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Town Clerk
Hingham, MA

**Hingham Planning Board
APPLICATION FOR SITE PLAN APPROVAL**

In association with: (check all that apply)

- Major Site Plan (Zoning By-Laws Section I-1.2.a.)
- Minor Site Plan (Zoning By-Laws Section I-1.2.b.)

COVER SHEET

Application Date: December 10, 2025

Applicant*: Town of Hingham
(*Record owner; if not record owner (e.g. purchaser, tenant), record owner must consent to application)

Project Address: Bare Cove Park Drive

Assessor Map/Lot(s): 77-1

Zoning District(s): Official & Open Space

Title Reference (Book/Page or Certificate of Title): 3917-327

APPLICANT CONTACT INFORMATION

Name/Title: Tom Mayo, Town Administrator

Phone: 781-741-1457

Email: townadministrator@hingham-ma.gov

Address: 210 Central Street, Hingham, MA 020243

CONTACT INFORMATION OF AUTHORIZED AGENT
(if different from Applicant – e.g. Attorney, Engineer, Contractor)

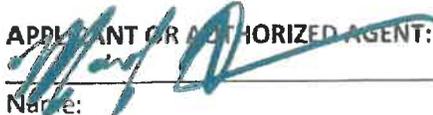
Name/Title: Mark Arigoni, PLA

Phone: 203-271-1773

Email: marigoni@slrconsulting.com

Address: 67 Hunt Street, Suite 293-C, Agawam, MA

SIGNATURES

APPLICANT OR AUTHORIZED AGENT:

Name: _____

RECORD OWNER (if not Applicant):

Name: _____

SITE PLAN REVIEW APPLICATION CHECKLIST

<input checked="" type="checkbox"/>	Application Cover Sheet	
<input type="checkbox"/>	Check for application fee (Note: Fees are listed on the Planning Board's page of the Town's website and can be accessed by clicking the link below.): (N/A Town-owned Property)	Check should be made payable to the Town of Hingham and hand delivered or mailed to: Attn: Planning Board 210 Central Street Hingham, MA 02043
<input checked="" type="checkbox"/>	Attachment 1	A completed and initialed copy of this Checklist
<input checked="" type="checkbox"/>	Attachment 2	Contact List (include a separate sheet with name, email and phone #s of all applicable Applicant representatives involved in design or presentation of project, such as engineers, landscape architects, counsel)
<input checked="" type="checkbox"/>	Attachment 3	Submittal Requirements Checklist Together with the Submittal Requirements set forth in Zoning By-Laws Section I-I.5. (*per subsection (k) additional submissions may be required upon review of application)
<input checked="" type="checkbox"/>	Attachment 4	Brief Written Description of the Project (Note: Be sure to include the following if applicable: <ol style="list-style-type: none"> 1. The site plan review criteria your project meets under the Zoning By-Laws Section I-I.2. 2. The number of square feet of land disturbance or alternation of drainage patterns under the Zoning By-Law Section I-I.2.a (Major Site Plan) or Section I-I.2.b (Minor Site Plan); 3. Specific exemption(s) under Section I-I.3. of the Zoning By-Laws you are requesting)
<input checked="" type="checkbox"/>	Attachment 5	Narrative description of how the Project will satisfy the Design and Performance Standards in Section I-I.6. and Approval Criteria in I-I.7
<input type="checkbox"/>	Attachment 6 (N/A)	List of Supplemental Materials, if applicable (if materials are provided in addition to the Submittal Requirements, provide a list of those materials and relevance to project).

***An Application will not be considered complete and review may be delayed if all required submissions are not included.**

Applicant is responsible for compliance with all provisions of the Zoning Bylaw governing Site Plan Review applicable to its project.

NOTE: If, in accordance with Section I-G, peer review is required of any portion of the Site Plan submissions you will be notified by Planning Department staff of the amount of peer review funds required to be deposited with the Town and the delivery deadline for receipt of such funds. If peer review funds are not timely delivered, the period of review may be extended.

Applicant acknowledges that it will be responsible for peer review fees (if applicable) in accordance with Section I-G of the Zoning Bylaw

Initials (required) MRA

SUBMITTAL REQUIREMENTS CHECKLIST

Please provide to the Planning Board office two (2) hard copies and an electronic file of the Site Plan and submittal materials.

Section I-1.5 "Upon written request of the applicant, the Planning Board may waive any of the submittal requirements deemed by the Planning Board to be not necessary for its review of the application."

NOTE REGARDING WAIVER REQUESTS: *If any submittal waivers are requested, Applicant must submit a separate page entitled "Submittal Requirements Waiver Request" specifically identifying the waiver requested (by subsection and description) and the reason the Applicant believes it is not necessary for review of the Application. If Applicant is notified by Planning Department staff that submission will be necessary, the Applicant will be advised to submit such materials for review. If the Applicant elects not to submit such materials, and the request for such waiver is denied, review of the Application may be extended if such materials are required for the Planning Board to act.*

<input checked="" type="checkbox"/>	a.	Existing conditions and locus plan; diagram and statement of the ownership, area, dimensions, boundaries and principal elevations of the subject property; location of structures, other site improvements and conditions, and wetland resources within 100 feet of property line;
<input checked="" type="checkbox"/>	b.	Site layout plan showing the scaled and dimensioned location and footprint of existing and proposed buildings and structures, traffic circulation, access and egress drives, parking, fences, walls, walks, outdoor lighting, loading facilities, refuse facilities, and areas for snow storage, and applicable zoning setback lines;
<input checked="" type="checkbox"/>	c.	Architectural plans, if applicable, including building elevations and floor layouts;
<input checked="" type="checkbox"/>	d.	Detail sheets if applicable, including profile and representative cross sections of proposed driveways and parking areas;
<input checked="" type="checkbox"/>	e.	Zoning analysis of compliance with all relevant dimensional provisions of this By-Law, including parking requirements;
<input checked="" type="checkbox"/>	f.	Utility plan, which shall include all facilities for wastewater disposal and location of fire hydrants;
<input checked="" type="checkbox"/>	g.	Landscape plan, which shall include the following: (i) the location, general type and quality of existing vegetation, wooded areas, and other landscape features such as earth berms, walls, fences, and other hardscape, and (ii) the location of proposed plantings, including schedule with botanical and common name, quantity, and size of all proposed landscape material, and proposed earth berms, walls, fences, and other hardscape.
<input checked="" type="checkbox"/>	h.	Tree Protection and Mitigation Plan for Protected Trees, which shall include: (N/A – Town Owned Property) (i) A tree protection plan which shall include the following information; provided, that the tree protection plan may be combined with the landscape plan (in subsection g) provided that all Protected Trees can be clearly identified; otherwise, a separate tree protection plan shall be required at such scale as is necessary to identify all Protected Trees. (A) The location, height, species, and Critical Root Zone of all existing Protected Trees, including Significant Trees, and all Protected Trees, including Significant Trees, that were removed within twelve (12) months prior to application for any demolition permit, building permit or other application for zoning approval or relief, with an indication of those Protected Trees to be removed and those to be retained, as applicable; (B) The location, caliper, species, and planting schedule of trees to be replanted to mitigate the removal of any Protected Tree(s), if applicable; and

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		<p>(C) For any Single-Family Dwelling lots or Two-Family Dwelling lots, the tree protection plan shall also show the Tree Yard.</p> <p>(ii) A narrative maintenance plan for the protection of the Critical Root Zone for all Protected Trees that are within an area of the site to be disturbed during construction.</p>
<input checked="" type="checkbox"/>	i.	Grading and drainage plan, which shall include existing and proposed topography at 1-foot intervals, spot grades where applicable, drainage analysis, stormwater improvements, calculated area of disturbance, cut and fill analysis, and erosion controls;
<input checked="" type="checkbox"/>	j.	A construction schedule and construction traffic management plan that shall include the proposed travel route for construction vehicles and material deliveries, the location of parking for construction workers, and measures that will be undertaken to reduce construction related traffic; and
<input checked="" type="checkbox"/>	k.	such other materials necessary to enable the Planning Board to make a positive determination on the proposed project, including, without limitation, any information required under subsection j below if necessary; and
<input checked="" type="checkbox"/>	I.	<p>Major Site Plans shall require the following additional submissions:</p> <p>(i) Analysis of compliance of the construction activities and the proposed project with the most current versions of the Massachusetts Department of Environmental Protection Stormwater Management Standards, the Massachusetts Stormwater Handbook, Massachusetts Erosion Sediment and Control Guidelines, and, if applicable, additional requirements under the Town of Hingham MS4 Permit for projects that disturb more than one acre and discharge to the Town's municipal stormwater system, and an Operations and Management Plan for both the construction activities and ongoing post-construction maintenance and reporting requirements;</p> <p>(ii) Site Lighting Plan showing the location, height, photometric, orientation, and specifications for all outdoor site lighting, including information on the intensity and range of illumination for each source of light proposed with low cutoff dark sky compliant lighting fixtures and no overspill onto adjoining properties greater than 0.25 foot candle; and</p> <p>(iii) Transportation Impact Assessment (TIA) detailing the expected impact of the development on transportation infrastructure. For proposed development and/or redevelopment in excess of 25,000 gross square feet or generating more than 100 vehicle trips in any one hour as determined using the latest edition of Trip Generation published by the Institute of Transportation Engineers for the appropriate land use(s), the required TIA shall substantially conform to the Institute of Transportation Engineers' "Traffic Access and Impact Studies for Site Development: A Recommended Practice," latest edition and the Massachusetts Department of Transportation's (MassDOT's) Transportation Impact Assessment (TIA) Guidelines. In addition, the applicant shall submit a Transportation Demand Management (TDM) plan as part of the TIA.</p>

Checklist prepared by: MRA/SLR

DESIGN AND PERFORMANCE STANDARDS

The Applicant, the Town of Hingham, is seeking Major Site Plan Approval from the Planning Board pursuant to Zoning By-Law Section I-1.2.a(i) and (ii)(A). Site plan approval under subsection 2(i) is in conjunction with the Applicant's application for a Special Permit A2 from the Zoning Board of Appeals based upon Zoning By-Law Section III-A (Schedule of Uses) 3.5 Public Buildings in the Official and Open Space Zoning District. The Applicant is seeking approvals to construct a new 26,000 SF one-story HCAL building (replacing an existing Naval Ammunition Depot building) and associated infrastructure improvements including driveways, parking, accessible walkways, utilities, stormwater management, and landscaping within a designated 5.38 acre development area (as defined in this applications site plans) with frontage along Bare Cove Park Drive. The development area is a portion of the approximately 472.26 Acre parcel owned by the Town and comprised of open space and public recreation uses (Assessor Map 77 Lot 1). The development site is adjacent to Bare Cove Park to the west, the Bare Cove Fire Museum to the east, and Bare Cove Park Drive to the south. The proposed work conforms to the Site Plan Review Design and Performance Standards set for in Section I-I.

a. Land Disturbance

Site/building design shall minimize land disturbance to natural topography to preserve natural drainage patterns on the site.

The designated development area of 5.38 acres has a previously disturbed area of approximately 0.5 acre containing an existing Naval Ammunition Depot building (Building #14) and surrounding disturbed area to the building. The proposed facility has been efficiently and sustainably designed to the actual development area to 229,126 SF (5.26 acres), resulting in net new disturbance of approximately 4.76 acres. A detailed sedimentation and erosion control plan, including the installation of a perimeter silt fence/construction limit boundary, has been included within the application site plans. The project development site disturbance, all located on Town-owned land, will include the demolition and removal of the existing Building #14 (currently used for storage), driveways, and informal parking/outdoor storage areas around Building #14, the clearing and grubbing of existing vegetation, and earthwork operations resulting in approximately 2,500 CY or excess topsoil/loam and approximately 2,500 CY of cut (earth & ledge rock). The proposed development area will be regraded to achieve optimal drainage/stormwater management and accessibility and safe circulation to/from and in/around the proposed HCAL facility. All proposed grading for the project will blend seamlessly into the existing topography of the greater parcel, with no proposed slopes greater than 3:1.

b. Site Design

Placement of buildings, structures, or parking facilities shall not detract from the site's scenic qualities and shall blend with the natural landscape.

The layout of the site features has been carefully designed to fit within the development envelope and complement the existing natural setting. The proposed building is located in approximately the

same location as the former military building structure, maintaining the established building layout of the site. The proposed building's massing and general proportions follow the scale of the previous building to ensure visual continuity on the site. The exterior design incorporates shingle siding and local stone veneer, materials commonly used in New England and well-suited to the surrounding landscape in both appearance and durability. In addition, the project includes bird-friendly etched glazing on all exposed elevations. This glazing reduces reflectivity and helps prevent bird strikes, supporting the site's natural habitat. Together, these material choices create a building that is consistent with local architectural character, resilient in coastal conditions, and responsive to the environmental considerations of the site.

The site design includes two entry and exit driveways for safety and circulation, with the primary driveway featuring a park-like landscaped boulevard. Adequate and accessible parking is provided within landscaped parking areas and sidewalks that are aligned strategically to allow for easy and safe access to the front door. The parking lot circulation provides separate and ample drop-off and pick-up space, separate delivery and maintenance area, designated van/bus parking, EV charging stations, and LED parking lot lighting. The fully engineered drainage system utilizes low impact development techniques for stormwater management that have been blended to create several types of storm water treatment areas that are also designed to be natural landscape features within the parking areas and the overall site development. Timber post guiderail, natural boulders, perimeter walking paths, useable outdoor spaces, and native trees and landscaping within and along the perimeter of the development will enhance the connection to the natural surrounding environment.

c. Character and Scale of Buildings

The proposed building's massing and general proportions follow the scale of the previous building to ensure visual continuity on the site. The exterior design incorporates shingle siding and local stone veneer, materials commonly used in New England and well-suited to the surrounding landscape in both appearance and durability.

d. Preservation of Existing Vegetation, including Protected Trees, and mitigation priority shall be given to the preservation of existing stands of trees, trees at site perimeter, and contiguous vegetation with adjacent sites, as follows:

Trees on public property are excluded from the definition of 'Protected Trees' under Section VI of the Zoning By-Law, however, the project has been efficiently designed to minimize tree removals to greatest extent possible.

The limit of clearing will be surveyed and staked out in the field, with sedimentation and erosion control fencing installed at the boundary, prior to any removal of vegetation or clearing and grubbing activities within the development area. There is a limited amount of excavation proposed within the development area along the perimeter of the project, thus limiting impacts to any existing trees and vegetation that borders the development area. Any trees along the limits of clearing at the time of

stakeout will be re-evaluated for overall health and potential root pruning or other tree protection mitigative measures prior to the initiation of any clearing and grubbing activities.

(i) The landscape shall be preserved in its natural state insofar as practical by minimizing removal of Significant Trees. Every effort shall be made through the design, layout, and construction of any project to save as many Significant Trees as possible.

Trees on public property are exempt from the definition of Protected Trees; however, it is noted that the project will require the removal of only one existing 30" DBH Pine Tree within the development area. As noted in (ii) below, the project includes the replanting of 228 trees.

(ii) For each inch of Diameter at Breast Height (DBH) of the Protected Tree(s) removed no less than one-half = (0.5) inch of caliper of new, noninvasive species of tree(s) shall be replanted. Each new tree must have a minimum caliper of three (3) inches. If the Protected Tree to be removed is an overstory tree species (being a tree with a typical mature height of over forty (40) feet), the replacement tree(s) shall be an overstory tree species. (iii) Clearing of other vegetation and alteration of topography shall be replicated with native vegetation planted in disturbed areas as needed to enhance or restore wildlife habitat, if any.

Trees on public property are exempt from the definition of Protected Trees however, the proposed replanting plan (Site Plan Landscaping Plan Sheet LA) utilizes a native plant material palette that includes a combination of 228 deciduous and evergreen trees to be planted within the development area, inclusive of the 27 proposed parking lot island trees (14 parking lot trees required under Section V-A.5.m of the Zoning By-Law) 143 of the proposed tree plantings will be single-stem, native, deciduous hardwood varieties with installation caliper size of 2.5" - 3.5" and 32 evergreen trees with an installation height of 6'-7' height, and 51 flowering trees (multi-stem and single-stem). The proposed revegetation plan focuses on establishing a native buffer planting zone around the development area and naturalized landscape and water quality areas within the development area.

(iii) Clearing of other vegetation and alteration of topography shall be replicated with native vegetation planted in disturbed areas as needed to enhance or restore wildlife habitat, if any.

In addition to the trees to be planted, the planting plan includes almost 500 shrubs of various native species as described and as shown on the Landscaping Plan (Sheet LA)

e. Limit of Clearing

Development envelopes for structures, driveways, wastewater disposal, lawn and landscape areas, and utility work shall be designated to limit clearing and grading.

The proposed facility has been efficiently and sustainably designed to limit land clearing to 229,126 SF (5.26 acres), all occurring within the defined 5.38-acre development area (which includes approximately 0.5 acres of previously disturbed area). A detailed sedimentation and erosion control

plan, including the installation of a perimeter silt fence/construction limit boundary, has been included within the application site plans.

f. Finished Grade

Finished grades should be limited to no greater than a 3:1 slope wherever possible, while preserving, matching, or blending with the natural contours of the land to the greatest extent possible. Where the finished grade will be greater than 3:1, the slope shall be protected with erosion control blankets or comparable slope stabilization practices to protect the slope from erosion until it is stabilized. Finished grade shall be no higher than the trunk flare(s) of Protected Trees to be retained.

All proposed grading for the project will blend seamlessly into the existing topography of the greater open space parcel, with no proposed slopes greater than 3:1 proposed.

g. Stormwater Management

The proposed project shall include adequate provisions or measures to prevent pollution of surface or groundwater, minimize erosion and sedimentation, prevent changes in groundwater levels, increased run-off, and potential flooding, and minimize adverse impacts to neighboring properties by flooding from excessive run-off.

The existing building and disturbed areas around it on the development site do not currently treat or manage any stormwater, this project will provide a significant enhancement to stormwater quality and ensure that appropriate stormwater management and treatment occur on the site. A detailed Drainage report has been submitted for this project - please refer to the report for more detailed information. The stormwater management system proposed includes a combination of deep sump catch basins, sediment forebays, elevated outlets, hydrodynamic separators and an isolator row prior to the infiltration basins, rain garden and subsurface infiltration system will promote removal of total suspended solids before infiltrating on the site. Fertilizer nutrient composition shall comply with the requirements of the 2012 Massachusetts *an Act Relative to the Regulation of Plant Nutrients*. An Operation and Maintenance (O&M) Plan for postconstruction maintenance of BMPs that describes the required frequency of inspections and maintenance procedures to sustain long-term functionality will be required. Implementation of these measures will enhance protection of areas downgradient of the site. An Erosion & Sedimentation Plan (Sheets SE-1 and SE-2) Control is included in these application materials that details the measures to mitigate the short-term impacts of the development during construction.

- (i) The applicant shall demonstrate compliance with the Massachusetts Stormwater Management Standards, the Massachusetts Stormwater Handbook, Massachusetts Erosion Sediment and Control Guidelines, and, if applicable, additional requirements under the Town of Hingham MS4 Permit for projects that disturb more than one acre and discharge to the Town's municipal stormwater system to ensure that the peak rate and total volume of surface water run-off from the site shall not be increased nor degraded in quality after construction.

The results of the hydrologic analysis show a reduction in peak flows from the project for all storm events modeled, which meets the requirements of the Massachusetts Stormwater Management Standards for a new development project. The hydrologic design for the site was intended to have complete retention and infiltration of stormwater for the storm intensities modelled (2-, 10-, 25-, 50-, and 100-year storms) to prevent runoff discharge to the surrounding critical areas. Peak-flow attenuation is mainly attributed to the installation of a rain garden, infiltration basins and a subsurface infiltration system to attenuate runoff from the new impervious areas.

(ii) Sustainable low impact design and environmentally responsible green infrastructure improvements shall be incorporated wherever feasible.

Stormwater management Best Management Practices (BMPs) will consist of a rain garden, infiltration basins, a subsurface infiltration system, and gravel trenches to promote infiltration throughout the site. Deep sump catch basins, sediment forebays, isolator rows and hydrodynamic separators will provide additional water quality treatment. Runoff from new impervious areas will drain to the water quality treatment measures and discharge to a rain garden, infiltration basins or the subsurface infiltration system to provide peak-flow attenuation. The infiltration basins and the rain garden include outlet structures elevated to provide water quality volume and groundwater infiltration. All disturbed slopes and above ground water quality features will be stabilized with topsoil, seed, landscape boulders, river cobbles, and native plantings.

h. Utilities

The proposed development shall be adequately served by public or private wastewater collection and treatment systems; public water-system or private well; electrical distribution, telephone, cable, and fire alarm systems and may be served by a natural gas distribution system. All electrical distribution, telephone, cable, and fire alarm systems shall be installed underground.

Public water and sewer will be extended to the development site via Bare Cove Park Drive. Sewer will be extended to the primary site access drive, while water service will be extended to the site westerly to the entrance gate to the park for installation of a hydrant and new hydration station to increase public safety and amenities for the park. All proposed utilities (Electric, Telephone, Internet) entering the development site will be underground.

i. Pedestrian and Vehicular Access; Traffic Management

The proposed development and/or redevelopment shall be designed with a forecast for the next seven years from the time of application to (i) minimize hazards to public health and safety as a result of traffic; (ii) provide safe access and circulation to and within the site for expected vehicles, pedestrians, and emergency vehicles; (iii) provide off-site improvements, where required, to offset the predicted impact of the development on the transportation infrastructure; (iv) reduce the impact of the proposed development on the transportation infrastructure serving the area and the Town by incorporating transportation demand management strategies; and (v) minimize the impact on scenic roads, historic

districts, natural resources, and community character. The development shall not degrade safety for pedestrians, bicyclists, transit riders, motor vehicle occupants, or property.

Please refer to the detailed Traffic Impact Report (TIR) submitted as part of this application that provides an assessment of safety, traffic circulation, and traffic access/egress associated with the proposed HCAL Development project. This report also outlines the existing and future traffic volumes, operations, and safety of the adjacent surrounding roadways and intersections.

The standards used for analysis conform to the most recent edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) and the 7th edition of the *Highway Capacity Manual* (2022).

The following conditions are analyzed in this report:

- **2025 Existing Conditions**
- **Future 2032 No-Build**
- **Future 2032 Build**

(i) Driveways. Each development shall be served by an adequate driveway.

The site will be accessed by two entry driveways that meet all required sightlines and sight distances:

- **The first driveway (easterly driveway) will be a right-in/right-out two-way boulevard driveway comprised of two 12-foot lanes and a 10-foot median island between. This driveway will allow vehicle access to a drop-off area and parking for staff and visitors.**
- **The second driveway (westerly driveway) will be a two-way 24-foot full-access driveway.**

(A) The Board may, in certain circumstances, allow additional driveways where the access is shared or the project has frontage on two separate streets. Notwithstanding the foregoing, when the Planning Board finds that it is required for public safety, at least two (2) means of access to public ways and/or adequate private ways, shall be required, one (1) of which, upon approval of the Planning Board, maybe restricted to emergency vehicle use.

See above Driveways Narrative (i)

(B) All driveways shall be designed to afford adequate sight distance to pedestrians, bicyclists, and motorists exiting to public ways. Improvements may be required on the public way to facilitate vehicular turning movements in or out of the site and allow for safe pedestrian access to adjoining sidewalks, paths, walking trails or bikeways.

See above Driveways Narrative (i). In conjunction with the two proposed driveway access points, sidewalk and landscaping will be installed along the frontage of Bare Cove Park Drive that provides access along the project frontage and access to the proposed facility, onsite loop walkways, as well as direct access to the adjacent Park trails and walkways to the west.

The project will also include the general repaving, restriping, signage, and pedestrian improvements in the Bare Cove Park Drive right of way that will be implemented prior to completion of the HCAL project. These improvements will not only create safe access to the proposed HCAL facility, it will also provide for an improved and safer circulation and parking layout for Bare Cove Park visitors.

(C) Driveways shall be limited to the minimum width for safe entering and exiting, and shall in no case exceed 24 feet in width unless waived by the Planning Board to accommodate truck traffic or additional travel lanes where required to facilitate safe and efficient circulation within the development. The location of driveway openings in relation to adjacent streets and driveways shall provide for the convenience and safety of vehicular, pedestrian, and bicycle movement within the site, and shall comply with the driveway spacing guidelines as identified in MassDOT's Project Development & Design Guidelines. The number of curb cuts on state and local roads shall be minimized.

See above Driveways Narrative (i)

(ii) Interior Circulation. The proposed development shall assure safe interior circulation within its site by providing separate accommodations for pedestrians, bicycles, and vehicular traffic.

6' wide paved sidewalks and ADA ramps have been proposed throughout the site, providing safe and accessible pedestrian routes through parking areas and across driveways (see application site plans). Bicycle racks have been proposed near the front entry to accommodate any visitors that choose to ride to the facility.

(iii) Sight Distance. Acceptable sight-distance shall be provided and maintained at all driveways and intersections affected by the Development. At a minimum, these site distances shall meet the stricter of the MassDOT or the American Association of State Highway Transportation Officials (AASHTO) standards for safe-stopping sight distance (SSD) and for intersection sight distance (ISD) where exiting traffic may degrade the performance of the intersecting roadway. Determination of required sight distance shall be based on the higher of: a) the measured 85th percentile vehicle travel speed along the intersecting roadway approaching the driveway or intersection; or b) the regulatory (posted) or statutory speed limit. Where necessary, the required sight distance shall be adjusted to account for the grade of the intersecting roadway, the number of travel lanes to be crossed or design vehicle, following AASHTO guidelines.

Intersection Sight Distance (ISD) was evaluated for the proposed development. ISD is the length of the leg of the departure sight triangle along the major road in both directions for a vehicle stopped on the minor road waiting to depart. The critical departure sight triangles for the development driveway are for traffic approaching from either the left or right for left turns from the site driveways onto the Bare Cove Park Drive. Bare Cove Park Drive in the study area is posted with a regulatory speed limit of 20 MPH, which was used for our analysis. The available ISD for vehicles turning onto Bare Cove Park Drive at the intersections of both site driveways meets the

minimum required standards. Please refer to the detailed Traffic Impact Report (TIR) submitted as part of this application for additional details.

(iv) Traffic Calming Features. Traffic calming measures such as raised crosswalks, raised intersections, curblin extensions, speed humps, rumble strips, sign/pavement marking treatments and/or landscaped islands may be required.

A boulevard entry, landscaped Islands, a well-design circulation plan, separated pedestrian facilities, and a detailed signage and pavement marking plan will work in concert to manage and calm traffic within the project site and pavement, realignment of parking areas, and improved signage will manage and calm traffic along Bare Cove Park Drive.

j. Lighting

The proposed development shall not produce lighting so as to unreasonably interfere with the use and enjoyment of property within the Town. Lighting practices and systems shall: reduce light pollution, light trespass and glare in order to preserve and enhance the natural, scenic, and aesthetic qualities of the Town; conserve energy and decrease lighting cost without decreasing night-time safety, security, and productivity; and preserve the night sky as a natural resource to enhance nighttime enjoyment of property within the Town.

(i) Shielding. All outdoor light fixtures shall be shielded so as to meet the goals of this section.

The proposed exterior site lighting design will utilize energy efficient LED luminaires that are Dark-Skies compliant. Shielding will be used as required. The proposed site lighting plan is to achieve night-time safety and security to the proposed users of the facility and to achieve less than 0.25 footcandle light trespass at the designated development area limits. Refer to Application Site Plans, Site Lighting Photometric Plan (Sheet SL-1) for detailed information.

(ii) Light Trespass. Direct light from the light source is to be confined within the property boundaries and shall not cause overspill on adjacent property or into the night sky. Light trespass shall be limited to 0.25 foot-candles at the property line.

The proposed site lighting plan is to achieve 0.25 footcandle light trespass at the designated development area limits. Refer to Application Site Plans, Site Lighting Photometric Plan (Sheet SL-1) for detailed information.

(iii) Height of Fixtures. Luminaires attached to a building for area lighting shall be mounted no higher than fifteen (15) feet above grade. Pole mounted exterior lighting fixture types shall be mounted no higher than twenty (20) feet above grade.

All luminaires will be energy efficient LEDs. Luminaires attached to the building will be mounted no greater than 15 feet above grade. Site lighting will pole mounted at 18-foot-high fixture mount (20-foot pole) as well as additional site lighting at 9' (pedestrian only) and 3' (bollard lights). Refer to Application Site Plans, Site Lighting Photometric Plan (Sheet SL-1).

Hingham Center for Active Living Project Team

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