Planning Director
Town of Hingham
210 Central Street
Hingham, MA 02043



Re: Traffic Engineering Peer Review
Proposed Redevelopment Project – 193 Whiting Street (Route 53)
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the materials submitted on behalf of Hingham 193 Whiting, LLC (the “Applicant”) in support of the proposed redevelopment of the former Mobil Gas Station property located at 193 Whiting Street (Route 53) in Hingham, Massachusetts (hereafter referred to as the “Project”). The Applicant is requesting Site Plan Approval in association with a Special Permit A2 from the Planning Board and Site Plan Review with a Special Permit A3 (Parking Determination) and a Variance from the Zoning Board of Appeals for the Project. Our review focused on the following specific areas as they relate to the Project: i) vehicle and pedestrian access and circulation; ii) Massachusetts Department of Transportation (MassDOT) design standards; iii) Town Zoning requirements as they relate to access, parking and circulation; and iv) accepted Traffic Engineering and Transportation Planning practices. The Applicant has submitted the following supporting materials which are the subject of this review:

1. *Application for Zoning Hearing*, Hingham 193 Whiting, LLC c/o Jeffrey A. Tocchio, Esquire; September 21, 2021;
2. *Application for Site Plan Approval in Association with Application for Special Permit A2*, Hingham 193 Whiting, LLC c/o Jeffrey A. Tocchio, Esquire as Attorney for Hingham 193 Whiting, LLC; September 21, 2021;
3. *Application for Special Permit A3, Parking Determination*, Hingham 193 Whiting, LLC c/o Jeffrey A. Tocchio, Esquire; September 21, 2021;
4. *Board of Appeals Supporting Statement – Statutory Findings, Form 2B, Variance*, Request for Variance from Section V-B and Section IV-C(7) of the Hingham Zoning By-Law for Ground Sign at 193 Whiting Street;
5. *Board of Appeals Supporting Statement – Requested Findings, Form 2D, Special Permit A2, Site Plan Review*, Hingham 193 Whiting LLC; and

2. The Applicant should clarify the use of the patio area and confirm that the intended use(s) is dry-goods retail and will not include more traffic and parking intensive uses such as a restaurant, coffee shop and/or convenience store.
3. A STOP-sign should be added for the Gardner Street driveway.
4. Centerline pavement markings shall be double-yellow lines in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD).²
5. “One-Way” and “Do Not Enter” signs should be added for the ATM lane, with a STOP-sign and marked STOP-line provided for vehicles exiting from the ATM lane.
6. A sidewalk segment that includes an Americans with Disabilities Act (ADA) compliant wheelchair ramp should be provided on the northwest corner of the Gardner Street Project site driveway and the wheelchair ramp on the southwest corner should be realigned to direct pedestrians to cross the driveway and not into Garner Street.
7. The Applicant should review ADA requirements for the sidewalk segment that bounds the utility cabinet along the Project site frontage on Gardner Street and provide appropriate accommodations for visually impaired persons and for wheelchair maneuvering.
8. A sidewalk should be provided along the east side of the Whiting Street driveway and a marked crosswalk should be provided within the Project site that includes ADA compliant wheelchair ramps to link the sidewalk along Whiting Street to the retail building.
9. A pedestrian connection should be provided to accommodate pedestrians from Gardner Street.
10. A bicycle rack should be added at an appropriate location within the Project site.
11. The loading zone is not sufficient to accommodate a box-type delivery vehicle, which range in length from 23-feet to 30-feet. The Applicant should clarify how deliveries will be accommodated for the Project without blocking access, parking or internal circulation, and should be provide an accompanying vehicle turning analysis.
12. A review of the fire truck turning analysis indicates that the front bumper and aerial portion of the vehicle will off-track beyond the curbline of the ATM. We defer to the Fire Department; however, we recommend that the bumper be retained within the paved area and that no objects be placed within the swing area that would preclude vehicle maneuvering.
13. The sight triangle areas for the Project site driveways should be added to the Site Plans and objects located within the sight triangle areas should be reviewed and removed, modified or relocated to the extent that they obscure sight lines. In particular, we note that there is a utility cabinet and bollards along the west side of Gardner Street south of the proposed driveway that may impede sight lines looking toward Whiting Street from the driveway.

²*Manual on Uniform Traffic Control Devices* (MUTCD); Federal Highway Administration; Washington, DC; 2009.

