

Ref: 8205

March 12, 2019

Ms. Mary F. Savage Dunham, AICP, CFM
Director of Community Planning
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Traffic Engineering Peer Review
Proposed Dunkin' Restaurant – 315 Lincoln Street (Route 3A)
Hingham, Massachusetts

Dear Mary:

Vanasse & Associates, Inc. (VAI) has completed a review of the materials submitted on behalf of Panek Donuts, LLC (the "Applicant") in support of the proposed Dunkin' restaurant to be located at 315 Lincoln Street (Route 3A) in Hingham, Massachusetts (hereafter referred to as 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 submitted applications for Site Plan Approval and for the issuance of a Special Permit A2 and a Special Permit A3 (Parking Determination and Parking Waiver), along with the following supporting materials which are the subject of this review:

1. *Site Development Plans* for Dunkin', 315 Lincoln Street, Hingham, MA; CHA Consulting, Inc.; February 19, 2019, no revisions; and
2. *Traffic Impact and Access Study*, Proposed Coffee Shop without Drive-Thru, 315 Lincoln Street, Hingham, Massachusetts; MDM Transportation Consultants, Inc.; January 8, 2019.

In addition, VAI reviewed the site locus in order to validate the existing conditions context of the Project and the study area that was assessed in the January 8, 2019 *Traffic Impact and Access Study* (the "January 2019 TIAS"), and to observe factors that could impact the design and location of the access to the Project site and potential off-site improvements.

Based on our review of the January 2019 TIAS and the accompanying *Site Development Plans*, we have determined that the materials were prepared in a professional manner and following the applicable standards of care. That being said, the Applicant should address the following comments that were identified as a part of our review, a detailed summary of which is attached:

January 2019 TIAS

1. The Applicant's engineer should provide a description of pedestrian and bicycle accommodations within the study area and their relationship to the accommodations that will be provided within the Project site
2. The Applicant's engineer should provide a description of public transportation accommodations within the study area how the accessibility of the accommodations has been integrated into the planning of the Project (i.e., trip-reduction measures for employees).
3. In addition to Phase II of the Avalon at the Hingham Shipyard project, traffic volumes associated the Broadstone at Bare Cove multifamily residential development should be included in the future traffic volume projections (200-unit multifamily residential development to be located at 230 Beal Street). In addition, the Applicant's engineer should review the current status of the build-out and occupancy of The Launch at Hingham Shipyard and include trip projections for any unbuilt/vacant space within the development.
4. The trip-distribution pattern, trip-assignment network and Build condition traffic volumes should be revised to reflect the right-turn only restriction for both entering and exiting traffic as shown on the Site Development Plans. As shown thereon, left-turn movements entering and exiting the Project site will be prohibited.
5. The No-Build and Build condition traffic operations analyses should be revised to reflect the comments pertaining to the background development projects and the turn restrictions at the Project site driveways. Further, the Applicant's engineer should review and revise the peak-hour factors used in the analysis to be consistent with the measured values and to comply with MassDOT standards.
6. The Applicant's engineer should review the status of the improvements to the traffic signal system along the Route 3A corridor that are associated with Phase II of the Avalon at the Hingham Shipyard project.
7. A Transportation Demand Management (TDM) program should be developed and implemented as a part of the Project. At a minimum, the TDM program should include the following elements:
 - The Applicant or property manager should become a MassRIDES employer partner to facilitate and encourage healthy transportation options for employees of the Project, and to coordinate a carpool/vanpool matching program;
 - A packet should be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES and their Bay State Commute program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
 - Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to employees;
 - Employees should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer



partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;

- Direct deposit of employee pay checks should be offered; and
- Bicycle parking should be provided at an appropriate location that is accessible to employees and customers.

Site Development Plans

1. A truck turning analysis was provided as a part of the January 2019 TIAS for the Hingham Fire Department design vehicle and a single-unit (SU) truck. Based on our review of the turning analyses, we offer the following comments:
 - a. a. The Hingham Fire Department design cannot maneuver in an unimpeded manner within the Project site, with multiple curblin e incursions and off-tracking through parking spaces. The Site Plans should be revised to eliminate these incursions.
 - b. The Project eliminates the emergency vehicle connection to the parking lot for the Avalon at the Hingham Shipyard. The Applicant should provide correspondence from the Hingham Fire Department and Avalon indicating their acceptance of the removal of this accommodation.
 - c. The 20-foot wide circulating drive within the Project site does not provided sufficient area to accommodate the staging of delivery trucks and one-way circulation around the building.
 - d. The Applicant should confirm that deliveries by tractor semi-trailer combinations will not be allowed at the Project site. We note that deliveries by such vehicles are common at Dunkin' restaurants.
2. The Project site driveways should be redesigned to provide appropriate channelization to physically restrict left-turn movements entering and exiting the Project site. Absent such physical restrictions, it is unlikely that the proposed turn prohibitions will be effective. Further, "No Left-Turn" signs (graphic symbol) should be installed on Route 3A at both driveways and located in accordance with the installation requirements specified in the MUTCD.¹
3. The Applicant should clarify the number of seats (interior and exterior) that will be provided; the narrative that was submitted with the Special Permit A2 indicates that 24 seats are to be provided while the Site Development Plans indicate that 36 seats are proposed.
4. A note should be added to the Site Development Plans stating: "All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)."²
5. The sight triangle areas for the Project site driveway intersections should be shown on the Site Development Plans along with a note to indicate: "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-foot

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

²Ibid.



in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”

6. A narrative should be provided indicating how loading/deliveries and trash/recycling will be managed. The staging area for deliveries should be identified and should be reflected in the truck turning analysis.
7. A sidewalk connection to the Avalon at the Hingham Shipyard project should be provided at an appropriate location and should include a marked crosswalk with Americans with Disabilities Act (ADA) compliant wheelchair ramps for crossing the internal circulating drive.
8. Additional detail should be provided to indicate how the parking spaces along the west property line will be constructed and what approvals or rights have been obtained from the abutting property owner to allow for: i) construction of the parking spaces; ii) vehicle overhang beyond the property line; and iii) snow removal/storage.
9. Bicycle parking should be provided at an appropriate location within the Project site and shown on the Site Development Plans.

Parking

1. The Applicant should provide parking demand observations from a similar Dunkin’ restaurant in order to demonstrate that the proposed parking supply will be sufficient to accommodate the parking demands of the Project.

Written responses to our comments should be provided so that we may continue our review of the Project on behalf of the Town.

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
Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

Attachment

cc: File



**PROPOSED DUNKIN' RESTAURANT
TRAFFIC ENGINEERING PEER REVIEW
MARCH 12, 2019**

The following details Vanasse & Associates, Inc.'s (VAI's) review of the materials submitted in support of the proposed Dunkin' restaurant to be located at 315 Lincoln Street (Route 3A) in Hingham, Massachusetts (hereafter referred to as the "Project"). Our comments are indicated in *italicized* text, with those requiring responses or additional information **bolded**.

PROJECT DESCRIPTION

The Project will entail the construction of a 2,070± square foot (sf) Dunkin' restaurant without drive-through window with 14 interior seats and 10 exterior seats (24 seats total)³ to be located at 315 Lincoln Street (Route 3A) in Hingham, Massachusetts. The Project site encompasses approximately 0.77± acres (33,405± sf) of land that is bounded by the Avalon at the Hingham Shipyard residential community to the north, east and west, and Route 3A to the south. The Project is currently occupied by a 5,200± sf one-story metal building with associated parking area and appurtenances that will be removed to accommodate the Project.

Access to the Project site will be provided by way of two (2) driveways that will intersect the north side of Route 3A approximately 250 feet and 375 feet west of USS Amesbury Drive, respectively. Both driveways are proposed to be restricted (by signs) to right-turn-only operation (i.e., right turns entering and exiting only), with the east driveway designated as a one-way entrance driveway and the west driveway to serve as a one-way exit driveway. Circulation within the Project site will be in a one-way counterclockwise direction consistent with the one-way access configuration. The Project will require the issuance of a State Highway Access Permit from the Massachusetts Department of Transportation (MassDOT) for access to Route 3A, a State Highway that is under MassDOT jurisdiction.

On-site parking will be provided for 12 vehicles including three (3) handicapped accessible spaces, or an approximate parking ratio of 5.8 spaces per 1,000 sf or 0.5 spaces per seat (1.5 spaces per 3 seats).

JANUARY 2019 TRAFFIC IMPACT AND ACCESS STUDY

General

Comment: The January 2019 *Traffic Impact and Access Study* (the "January 2019 TIAS") was prepared in a professional manner and following the applicable standards of care, and was prepared under the responsible charge of Robert J. Michaud, P.E. (Massachusetts Registered Professional Engineer No. 38101, Civil).

Existing Conditions

Study Area

The study area that was assessed in the January 2019 TIAS consisted of Route 3A in the vicinity of the Project site, and intersections of Route 3A at USS Amesbury Drive and Route 3A at Shipyard Drive East and Talbots Drive.

³We note that the Supporting Statement that was submitted with the Special Permit A2 application references 14 interior parking spaces and 10 exterior parking spaces, whereas the *Site Development Plans* (Drawing C-101) indicate that 36 seats will be provided.



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Comment: *This study area is sufficient to evaluate the potential impact of the Project on the transportation infrastructure based on the expected trip-distribution pattern for the Project and with consideration that the majority of the traffic that is expected to be generated by the Project will be derived from existing traffic on Route 3A (i.e., pass-by trips).*

Traffic Volumes and Data Collection

Traffic volume data was collected at the study area intersections by means of: i) manual turning movement counts (TMCs) and vehicle classification counts conducted on Thursday, June 14, 2018, during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, and on Saturday, June 16, 2018, during the afternoon peak period (11:00 AM to 2:00 PM); and ii) automatic traffic recorder (ATR) counts conducted on the same dates on Route 3A in the vicinity of the Project site. A review of seasonal adjustment data available from MassDOT indicated that traffic volume conditions within the study area during the month of June are representative of above average conditions and, as such, the raw traffic count data did not require a seasonal adjustment to average-month conditions.

Comment: *The data collection effort and establishment of the seasonal adjustment were completed in accordance with standard Traffic Engineering and Transportation Planning practices, and we are in general agreement that the resulting data provides a reasonable basis from which to assess the potential impact of the Project on the transportation infrastructure.⁴*

Pedestrian and Bicycle Facilities

An inventory of pedestrian and bicycle facilities along the study area roadways and at the study intersections was not presented in the January 2019 TIAS.

Comment: *The Applicant's engineer should provide a description of pedestrian and bicycle accommodations within the study area and their relationship to the accommodations that will be provided within the Project site.*

Public Transportation

A description of public transportation services within the study area was not provided in the January 2019 TIAS.

Comment: *The Applicant's engineer should provide a description of public transportation accommodations within the study area how the accessibility of the accommodations has been integrated into the planning of the Project (i.e., trip-reduction measures for employees).*

⁴The manual turning movement count worksheets that are provided in the attachments are a consolidated presentation of the data collection for both the weekday and Saturday and have a date of "6/14/18" in the heading, which is a Thursday. We were able to verify using the Saturday ATR counts that the midday data presented thereon is in fact the Saturday traffic count data.



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Motor Vehicle Crash Summary

Motor vehicle crash information was obtained for the study area intersections from MassDOT for the four-year period 2013 through 2016, inclusive. Based on a review of this information, the study area intersections were found to have a low incidence of motor vehicle crashes, with motor vehicle crash rates that were below the MassDOT average crash rates.

Comment: *The motor vehicle crash analysis was completed in accordance with MassDOT standards and following standard Traffic Engineering and Transportation Planning practices, and we are in agreement with the findings of the analysis and the general conclusion that no inherent safety deficiencies were identified within the study area based on a review of the MassDOT crash data.*

A review of the MassDOT statewide High Crash Location List indicated that there were no locations within the study area that were included in MassDOT's Highway Safety Improvement Program (HSIP) database as high crash cluster location.

Future Conditions

No-Build Conditions

Traffic volumes within the study area were projected to 2025, which represents a 7-year planning horizon from the existing conditions base year (2018) that was presented in the January 2019 TIAS. The future condition traffic volume projections were developed by: i) applying a background traffic growth rate to the 2018 Existing traffic volumes; and ii) adding traffic associated with specific development projects by others that may increase traffic volumes within the study area beyond that accounted for by the background traffic growth rate.

The Applicant's engineer consulted with the Director of Community Planning for the Town of Hingham in order to determine if there were any specific development projects by others that would result in an increase in traffic volumes within the study area that would exceed the background traffic growth rate. Based on this consultation, the Applicant's engineer incorporated traffic volumes associated with Phase II of the Avalon at the Hingham Shipyard project (190 apartment units) into the future condition traffic volume projections.

Based on a review of historic counts conducted by MassDOT, the Applicant's engineer determined that use of a 0.5 percent per year compounded annual background traffic growth rate would reflect the expected growth in traffic that will occur within the 7-year time horizon of the January 2019 TIAS.

Comment: *We are in general agreement with the methodology that was used to develop the future No-Build condition traffic volume projections, including the background traffic growth rate (0.5 percent per year) and inclusion of the identified specific development project by others.*

In addition to Phase II of the Avalon at the Hingham Shipyard project, traffic volumes associated the Broadstone at Bare Cove multifamily residential development should be included in the future traffic volume projections (200-unit multifamily residential



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development to be located at 230 Beal Street). Further, the Applicant's engineer should review the current status of the build-out and occupancy of The Launch at Hingham Shipyard and include trip projections for any unbuilt/vacant space within the development.

The Applicant's engineer should also review the status of the improvements to the traffic signal system along the Route 3A corridor that are associated with Phase II of the Avalon at the Hingham Shipyard project.

Build Conditions

Future Build condition (with the Project) traffic volume projections were developed by the Applicant's engineer using trip-generation statistics published by the Institute of Transportation Engineers (ITE)⁵ for a similar land use as that proposed (coffee/donut shop without drive-through window) which were then adjusted to account for pass-by trips, or motorists that are traveling along Route 3A for other purposes that will patronize the Project and then continue to their primary destination.

The base trip-generation calculations were developed using ITE Land Use Code (LUC) 936, *Coffee/Donut Shop without Drive-Through Window*. Based on data that has been collected by ITE,⁶ up to 89 percent of the trips generated by a coffee/donut shop may consist of pass-by trips. As such, the Applicant's engineer applied an 89 percent pass-by trip rate to the base trip-generation calculations for the Project.

The following table summarizes the trip-generation calculations for the Project as presented in the January 2019 TIAS.

⁵*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

⁶*Trip Generation Handbook*, 3rd Edition, A Recommended Practice of the Institute of Transportation Engineers; Institute of Transportation Engineers; Washington, D.C.; September 2017.



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**DUNKIN' RESTAURANT
TRIP-GENERATION SUMMARY**

Time Period/Direction	(A) Total Trips ^a	(B = A x 0.89) Pass-By Trips (89%)	(A - B) New Trips
<i>Average Weekday Daily:</i>			
Entering	781	695	86
<u>Exiting</u>	<u>781</u>	<u>695</u>	<u>86</u>
Total	1,562	1,390	172
<i>Weekday Morning Peak Hour:</i>			
Entering	107	93	14
<u>Exiting</u>	<u>102</u>	<u>93</u>	<u>9</u>
Total	209	186	23
<i>Weekday Evening Peak Hour:</i>			
Entering	38	34	4
<u>Exiting</u>	<u>38</u>	<u>34</u>	<u>4</u>
Total	76	68	8
<i>Saturday:</i>			
Entering	456	406	50
<u>Exiting</u>	<u>456</u>	<u>406</u>	<u>50</u>
Total	912	812	100
<i>Saturday Midday Peak Hour:</i>			
Entering	60	54	6
<u>Exiting</u>	<u>62</u>	<u>54</u>	<u>8</u>
Total	122	108	14

^aBased on ITE LUC 936, *Coffee/Donut Shop without Drive-Through Window; 2,070 sf.*

Traffic volumes associated with the Project were assigned onto the study area roadway network based on a review of existing travel patterns within the study area given that the majority of the traffic that will be associated with the Project will consist of pass-by trips. Based on this approach, the following trip assignments were developed by the Applicant's engineer for the Project:

TRIP-DISTRIBUTION SUMMARY

Roadway	Direction To/From	Trip Assignment
Route 3A	East	55%
Route 3A	West	35%
Shipyards Drive	North	<u>10%</u>
TOTAL		100%



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Comment: *We are in general agreement with the methodology that was used to develop the anticipated traffic characteristics of the Project and the trip distribution pattern.*

We note that the pass-by trip rate that was applied to the project (89 percent) was observed for a coffee/donut shop with drive-through window and no indoor seating. The presence of the drive-through window component is a primary contributor to the pass-by trip rate for such uses, a component that is not include as a part of the Project. That being said, the total volume of traffic that will be processed by the Project site and for which sufficient parking and vehicle queue storage will be required is appropriately represented by the trip calculations (i.e., total trips).

The trip-distribution pattern, trip-assignment network and Build condition traffic volumes should be revised to reflect the right-turn only restriction for both entering and exiting traffic as shown on the Site Development Plans. As shown thereon, left-turn movements entering and exiting the Project site will be prohibited.

Traffic Operations Analysis

In order to assess the potential impact of the Project on the transportation infrastructure, a detailed traffic operations analysis was performed for the study intersections under 2018 Existing, 2025 No-Build (without the Project) and 2025 Build (with the Project) conditions. In brief, traffic operations are described by six “levels of service” which are defined by letter grades from “A” through “F”, with a level-of-service (LOS) “A” representing the best operating conditions (average motorist delays of less than 10 seconds and little or no apparent vehicle queuing) and a LOS “F” representing constrained operating conditions (average motorist delays of 50 to 80 seconds or more and often with apparent vehicle queuing). A LOS of “E” is representative of an intersection or traffic movement that is operating at its design capacity, with a LOS of “D” typically representing the limit of acceptable traffic operations.

Based on this analysis, the addition of the new trips attributable to the Project (up to 23 vehicles during the peak traffic volume periods) was not shown to result in a change in LOS for any movement at the study intersections. With the exception of exiting movements from Shipyard Drive during the weekday evening peak-hour, all movements at the study area intersections are predicted to continue to operate at LOS D or better during the peak hours. The Shipyard Drive approach to Route 3A was shown to operate at LOS E during the weekday evening peak-hour with vehicle queues extending over 300-feet.

Exiting movements from the Project site were shown to operate at LOS E during the weekday morning peak-hour, at LOS C during the weekday evening peak-hour and at LOS B during the Saturday midday peak-hour. Vehicle queues exiting the Project site were predicted to range from one (1) to three (3) vehicles.

Comment: *The traffic operations analysis was completed using the appropriate methodologies and we are in general agreement with the reported results and the identified impact of the Project on operating conditions at the study area intersections.*

The No-Build and Build condition traffic operations analyses should be revised to reflect the comments herein pertaining to the background development projects and the turn restrictions at the Project site driveways. In addition, the Applicant's engineer should



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review and revise the peak-hour factors used in the analysis to be consistent with the measured values and to comply with MassDOT standards.

Sight Distance

The Applicant's engineer provided sight distance measurements for the Project site driveway intersections with Route 3A following American Association of State Highway and Transportation Officials (AASHTO)⁷ standards and using the posted speed limit along this section of Route 3A (40 mph). Comparing the measured sight lines to the recommended minimum distances for safe operation at each intersection, the Applicant's engineer concluded that the available lines of sight exceed the recommended value for a 40 mph approach speed.

Comment: *The sight distance measurements were performed following the appropriate standards and we are in agreement that the available sight lines exceed the recommended minimum value for safe operation of the Project site driveways.*

We note that recorded 85th percentile travel speeds along Route 3A in the vicinity of the Project site are slightly above the posted speed limit (42 mph); however, the sight lines that are afforded at the Project site driveways would continue to exceed the recommended minimum distance for safe operation.⁸

Recommendations

The Applicant's engineer offered the following recommendations as a part of the January 2019 TIAS:

- A STOP-sign and marked STOP-line should be provided for vehicles exiting the Project site;
- "One-Way" and "Do Not Enter" signs should be provided to regulate the one-way flow of traffic at the Project site driveways;
- Signs and pavement markings should comply with the Manual on Uniform Traffic Control Devices (MUTCD)⁹;
- A sidewalk connection to the sidewalk along Route 3A will be provided and, to the extent feasible, a sidewalk connection to the Avalon at the Hingham Shipyard and USS Amesbury Drive should be provided;
- New plantings and structures should be designed and maintained at a height of 2-feet or less above the finished driveway elevation within the sight triangle area of the Project site driveways; and
- The site should be designed to accommodate the largest anticipated delivery vehicle.

Comment: *We are in agreement with the recommendations that have been offered by the Applicant's engineer. Given the availability of public transportation services to the Project site, a Transportation Demand Management (TDM) program should be*

⁷A Policy on Geometric Design of Highway and Streets, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2011.

⁸Traffic Impact and Access Study, Avalon Hingham Shipyard II; Howard Stein Hudson; February 25, 2016.

⁹Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2009.



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developed and implemented as a part of the Project. At a minimum, the TDM program should include the following elements:

- *The Applicant or property manager should become a MassRIDES employer partner to facilitate and encourage healthy transportation options for employees of the Project, and to coordinate a carpool/vanpool matching program;*
- *A packet should be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES and their Bay State Commute program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;*
- *Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to employees;*
- *Employees should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;*
- *Direct deposit of employee pay checks should be offered; and*
- *Bicycle parking should be provided at an appropriate location that is accessible to employees and customers.*

Additional recommendations have been provided as a part of the review of the Site Development Plans, which follows.

SITE DEVELOPMENT PLANS

The following comments are offered with respect to our review of the *Site Development Plans* prepared by CHA Consulting, Inc. and dated February 19, 2019, no revisions (hereafter referred to as the “*Site Plans*”).

1. *A truck turning analysis was provided as a part of the January 2019 TIAS for the Hingham Fire Department design vehicle and a single-unit (SU) truck. Based on our review of the turning analyses, we offer the following comments:*
 - a. *The Hingham Fire Department design cannot maneuver in an unimpeded manner within the Project site, with multiple curblin incursions and off-tracking through parking spaces. The Site Plans should be revised to eliminate these incursions.*
 - b. *The Project eliminates the emergency vehicle connection to the parking lot for the Avalon at the Hingham Shipyard. The Applicant should provide correspondence from the Hingham Fire Department and Avalon indicating their acceptance of the removal of this accommodation.*



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PARKING

On-site parking will be provided for 12 vehicles including three (3) handicapped accessible spaces. Section V-A of the Zoning By-Law requires that 1.0 parking spaces be provided for every 3 seats for sit-down and take-out restaurants. As stated in the narrative that accompanied the Special Permit A2 application, the Project will provide 24 seats consisting of 14 interior seats and 10 exterior seats, which would require that eight (8) parking spaces be provided. Given that 12 parking spaces will be provided, the proposed parking supply exceeds the number of parking spaces that are required under the Zoning By-Law for the proposed use.

Comment: *We are in agreement that the proposed parking supply exceeds the parking requirements that are specified in the Zoning By-Law for the proposed use. That being said, we anticipate that the number of parking spaces may be reduced in order to address the access and circulation comments that have been provided as a part of this review.*

A review of parking demand data from the ITE¹² for a similar land use (coffee/donut shop without drive-through window) indicates that 22 parking spaces are required to accommodate the peak parking demand period on a weekday and that 30 parking spaces are required on a Saturday. A review of the trip-generation calculations for the Project substantiates the ITE parking demand data and the need to provide additional parking spaces beyond those required by the Zoning By-Law.

The Applicant should provide parking demand observations from a similar Dunkin' restaurant in order to demonstrate that the proposed parking supply will be sufficient to accommodate the parking demands of the Project.

¹²*Parking Generation Manual*, 5th Edition; Institute of Transportation Engineers; Washington, D.C.; 2019.