

Ref: 8001

May 13, 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 Mixed-Use Development – 103 & 105 North Street and 11 Bank Avenue  
Hingham, Massachusetts

Dear Mary:

Vanasse & Associates, Inc. (VAI) has completed a review of the materials submitted on behalf of J. S. Berry Development, LLC (the “Applicant”) in support of the proposed mixed-use development to be located at 103 & 105 North Street and 11 Bank Avenue in Hingham, Massachusetts (hereafter referred to as the “Project”). The Project was the subject of a previous review that was conducted by VAI and resulted in the issuance of two (2) review letters dated September 18, 2018 and March 25, 2019, respectively. These letters are incorporated by reference as the same materials that were the subject of these review letters were filed in support of the new Application for the Project. This review focuses on the new information that submitted by the Applicant which included a letter from McMahan Associates, Inc. dated April 26, 2019 that responds to the comments that were raised in our March 25, 2019 review letter and a revised Site Plan Set prepared by Cavanaro Consulting dated September 4, 2018, last revised April 24, 2019.

Based on our review of supplemental information, we are generally satisfied that the Applicant has addressed the comments that were raised in our March 25, 2019 review letter. It is our opinion that the revisions to the Project that include: i) elimination of the existing carriage house; ii) modifications to the parking garage to improve parking maneuvers; and iii) increasing the width of the drive aisles within the Project site; have resulted in improved access, circulation and parking availability. Further, the reductions in the number of residential units from 10 to 8, and in retail space from 2,100± square feet (sf) to 1,750± sf, have reduced the overall impact of the Project on the transportation infrastructure. As such, it is our opinion the safe and efficient access can be afforded to the Project site, and that the Project can be accommodated within the confines of the existing transportation infrastructure with appropriate conditions.

For reference, listed below are the comments that were raised in our March 25, 2019, 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.

## **Crash Data**

*Comment 2: The North Street/South Street intersection was reported to have experienced 12 motor vehicle crashes between 2012 and 2016, one (1) of which resulted in a fatality, and was found to have a motor vehicle crash rate that was above the MassDOT average crash rate for similar intersections. The Applicant's engineer has requested the detailed motor vehicle crash reports for the intersection from the Hingham Police Department.*

*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. No further response required.*

*Response: The Applicant's engineer provided motor vehicle crash data for the North Street/South Street intersection obtained from the Hingham Police Department for the period 2014 through 2018, inclusive. This data indicated that the intersection experienced two (2) reported motor vehicle crashes over the five-year period, which is significantly lower than the 12 crashes that were listed in the MassDOT crash database for this intersection. It is not uncommon to have discrepancies between the crash data obtained from the local police department and the MassDOT data, with deference given to the local data.*

**Given the low incidence of motor vehicle crashes at the North Street/South Street intersection as evidenced by the Hingham Police Department data, further review of safety-related improvements at this intersection is not justified at this time. No further response required.**

## **Site Plans**

*Comment 1: 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.*

*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.*

*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:* The Applicant submitted an Operations and Maintenance (O&M) narrative that details the procedures that will be followed to manage loading and delivery activities associated with the Project. Deliveries and tenant moves will be coordinated with the property manager and will be managed so as not to impede access to parking or circulation within the Project site. Single-unit trucks (typical moving van, FedEx, UPS or similar) will be accommodated in a loading area along the south side of the parking lot where the drive aisle is approximately 28-feet wide.

The entrance and exit drives serving the Project site have been increased in width to 14-feet, which is sufficient to accommodate one-way travel and the turning and maneuvering requirements of a single-unit truck and the Hingham Fire Department design vehicle as evidenced by the truck turning exhibits that were provided by the Applicant's engineer to accompany the revised Site Plan Set.

The parking garage beneath the proposed residential building has been redesigned to provide a 24-foot wide drive aisle and a maneuvering area at the north end of the drive aisle.

**No further response required.**

*Comment 2:* *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:* The Applicant is agreeable to such a condition. **No further response required.**

*Comment 3:* *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.*

*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:* The entrance and exit drives serving the Project site have been increased in width to 14-feet, which is sufficient to accommodate one-way travel and the turning and maneuvering requirements of a single-unit truck and the Hingham Fire Department design



vehicle as evidenced by the truck turning exhibits that were provided by the Applicant's engineer to accompany the revised Site Plan Set.

As requested, a "Watch for Pedestrians" sign has been added to the Site Plan Set (Drawing No. LP, Sheet No. 3 of 6).

**No further response required.**

*Comment 6: The revised Site Plans do not allow for the future widening of Bank Avenue. 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:* The Town has indicated that provision of such an easement is not desirable at this time. **No further response required.**

*Comment 8: 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:* A sight distance plan with the requested note was submitted and is referenced in the Site Plan Set (Drawing No. LP, Sheet No. 3 of 6). **No further response required.**

*Comment 9: 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).<sup>1</sup>"*

*Response:* The requested note was added to the Site Plan Set (Drawing No. LP, Sheet No. 3 of 6). **No further response required.**

*Comment 10: 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.*

*Response:* The Applicant provided an O&M plan detailing how tenant moves will be managed (described previously) and the truck turning analysis that was submitted in support of the revised Site Plan Set demonstrates that a single-unit truck can access and circulate within the Project site in an unimpeded manner. **No Further response required.**

*Comment 12: The Applicant has indicated that bicycle parking will be considered to the extent that space permits within the Project site. We would recommend that the Applicant be required to provided bicycle parking at an appropriate location within the Project site and that the location be shown on the final Site Plans.*

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<sup>1</sup>Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, D.C.; 2009.



*Response:* The Applicant has committed to providing indoor bicycle parking; the specific location and amount of parking has not yet been determined. **The location and quantity of bicycle parking should be shown on the final Site Plan Set. No further response required.**

*Comment 13:* *Consideration should be given to accommodating electric vehicle (EV) charging stations within the Project.*

*Response:* The Applicant will investigate including EV charging within the residential parking garage at a future time. **We would suggest that the Applicant be required to provide the necessary accommodations (conduit, junction boxes, etc.) to support the future installation of EV charging within the residential parking garage as a condition of any approvals that may be granted for the Project. At a minimum, we would suggest that these accommodations be provided to support one (1) future EV charging station. No further response required.**

### **Parking**

*Comment:* *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:* The revised Site Plan Set indicates that 29 parking spaces will be provided to support the Project. **No further response required.**

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

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

JSD/jsd

cc: File

