



November 22, 2021

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

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

Dear Ms. Wentworth and members of the Board,

This letter is being submitted in response to the supplemental peer review comments provided by Vanasse & Associates, Inc. (VA) via email on November 3, 2021, regarding the Proposed Redevelopment Project – 193 Whiting Street (Route 53) in Hingham, Massachusetts. Crocker Design Group, LLC (CDG), in conjunction with McMahan Associates, Inc., offers the following responses to each comment below. In addition, the following revised supporting documents are enclosed:

- Site Plans with revision date of 11/19/21
- Vehicle Turning Analysis Plan

Original comments provided by VA indicated below in standard text with CDG's response in **bold text**.

COMMENTS

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹, the Project is expected to produce 82 vehicle trips on an average weekday (41 vehicles entering and 41 exiting), with 4 to 10 vehicle trips expected during the weekday and Saturday peak hours. This represents a significant reduction in traffic when compared to volume of traffic that was generated by the former Mobil Gas Station that occupied the Project site.

CDG Response: Comment Acknowledged.

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.

CDG Response: The site layout plan (Sheet C-2) has been updated and the previously proposed patio has been removed. The proposed use of the site is expected to be dry-retail given the limitations of the existing septic system capacity.

3. A STOP-sign should be added for the Gardner Street driveway.

CDG Response: The site layout plan (Sheet C-2) has been updated to include a proposed stop sign at 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

CDG Response: The site layout plan (Sheet C-2) and detail sheet (C-5.1) have been updated to show 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.

CDG Response: The site layout plan (Sheet C-2) has been updated to include "One-Way" and "Do Not Enter" signs at the entrance and exit of the ATM lane, respectively. The detail sheet (Sheet C-5.1) has been updated to show details for "One-Way" and "Do Not Enter" signs.

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.

CDG Response: The site layout plan (Sheet C-2) and grading drainage utility plan (Sheet C-3) have been updated to include an ADA compliant wheelchair ramp at the northwest corner of the Gardner Street driveway. The wheelchair ramp on the southwest corner has been updated to be aligned with the new ADA compliant ramp at the northwest corner to direct pedestrians to cross the driveway rather than 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.

CDG Response: The site layout plan (Sheet C-2) has been updated to provide a 45 degree turn prior to the existing utility cabinet and the ramp has been aligned with a crosswalk across the driveway to allow for appropriate accommodations for the visually impaired persons and wheelchair maneuverability.

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.

CDG Response: The site layout plan (Sheet C-2) has been updated to provide a sidewalk and ADA compliant crosswalk linking the new proposed sidewalk along Whiting Street and the retail building.

9. A pedestrian connection should be provided to accommodate pedestrians from Gardner Street.

CDG Response: The site layout plan (Sheet C-2) has been updated to provide a pedestrian sidewalk, ramp and crosswalk across the Gardner Street driveway entrance.

10. A bicycle rack should be added at an appropriate location within the Project site.

CDG Response: The site layout plan has been updated to provide a bicycle rack on the north side of the building adjacent to the proposed concrete sidewalk. A bicycle rack detail has been added to the detail sheet (Sheet C-5.2).

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.

CDG Response: The site layout plan (Sheet C-2) has been updated to show a new 10' x 23' loading zone in front of the proposed dumpster location. The site layout plan has also been updated to allow for an ATM drive aisle during times when the loading zone is being used for deliveries. The loading zone and dumpster area will be used during designated times to avoid conflicts in using the shared space. Please refer to the enclosed vehicle turning analysis which demonstrates that the revised loading zone can accommodate a box-type delivery vehicle.

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 curblines 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.

CDG Response: The fire truck turning plan (Sheet C-6) has been updated to incorporate all site layout changes made to show that the fire truck will not overhang the curblines when maneuvering the site.

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.

CDG Response: The site layout plan has been updated to show the site triangle areas. The stop bar is set approximately 16 feet back from the edge of the travel way and this intended stopping position allows drivers to see oncoming vehicles before the utility box is in their line of sight. Adequate distance exists for a driver to see oncoming vehicles after the exiting vehicle has advanced past the utility cabinet.

14. Parking – The Zoning-By law requires that 5.0 parking spaces per 1,000 sf be provided for a retail use, which would require that eight (8) parking spaces be provided to serve the proposed retail building (1,480± sf). The Zoning By-Law does not have parking requirements for a stand-alone ATM. Given that the proposed ATM is a drive-up facility, customer parking is not required to support the ATM use. That being said, it is suggested that one (1) parking space be provided to accommodate a service/maintenance vehicle. As such, this would suggest that a minimum of nine (9) parking spaces be provided to accommodate the retail building and drive-up ATM. Given that the Project includes 13 parking spaces, we would suggest that sufficient parking is provided to support both uses pending confirmation of the intended use of the patio area and that the retail space will be occupied by a dry-goods retailer(s).

CDG Response: Acknowledged. The zoning table on the site layout plan (Sheet C-2) has been updated to require 9 parking spaces. The project proposes 13 parking spaces, which exceeds the required 9 spaces for the ATM and retail use.

Should you have any questions or require any further information, please do not hesitate to contact: David Newhall at dnewhall@crockerdesigngroup.com or 781-919-0808. We look forward to presenting to the Planning Board at the upcoming hearing on November 29th, 2021.

Sincerely,
Crocker Design Group LLC



David Newhall, E.I.T.
Project Engineer