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April 26, 2019

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

RE: Response to Comments  
Proposed Mixed-Use Development  
103 & 105 North Street and 11 Bank Avenue  
Hingham, Massachusetts

Dear Ms. Dunham,

McMahon Associates has reviewed the comments provided by Vanasse & Associates, Inc. (VAI), in a letter dated March 25, 2019, in regards to the traffic analysis and site plan prepared as part of the proposed Mixed-Use Development to be located at 103 & 105 North Street and 11 Bank Avenue in Hingham, Massachusetts. The March 25 VAI review letter was the second letter of comments prepared for the project. This letter, prepared by McMahon on behalf of the project team, provides a response to each of the Vanasse & Associates comments which required further response.

**Comment 1:** As a condition of any approvals that may be granted for the Project, we would recommend that the Applicant be required to complete a safety assessment (Road Safety Audit (RSA) or similar) for the North Street/South Street intersection. The safety assessment should be coordinated with the Hingham Police Department, the Department of Public Works and the Director of Community Planning, and should include the preparation of a motor vehicle collision diagram and the identification of safety-related improvements to be advanced at the intersection. The safety assessment should be completed prior to the issuance of a Certificate of Occupancy for the Project and provided to the aforementioned Town Departments.

*Response 1: The Hingham Police Department recently provided McMahon Associates with a summary of crashes reported at the intersection of North Street at South Street from 2014 through 2018. This summary shows a total of two crashes at the intersection during this five-year period, compared to the crash data obtained from MassDOT which showed a total of twelve crashes during the five-year period from 2012 through 2016 (nine of which occurred in 2014 or later). Due to the processing done to standardize crash reports for inclusion in MassDOT's crash data database, it is not uncommon for crashes to be incorrectly attributed to the nearest "significant" intersection. For this reason, local crash data reporting is generally considered more accurate.*

*Given the updated crash summary, a Road Safety Audit (RSA) is not likely warranted. RSAs are typically required at high-crash intersection and roadway locations or at crash clusters. North Street at South Street is not a High-Crash Cluster location and has not been at any point during any the previous three years available on MassDOT's list of Top Crash Locations. Further, the trip generation of the proposed project is fairly low and the geometric changes to existing site driveways on North Street are minor. As such, the proposed site is not expected to introduce additional safety concerns at the intersection of North Street/South Street.*

**Comment 2a:** It is likely that the Project will need to accommodate deliveries by vehicles larger than a 20-foot box truck, which would require the temporary use (or obstruction) of parking spaces within the Project site. As such, all deliveries and tenant moves that are to be accommodated within the Project site will need to be coordinated with the property manager. This should be a condition of any approvals that may be granted for the Project.

*Response 2a: The Applicant agrees to manage large-vehicle loading associated with deliveries and move-in/move-out, as per the Operations and Maintenance plan prepared by McMahon Associates.*

**Comment 2b:** The turning analysis has demonstrated that the 12-foot wide exit drive is not sufficient to accommodate exiting maneuvers by vehicles larger than a passenger vehicle, particularly with consideration of snow windrows. This driveway should be increased in width to a minimum of 14-feet in order to accommodate delivery and maintenance vehicles.

*Response 2b: The updated site plan prepared by Cavanaro Consulting provides 14-foot minimum driveways at both site driveways.*

**Comment 2c:** A review of vehicle maneuvering within the parking garage indicates that the reduced drive aisle width (less than 23-feet) will likely require multiple maneuvers for vehicles to enter and exit parking spaces when an adjacent parking space is occupied; however, this does not imply that the spaces are not functional. In addition, vehicles parked in the spaces at the north end of the parking garage will have difficulty entering and exiting these spaces. We would recommend that a maneuvering area be provided at the north end of the drive aisle within the parking garage to allow vehicles to exit from these spaces.

*Response 2c: The updated site plan prepared by Cavanaro Consulting provides a 10-foot maneuvering area at the north end of the parking garage.*

**Comment 3:** Tractor semi-trailer combinations cannot access the Project site and would have difficulty turning from North Street onto Bank Avenue. To the extent that there is a need to accommodate an occasional delivery by a large truck, the property manager should coordinate with the Town to obtain the necessary permits and approvals to allow temporary use of on-street parking. This should be a condition of any approvals that may be granted for the Project.

*Response 3: The Applicant is agreeable to such a condition.*

**Comment 4a:** Subject to the approval of the Fire Department, we would recommend that the one-way drive aisles be increased in width to 14-feet pending validation by the truck turning analysis for a single-unit truck.

*Response 4a: The updated site plan prepared by Cavanaro Consulting provides 14-foot minimum driveways at both site driveways.*

**Comment 4b:** The one-way exit driveway slopes downward toward the sidewalk along the north side of North Street at a grade of approximately 8 percent, leveling thereafter to meet the grade of North Street. Between the north side of the sidewalk and gutter-line along the north Side of North Street, a leveling area (i.e., 2 percent or less) is provided for a distance of approximately 20-feet, which is sufficient to accommodate one (1) vehicle in queue within the sidewalk area. We would recommend that the Applicant install a sign within the site for exiting motorists that reads "Watch for Pedestrians".

*Response 4b: The updated site plan prepared by Cavanaro Consulting provides a "Watch for Pedestrians" sign at the driveway exit on the east side of the site.*

**Comment 5:** We would suggest that consideration be given to requesting that the Applicant grant an easement to the Town to allow for the future widening of Bank Avenue to 20-feet and to granting any necessary rights of entry or other such forms of access that are incidental to said widening.

*Response 5: The Director of Community Planning has expressed to the Applicant that the Town of Hingham does not expect changes to be made to Bank Avenue and will not be requesting an easement to allow for its widening.*

**Comment 6:** The sight triangle areas for the Project site driveway intersections should be shown on the Site 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-feet 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."

*Response 6: McMahon Associates has prepared a plan which shows the measured sight distance for vehicles exiting the site driveway. This plan is referenced in the site plan prepared by Cavanaro Consulting.*

**Comment 7:** A note should be added to the Site 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)."

*Response 7: The updated site plan prepared by Cavanaro Consulting includes a note specifying that site signage and pavement markings shall conform to the MUTCD.*

**Comment 8:** A narrative should be provided indicating how tenant moves will be managed. The location of the moving vehicle staging area(s) should be reflected in the truck turning analysis and include the required maneuvers for the subject vehicle to enter and exit the Project site. ... A review of

the revised Site Plans indicates that a separate area or accommodation is not provided for loading and delivery activities. Given the one-way circulation pattern that is proposed, the staging of delivery vehicles or moving trucks within the drive aisle may inhibit circulation and access to parking. As such, all deliveries and tenant moves that are to be accommodated within the Project site will need to be coordinated with the property manager. This should be a condition of any approvals that may be granted for the Project.

*Response 8: McMahon Associates has prepared an Operations and Maintenance plan regarding move-in/move-out. The updated site plan prepared by Cavanaro Consulting includes a loading zone located north of the existing building on site. Use of this loading zone will be coordinated as per the Operations and Maintenance plan to avoid impacting access to the adjacent commercial parking spaces.*

**Comment 9:** We would recommend that the Applicant be required to provide bicycle parking at an appropriate location within the Project site and that the location be shown on the final Site Plans.

*Response 9: The Applicant intends to provide indoor bicycle parking. The specific location and amount of parking is yet to be determined.*

**Comment 10:** Consideration should be given to accommodating electric vehicle (EV) charging stations within the Project.

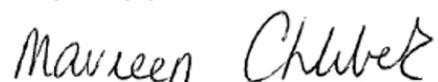
*Response 10: The Applicant is aware of the suggestion and will investigate the inclusion of electric vehicle charging stations within the residential parking garage for a future time.*

**Comment 11:** We would recommend that the Site Plans be revised to include the 25 parking spaces that are required to comply with the Zoning By-Law.

*Response 11: The updated site plan prepared by Cavanaro Consulting provides a total of 29 parking spaces.*

If you have any questions or require any additional information, please feel free to contact me at 617-556-0020.

Very truly yours,



Maureen Chlebek, P.E., PTOE  
Regional Manager – New England