



April 24, 2023

Planning Board
Town of Hingham
Attn: Michael Silveira
210 Central Street
Hingham, MA 02043

**RE: RESPONSE TO PEER REVIEW COMMENTS
Definitive Flexible Residential Development Plan
213-215 Cushing Street**

Dear Mr. Silveira and Members of the Board;

This letter is being submitted in response to the peer review comments received by Patrick Brennan of Amory Engineers, P.C. and the Traffic Engineering peer review provided by Jeffrey Dirk of Vanasse & Associates and Planning Staff review by Mr. Silveira regarding the Definitive Flexible Residential Development Plan for at 213-215 Cushing Street in Hingham, Massachusetts. On behalf of the Applicant, WV Cushing LLC., we have provided detailed responses below. In addition, the following revised and supporting documents are enclosed:

- Exhibit A - Definitive FRD Plan – Prepared by Crocker Design Group – April 24, 2023
- Exhibit B – Sight Distance Exhibit – dated April 24, 2023
- Exhibit C – Building Elevations
- Exhibit D – Grade Plane Exhibit – Dated April 24, 2023

Peer Review by Amory Engineers, P.C.

Mr. Brennan’s comments are in *italic* text and CDG’s responses are in **bold** below each comment.

Compliance with the Zoning Bylaw

1. *The revised plans show the Tree Yard as required by ZBL §I-1.5.h. However, a tree protection plan is required and the inventory of trees should list the number, sizes and types of protected trees that will be removed as part of the project as well as the number, sizes and types of replacement trees to confirm compliance with ZBL §I-1.6.d(ii).*

Response: The two proposed tree’s located within the tree yard to be removed have been added to the plan set which indicates the number, size, and types of trees. Please refer to Sheet C-3 included in the plan set the tree’s to be removed have also been added to the landscape plan. In total, two (2) pine trees (10” and 16”) are proposed to be removed from the tree yard to accommodate the necessary grading around the Soil Absorption System (SAS). The Applicant is proposing to plant seven (7) Red Oak trees in the general vicinity of these two trees within the tree yard being removed, each having a caliper diameter at the time of planting of 3-3.5 inches for a total of twenty-one (21) diameter inches. An additional 58 trees will also be planted

throughout the site, for a total of 65, which include October Glory Maple, Green Mountain Sugar Maple, and Swamp White Oak, as shown on the Landscape Plan prepared by Hawk Design on Sheet L1 included in the revised plan set.

Compliance with the Planning Board Rules and Regulations

1. *In order to document compliance with R&R §4.L(6), we understand that CDG is coordinating with the Weir River Water System to conduct a hydrant flow test to verify that 1,000 gallons of water per minute will be provided at the proposed fire hydrant. Should the results not be provided prior to the close of the public hearing, we recommend that this be a condition of approval.*

Response: The Applicant and CDG are actively coordinating with Russ Tierney at Weir River Water Systems (WRWS). An initial test was performed, and the results were inconclusive as WRWS and CDG believe a valve in the system is stuck partially closed. WRWS is addressing the issue in the field, and once addressed the Applicant will have the hydrant flow test performed again to verify the required capacity exists within the 12" water main serving the site.

Peer Review by Vanasse & Associates Inc.

This is the third iteration of comments received by Vanasse & Associates Inc., the original letter was received on December 19, 2022. Mr. Dirk's new comments are in *italic* text and CDG's responses are in **bold** below each comment.

1. *A review of Drawing C-5 and the elevations shown on Drawings C-6 and C-7 indicates that additional regrading between the retaining wall and the edge of [Cushing] Street may be required (see follow-up Comment 2).*

Response: A Sight Distance Exhibit has been provided herewith (Exhibit B) illustrating the proposed grading and landscape retaining wall improvements in both plan and profile view to achieve sight distance of 280' looking north.

2. *The sight triangle looking to the north from the proposed roadway shown on Drawing C-5 indicates that a motorist needs to be positioned 10-feet from the edge of the traveled-way vs. 14.5-feet, the standard off-set when assessing sight lines,¹ in order to achieve the minimum distance of 280-feet. The available sight line at the 14.5-foot standard off-set is limited to 180-feet.*

A review of the grading shown on Drawing C-6 and the proposed roadway profile shown on Drawing C-7 indicates that the surface elevation of the proposed roadway at the exiting driver position is approximately 68 feet. The driver's eye height is established as 3.5 feet above this elevation, or an elevation of 71.5 feet. Looking to the north, the surface elevation of the regraded area adjacent to the retaining wall that will be relocated ranges from 70 feet to 72 feet, with the 72 foot elevation potentially limiting the sight distance to less than 280 feet, particularly when considering snow accumulation in areas that will not be plowed.

Given the identified constraints, a sight distance plan should be prepared that illustrates the sight line looking to the north in both plan and profile. Baseline stationing should be provided along the

sight line so that there is a reference between the plan and profile views. The sight distance plan should be developed using the standard off-set of 14.5-feet and should show the full extent of the sight line (280-feet). The sight line profile should consider a snow accumulation of 1-foot where the sight line crosses areas that will not be plowed or where snow accumulations (windrows) cannot reasonably be removed. Use of an off-set from the edge of the traveled-way of less than 14.5-feet is usually justified when a sidewalk, shoulder or parking lane is provided that allows for a vehicle to enter a portion of the roadway to observe an approaching vehicle without crossing into the traveled-way. These conditions do not exist along Gardner Street.

Response: The Sight Distance Exhibit now demonstrates that the 280' minimum sight distance is met when measured from 14.5' back from the edge of pavement looking north. Baseline stationing has been provided along the sightline for reference between the plan view and profile for the 280' required. To achieve the 280' sight distance, the exhibit incorporates a short landscape retaining wall extension adjacent to the Right of Way, removal of the remaining tree stumps from the recent tree removal by the Town, and minor slope grading. The profile view also demonstrates the revised grades along the sight line taking into account a one (1) foot snow accumulation.

Planning Board Staff Comments

Comments from the Planning Board staff were received on April 5, 2023, from Michael Silveira via email. Mr. Silveira's comments are in *italic* text and CDG's responses are in **bold** below each comment.

1. *In the Memo outlining the subdivision history and waiver requests, those waivers related to the stormwater system for the roadway refer to roadway acceptance, but this roadway is proposed to remain private in perpetuity and would presumably never be eligible for acceptance.*

Response: Correct; the modified subdivision roadway will remain a private-way in perpetuity. The reference to roadway acceptance was as a justification for the requested waiver – i.e., the purpose of the regulation from which waiver is requested is to have uniformity and ease of maintenance for public roads accepted by the Town. Thus, as the roadway is to remain private in perpetuity and under the control of the Condominium Association, the intent of the regulation is inapplicable to the project – and waiver is justified. Additionally, the requested waiver is consistent with the Subdivision Control Law and has been granted for other Flexible Residential Development projects in the past.

2. *Are all of the proposed dwellings utilizing the same design as illustrated in the elevation drawing? To clarify, is the existing dwelling at 215 Cushing Street the dwelling proposed to be moderately sized?*

Response: Attached to this letter as Exhibit C are the two (2) house designs that are proposed for the project. The proposed dwellings will be between 2,400 s.f. and 3,200 s.f. with two (2) garage spaces (with a three-car garage at 215 Cushing Street). The existing residence at 215 Cushing Street is proposed to remain as is with the addition of an attached garage. Pursuant to Section IV-D,7.d, as the total number of Additional Dwelling Units is less than three (3), the first Additional Dwelling Unit shall be designated as Moderate Income Housing and the second

Additional Dwelling Unit shall be designated as an Unrestricted Dwelling Unit. The Applicant proposes to designate Unit #1 as the Moderate Income housing unit.

3. *Elevations/heights from Grade Plane and Finished Grade should be provided on an architectural plan set.*

Response: A Grade Plane exhibit for the proposed homes illustrating how each lot complies with grade plane requirements is provided as Exhibit D. As Weathervane Builders custom builds homes based upon the submitted model types, the exact measurements cannot be finalized at this time. Notwithstanding, The Applicant shall comply with the required Grade Plane and Finished Grade, as verified during the building permit application process.

4. *Is the name of the roadway still undecided?*

Response: The Applicant proposes that the private roadway be named Azalea Way and will be coordinating with the Town's emergency response departments to discuss and confirm the use of such name. Please see sheet C-5 of revised Definitive FRD Plan Set.

5. *The driveway for 215 Cushing Street needs to be between 10' and 24' in width at the street opening.*

Response: The driveway layout for 215 Cushing Street has been revised to be no more than 24' in width at the street opening. Please see sheet C-5 of revised Definitive FRD Plan Set.

6. *The proposed street trees do not comply with Section 5.B4 of the Rules and Regulations. Each tree shall be at least 12' in height and be separated by 50' on center for the duration of the roadway on each side. A waiver (and reason defending the waiver) would be required otherwise.*

Response: The proposed street trees comply throughout, with the sole exception being around the cul-de-sac between the vernal pool and Units 3 and 4. This is due to the proposed installation of utility services for Units 3 and 4 as well as the drainage easement. In addition to the street trees the Applicant has proposed three trees within the landscape island as well as many additional trees to be planted throughout the property.

7. Based upon the information provided in the recent submission, please provide additional information regarding the leveling area within 100' of an intersection – 3% required, no data provided (Section 4.3(f))

Response: Additional information has been added to the profile in order to better depict the proposed leveling area. A leveling area of 3% is proposed between Sta 0+00 and 1+00 as you enter the proposed roadway from Cushing Street . Please refer to sheet C-7 of revised Definitive FRD Plan Set for the updated information.

8. Additional waivers required that are not included in the recent submission include the following:
a. Minimum Cul-de-sac Pavement Width – 30' required, 24' proposed (Figure 2)


Response: The Applicant is requesting a waiver from the 30' island within the proposed Cul-de-sac, the proposed design provides for a 21' wide island. The proposed development features a teardrop cul-de-sac layout rather than the traditional bulb

shape (from which The Applicant has requested a waiver from the ROW and Roadway widths) to allow for a better design of the roadway. CDG has provided Truck Turning exhibits to show that a Firetruck and Garbage truck are still able to maneuver around the cul-de-sac, which were determined to be acceptable by the Fire Department through the preliminary FRD process.

- b. Street Crown Pitch – Both sides required, one side proposed (Figure 1)
Response: A waiver from the Street Crown Pitch from Sta 0+00 to Sta 2+50 is requested due to the location of the proposed underground stormwater systems and the existence of ledge on the site. The proposed roadway segment is designed to pitch to one side (south side) in order to direct stormwater to the proposed underground system located to the south side of the roadway. This also aligns with the direction of slope within Cushing Street. The presence of ledge on the site, particularly along the northern portion of the roadway in this location, would necessitate a fairly deep blasted cut in order to install deep sump hooded catch basin on the north side of the roadway if the roadway were to be centerline-crowned in this segment.
- c. Minimum Grass Strip Width – 4.5' required, 4' proposed (Figure 1)
Response: A 4.5' grass strip has been added to the plans. Refer to Sheet C-5.
- d. Minimum Berm Width – 18" required, 12" proposed (Figure 1)
Response: The Applicant is requesting a waiver to utilize 12" CCB in lieu of 18" CCB, as industry standard for CCB is typically 12".
- e. Utility Placement – Outside Roadway (except sewer), Inside Roadway proposed for some (Figure 1, Note 3)
Response: Based on the comment provided we have included a waiver request accordingly however it is unclear whether the waiver is required. The utilities have been thoughtfully designed and positioned to be located in the most appropriate locations for the overall FRD design. For example, the electric and telecommunications duct bank and transformer locations have been coordinated with and designed by HMLP; the water main location was positioned to align with the existing 8" stub that was installed as part of the recent water main installation project within Cushing Street by WRWS; the sewer main was positioned generally within the middle of the roadway which is typical; the storm drain system includes the typical catch basins, connecting manholes and conveyance piping which are all typically within the paved limits, while the stormwater treatment devices and stormwater detention systems are located outside the paved roadway limits.

Should you have any questions or require any further information, please do not hesitate to contact us at any time at taylorcorsano@crockerdesigngroup.com or 781-919-0808.

Sincerely,
Crocker Design Group LLC



Taylor Corsano
Project Manager

Exhibit A – Definitive FRD Plan Set
(Under Separate Cover)

Exhibit B – Site Distance Exhibit

Exhibit C – Building Elevations

Exhibit D – Grade Plane Exhibit