

Ref: 9374

May 16, 2022

Mr. Michael B. Silveira
Senior Planner
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Traffic Engineering Peer Review
South Shore Country Club Pool Complex – 247 South Street
Hingham, Massachusetts

Dear Michael:

Vanasse & Associates, Inc. (VAI) has completed a review of the materials submitted on behalf of the Town of Hingham (the “Applicant”) in support of the proposed construction of a new pool complex within the South Shore Country Club located at 274 South Street in Hingham, Massachusetts (hereafter referred to as the “Project”). The Applicant is requesting Site Plan Approval and a Special Permit A3 (Parking Waiver) for 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 has submitted the following supporting materials which are the subject of this review:

1. *Application for Site Plan Approval*, South Shore Country Club; March 31, 2022;
2. *Application for Special Permit A3, Parking Waiver*, South Shore County Club; April 28, 2022;
3. *Traffic Engineering Assessment*, South Shore Country Club, Hingham, Massachusetts; Pare Corporation (Pare); April 9, 2018; and
4. *Site Plans*, Outdoor Pool Complex, 274 South Street, Hingham, MA; Rotti McGroddy Design Collaborative LLC (RMD Collaborative); March 17, 2022.

In addition, VAI reviewed the site locus in order to validate the existing conditions context of the Project 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 materials that have been submitted in support of the Project, we have determined that the materials were prepared in a professional manner and following the applicable standards of care. That being said, we have identified specific areas of the Project and the Site Plans that should be reviewed, and have recommended that a Traffic and Parking Management Plan be prepared for events. The following summarizes our review of the materials that have been submitted in support of the Project.

PROJECT DESCRIPTION

The Project will entail the construction of a new pool complex within the South Shore Country Club located at 274 South Street in Hingham, Massachusetts. The new pool will replace the existing tennis courts that are situated to the east of the clubhouse building and is intended to replace the existing pool that is adjacent to (west) the clubhouse building that was recently closed. The new pool complex will include a 5,000± square foot (sf) bathhouse structure, fenced-in pool area, filtration structure and equipment storage building, equipment storage pad, and associated site improvements. The South Shore Country Club encompasses 154± acres of land that is bounded by residential properties to the north and east; New Bridge Street, residential properties and areas of open and wooded space to the south; and the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail track, New Bridge Street, residential properties and areas of open and wooded space to the west. The South Shore Country Club provides an 18-hole golf course, a clubhouse, restaurant; banquet facilities; a bowling alley; pool (currently closed); tennis courts; and associated maintenance facilities and appurtenances.

Access to the Project site will continue to be provided by way of the existing driveway that serves the South Shore Country Club and intersects the east side of South Street approximately 115 feet north of Fort Hill Street and 85 feet north of the MBTA Commuter Rail track.

On-site parking will be provided for 235 vehicles to support the existing uses and the proposed pool complex, with an opportunity shown on the Site Plans to provide an additional 56 overflow parking spaces, including 36 parking spaces in a grass area along the south side of the driveway, four (4) parking spaces along the east side of the drive to the west of the clubhouse building, and 16 tandem parking spaces for employees in the paved area to the south of the maintenance facility that is currently under construction. The Applicant has indicated that the mix of uses that will be located within the South Shore Country Club at the completion of the Project will require 438 parking spaces to meet the parking requirements of Section V-A, *Off-Street Parking Requirements*, of the Town of Hingham Zoning By-Law.

COMMENTS

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ for the closest comparable land use (golf course, which includes many of the amenities that are currently provided), the South Shore Country Club is estimated to generate approximately 526 vehicle trips on an average weekday (two-way volume over the operational day of the club), with 53 vehicle trips during weekday morning peak-hour of the club and 67 vehicle trips during the weekday evening peak-hour. The peak-hour trip estimates are consistent with the observations that were provided in the April 9, 2018 *Traffic Engineering Assessment* prepared by Pare. When banquets and events are scheduled, typically during off-peak traffic volume periods, the daily and peak traffic volumes would be higher than the cited volumes.
2. Pare noted that the sight lines looking toward Fort Hill Street from the South Shore Country Club driveway do not meet the recommended minimum sight distance for safe operation based on an approach speed of 35 miles per hour (mph) (250 feet is recommended), which is 5 mph above the statutory or “prima facie” speed limit pursuant to M.G.L. c. 90 § 17 (30 mph) in the absence of the regulatory or posted speed limit.² That being said, the available sight distance meets the requirements for the statutory speed limit (200 feet is

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

²The statutory or “prima facie” speed is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.



recommended) and clear line of sight is/can be provided to and from the MBTA Commuter Rail track and Fort Hill Street.

We would recommend that Signs, landscaping and other features located within sight triangle areas of the driveway be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed. This may require modifications to the landscaped island within the driveway approaching South Street.

3. A STOP-Sign and marked STOP-line should be provided for vehicles exiting the driveway to South Street, and “Do Not Enter” and “Keep Right” signs should be installed within the island facing South Street.
4. All Signs and pavement markings shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD).³
5. A pedestrian plan that includes the location of crosswalks within the site to link the pool complex to the clubhouse and parking area should be developed. Consideration should be given to developing the identified crosswalk locations as raised crossings where these accommodations cross the main driveway.
6. Parking should be prohibited along the main driveway in order to maintain unfettered access for emergency vehicles.
7. Secure bicycle parking should be provided at appropriate locations.
8. A vehicle turning analysis should be provided for a trash/recycling/maintenance vehicle (SU-30/40) and the Hingham Fire Department design vehicle that illustrates that the subject vehicles can access and circulate within the parking area for the pool complex given that a structure is being added.
9. Parking demand data published by the ITE⁴ for a golf course that includes many similar amenities to those provided indicates a peak parking demand of 153 parked vehicles. This demand appears to be a reasonable approximation of a non-event peak condition (defined as a Saturday midday period with favorable weather conditions when the pool is open for use) with the golf course, pool, restaurant and other amenities in active use, and would indicate that the 235 parking spaces that are to be provided should be sufficient to accommodate the current and proposed uses under typical conditions.
10. A Traffic and Parking Management Plan (TMP) should be developed for event conditions and for those occasions when the demand for parking may exceed the available parking supply. This plan should not include the use of parking within the MBTA parking lot at West Hingham Station since the lot is not under the control of the Town and its use by non-commuters may conflict with MBTA operations and planning. The TMP should included a strategy to schedule events so as not to overlap with the peak-use periods of other facilities within the South Shore Country Club or other events, to the extent that an event would result in overlapping peak traffic and parking demands. The use of other Town owned facilities for parking with shuttle buses or carpooling should be included as a part of the TMP. It is suggested that elements of the TMPs that were developed for the High School athletic fields and for events at the World’s End Reservation be reviewed for inclusion in the TMP.

³Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2009.

⁴Parking Generation Manual, 5th Edition; Institute of Transportation Engineers; Washington, DC; January 2019.

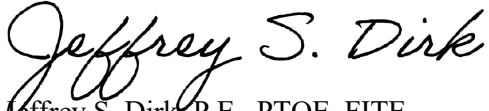


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This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

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

JSD/jsd

