

# TOWN OF HINGHAM

Roger Fernandes  
Projects Engineer



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Emily Wentworth  
Senior Planner: Zoning/Special Projects  
Town of Hingham  
210 Central Street  
Hingham, MA 02043  
Voice: (781) 741-1494  
Fax: (781) 740-0239

**SUBJECT:** 230 Beal Street Broadstone Bare Cove Alliance— APPLICATION COMMENTS

Dear Mrs. Wentworth,

At this point, our office offers the following comments/questions in connection with the aforementioned project. We noted that the project is considering reducing the parking requirement standard from 2.0 per unit to 1.55, realizing a reduction from 440 spaces to 340 spaces. For your consideration, note that during the heaviest uses at the athletic fields the existing parking, as well as the on street parking, exceeds the available parking capacity regularly. Any surplus on street parking use would further constrain, notwithstanding the proposed added on street parking spaces.

Secondarily, the existing athletic fields are located near some of the proposed parking areas. Although the fields appear to have backstops (for foul balls), the extent of the vehicle protection is unclear. The fields are also lit via significant “athletic field lighting”, the applicant should understand that the lights may have some light spillage and any modifications being proposed should be present to the relative sports organizations since there are requirements for minimum lighting during a sporting event, from a safety standpoint. We have not received a grading/drainage plan, in any event the project should consider any impacts of grading and drainage on the athletic fields. A copy of the athletic fields plan and lighting is on file.

Finally, Bare Cove Park has a secondary access north of the proposed entrance to the project, the applicant should consider expanding/reconstructing the sidewalk on the west side of Beal Street (image attached), at a minimum up to the park. Continuous networks of sidewalks, bicycle facilities, and trails are essential components of a multimodal transportation system. The Town has had a steadfast goal to connect these systems, particularly to resource areas like Bare Cove Park. Moreover, it is noted that the project proposes Bituminous Concrete Berm along Beal Street. Sidewalks that tend to be the safest and most inviting are ones that are buffered from vehicular traffic (by parked cars, trees, or lateral distance). The sidewalk should have a recovery zone between the sidewalk and vehicular traffic, particularly on this collector road and given the current speeds on Beal Street. For these reasons we strongly recommend that vertical granite curb be installed between the sidewalk and Beal Street. We also recommend a recovery zone (sidewalk moved back to provide safety). It does not appear that bicycle accommodations have been considered. The proposal should consider bicycle accommodations.



Please feel free to contact me if you have any questions.

Thank you in advance,

A handwritten signature in black ink, appearing to read 'Roger Fernandes'.

Roger Fernandes  
Town Engineer

cc: C. Costello, Harry Sylvester, Randy Sylvester, File