

Ref: 7516

January 23, 2017

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

Re: Supplemental Traffic Engineering Peer Review
Broadstone Bare Cove – 230 Beal Street
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the latest supplemental materials submitted on behalf of Broadstone Bare Cove Alliance, LLC (the “Applicant”) in support of the proposed Broadstone Bare Cove residential development to be located at 230 Beal Street in Hingham, Massachusetts (hereafter referred to as the “Project”). This information was provided in response to the comments that were raised in VAI’s January 9, 2017 review letter and consisted of the following materials:

1. Letter dated January 20, 2017 prepared by Mr. Robert L. Nagi, P.E., Principal at VHB, Re: *Final Response to Comments, VAI Traffic and Site Plan Engineering Review, Broadstone Bare Cove – 230 Beal Street, Hingham, Massachusetts*;
2. Memorandum dated January 17, 2017 from Lt. Chris DiNapoli, Fire Marshal for the Town of Hingham, to Carlton Quinn Re: 230 Beal St Bldg 1 East Side;
3. *Conceptual Intersection, 230 Beal Street, Hingham, MA* prepared by VHB and dated January 23, 2017; and
4. *Comprehensive Permit Application Plans (Site Plans) Sheets C-2A, C-2B, C-7A and C-7B, Broadstone Bare Cove, 230 Beal Street, Hingham, MA; Allen & Major Associates, Inc.; August 12, 2016, revised through January 20, 2017.*¹

Based on our review of the latest supplemental materials that have been submitted on behalf of the Applicant, we are satisfied that the Applicant has addressed the outstanding comments that have been raised as a part of our review of the Project. We have requested that the Applicant incorporate the revised driveway design and associated improvements along Beal Street into the Site Plans, and that a vehicle turning analysis be provided for the Building 1 loading area.

For reference, listed below are the comments that were raised in our January 9, 2017 review letter that required additional information or analysis, followed by a summary of the response submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

¹We note that the subject Site Plan sheets indicate a revision date of January 4, 2017 and should be updated.

OCTOBER 2016 TRAFFIC IMPACT AND ACCESS STUDY

Recommendations

Comment 5: *[Note 8 on Sheet No.'s C-2A and C-2B] should be corrected to read "All signs..."*

Response: The note has been revised as requested. **No further response required.**

Comment 6: *A note should be added to the Comprehensive Permit Plans to indicate this requirement [Snow windrows within the sight triangle areas of the Project site driveway shall be promptly removed where such accumulations would exceed 2.5-feet in height.] (See Comment 9 under Comprehensive Permit Plans).*

Response: The requested note and sight triangle areas have been added to the Site Plans (Sheet C-7A). **No further response required.**

Comment 7: *Wayfinding signs should be provided within the Project site to indicate the location of the secure bicycle parking area.*

Response: The requested signs have been added to the Site Plans. **No further response required.**

Comment 9: *The Applicant's engineer indicated that they will evaluate the transition from Route 3A to Beal Street, the installation of a raised median and other appropriate treatments that are designed to reduce vehicle travel speeds along Beal Street. These treatments should be developed at a conceptual level and presented to the ZBA [Zoning Board of Appeals].*

Response: The Applicant has prepared a conceptual improvement plan that depicts the installation of raised median islands with accompanying signs and pavement markings at and approaching the Project site driveway. These accommodations have been designed to reduce vehicle travel speeds along Beal Street and to provide a transition as drivers exit from Route 3A. **No further response required.**

COMPREHENSIVE PERMIT PLANS

Comment 1: *The Applicant's engineer provided a truck turning analysis for the Fire Department design vehicle that illustrated that the subject vehicle can enter the Project site and exit by way of the gated connection to the Back River Wildlife Sanctuary; however, the analysis did not address access along the east side of Building 1 which was the subject of the comment. The Applicant should indicate how this comment has been addressed.*

Response: The Applicant's engineer provided a memorandum from the Town of Hingham Fire Marshall indicating that a waiver will be granted from the applicable section of NFPA® 1 for access to the east side of Building 1. **No further response required.**

Comment 2: *The Applicant's engineer should provide a turning analysis for an SU-30/40 (small delivery/moving vehicle and trash/recycling vehicle) that demonstrates that the subject vehicle can access and stage in the loading areas without blocking internal circulation. In addition, the analysis should also demonstrate the location and maneuvering required to serve the trash/recycling area.*

Response: The Applicant's engineer provided the requested turning analysis for Building 2; **a similar analysis should be provided for Building 1.**

Comment 3: *The Applicant's engineer provided a revised driveway design that includes a crossing of Beal Street at the Project site driveway.*

The current driveway design, including the pedestrian crossing of Beal Street, requires revisions to meet engineering design standards. VAI has provided design guidance to the Applicant's engineer on the required modifications and will be participating in a working session that is being scheduled with the Applicant to reconcile the driveway design and the associated improvements along Beal Street which will then be presented to the ZBA.

Response: VAI met with the Applicant and their engineer to review the design of the Project site driveway, its intersection with Beal Street and the associated pedestrian crossing. As a result of this meeting, the Applicant's engineer has developed a revised driveway design that includes a raised median along a portion of Beal Street and a pedestrian crossing between the Project site and the sidewalk along the north side of Beal Street. The current design conforms the applicable requirements for safe operation based on the roadway environment in which the improvements are located and affords the requisite accommodations for a safe pedestrian crossing and to limit the ability of vehicles to complete U-turn maneuvers along this segment of Beal Street. **The revised driveway design, pedestrian accommodations and improvements along Beal Street should be incorporated into the Site Plans. No further response required.**

Comment 4: *We continue to suggest that providing a sidewalk along the south side of Beal Street between the Project site driveway and the driveway to the Back River Wildlife Sanctuary is advantageous and would serve to provide a continuous sidewalk along the south side of Beal Street between Lynch Field and the Wildlife Sanctuary.*

Response: The Applicant's engineer indicated that a connection to the Wildlife Sanctuary will be provided from within the Project site and that they do not foresee a pedestrian movement to/from the Project site along a sidewalk on the south side of Beal Street to the Back River Wildlife Sanctuary given the connections that will be available from within the Project site.

While we agree that it is likely that residents of the Project may not use the subject sidewalk segment, the sidewalk segment would provide a safe accommodation for pedestrians that are not inclined to travel through the Project site that are destined to/from the Wildlife Sanctuary. **The Applicant should discuss this sidewalk connection with the ZBA.**

Comment 5: *The corner radius for vehicles exiting the Project site should be redesigned as a compound curve and the raised channelizing island extended parallel to and off-set from the edge of the travelled-way on Beal Street in order to reinforce the left-turn restriction while continuing to accommodate fire truck egress. Further, a raised median should be installed along Beal Street extending from the Project site driveway southerly to Sgt. William B. Terry Drive in order to eliminate the potential for U-turn maneuvers along this segment of Beal Street and to reduce travel speeds approaching the Project site driveway. The raised median should be designed and constructed so as to be consistent with the raised median that exists to the south of Sgt. William B. Terry Drive (width and plantings).*

Response: As stated previously, VAI met with the Applicant and their engineer to review the design of the Project site driveway, and a revised design has been provided that conforms the applicable requirements for safe operation and affords the requisite accommodations to limit the ability of vehicles to complete U-turn maneuvers along this segment of Beal Street. **The revised driveway design and the improvements along Beal Street should be incorporated into the Site Plans. No further response required.**

Comment 6: *A “No Left-Turn” sign (graphic symbol) should be installed on Beal Street facing motorists exiting the Project site.*

Response: The requested signs have been added to the revised driveway design. **No further response required.**

Comment 7: *A school bus waiting area should be provided within the Project site or at an appropriate location defined in consultation with the Town of Hingham School Department.*

Response: The Applicant has confirmed with the Town of Hingham School Department that the existing school bus drop-off/pick-up area within the Lynch Fields parking lot will be used for the Project. **No further response required.**

Comment 9: *The sight triangle areas for the Project site driveway intersection with Beal Street should be added to the Site Plans along with a note to indicate: “Signs, landscaping and other features located within the sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow windrows located within the sight triangle areas that exceed 2.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”*

Response: The requested note and sight triangle areas have been added to the Site Plans (Sheet C-7A). **No further response required.**

Comment 10: *A tenant move in/out management plan (narrative) should be provided and reflected in the truck turning analysis for the Project.*

Response: The Applicant’s engineer provided the requested narrative detailing the procedure that will be used for tenant moves and the location where moving vehicles will be accommodated for each building. **No further response required.**

Comment 11: *A narrative should be provided describing how trash and recycling will be collected and then picked-up by the contracted hauler.*

Response: The Applicant's engineer provided the requested narrative detailing the procedure that will be used for the collection and pick-up of trash and recycling for each building. **No further response required.**

PARKING

Comment: *The Comprehensive Permit Plans have been revised to provide 440 parking spaces that will serve 220 apartment units, or a parking ratio of 2.0 spaces per residential unit, which complies with Section V-A, Off-Street Parking Requirements, of the Hingham Zoning By-Law; however, we note that the updated waiver list states that the Applicant is seeking a waiver to provide a parking ratio of 1.55 spaces per dwelling unit. The Applicant should clarify the number of parking spaces that are proposed for the Project and reconcile the materials that have been submitted in support of the Project.*

Response: The Applicant's engineer has clarified that 340 parking spaces are proposed to accommodate 220 residential units, or a parking ratio of 1.55 spaces per dwelling unit, which is below the parking ratio of 2.0 spaces per dwelling unit that is required pursuant to Section V-A, *Off-Street Parking Requirements*, of the Hingham Zoning By-Law. Accordingly, the Applicant is requesting a waiver from the parking requirements of the Zoning By-Law. **No further response required.**

We support the requested waiver for parking from 2.0 spaces per residential unit to 1.55 spaces per residential unit and note that the parking ratio that is proposed is: i) within the range of values documented by the Institute of Transportation Engineers (ITE)² for an apartment community in a similar suburban setting; and ii) is consistent with parking demands documented at similar suburban apartment communities in the Metropolitan Boston area.

SUMMARY

VAI has completed a review of the latest supplemental materials submitted on behalf of Broadstone Bare Cove Alliance, LLC in support of the proposed Broadstone Bare Cove residential development to be located at 230 Beal Street in Hingham, Massachusetts. This information was provided in response to the comments that were raised in VAI's January 9, 2017 review letter.

Based on our review of the latest supplemental materials that have been submitted on behalf of the Applicant, we are satisfied that the Applicant has addressed the outstanding comments that have been raised as a part of our review of the Project. We have requested that the Applicant incorporate the revised

²*Parking Generation*, 4th Edition; Institute of Transportation Engineers; Washington, D.C.; 2010. Observed parking demand ratios for an apartment community were found to range from 0.59 to 1.94 spaces per dwelling unit, with an average parking demand of 1.23 spaces per dwelling unit and an 85th percentile peak parking demand of 1.94 spaces per dwelling unit.

Ms. Emily Wentworth
January 23, 2017
Page 6 of 6

driveway design and associated improvements along Beal Street into the Site Plans and that a vehicle turning analysis be provided for the Building 1 loading area.

This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Principal

JSD/jsd

cc: File