

HINGHAM PLANNING BOARD MINUTES
JANUARY 13, 2026@ 7:00 PM
JOINT MEETING OF THE PLANNING BOARD AND ZONING BOARD OF APPEALS
REMOTE MEETING

Planning Board Members Present Remotely: Gordon Carr, Gary Tondorf-Dick, Kevin Ellis, Crystal Kelly and Tracy Shriver.

Planning Board Members Absent: None

Zoning Board of Appeals Member Present Remotely: Jed Ruccio, Associate Member Mario Romania, Paul Healey, Robyn Maguire

Zoning Board of Appeals Members Absent:

Also Present: Emily Wentworth, Community Planning Director, Jen Oram, Zoning Administrator, Donna Thompson, Land Use and Development Coordinator, Susan Murphy, Town Real Estate Counsel

At 7:02 PM Chair Shriver called the Planning Board meeting to order and stated the following:

"This meeting is being held remotely as an alternate means of public access pursuant to Chapter 2 of the Acts of 2025 suspending certain provisions of the Open Meeting Law. You are hereby advised that this meeting and all communications during this meeting may be recorded by the Town of Hingham in accordance with the Open Meeting Law. If any participant wishes to record this meeting, please notify me at the start of the meeting in accordance with M.G.L. c. 30A, § 20(f) so that I, as Chair, may inform all other participants of said recording."

Chair Shriver confirmed no other attendees requested to record the meeting.

Chair Shriver took roll call attendance of other members present including, Gordon Carr, Gary Tondorf-Dick, Kevin Ellis, Crystal Kelly and Tracy Shriver.

At 7:03 PM Chair Maguire opened the Zoning Board of Appeals meeting to order using the same meeting statement.

Chair Maguire took roll call attendance of other members present including, Jed Ruccio, Mario Romania and Robyn Maguire.

Hearing(s) & Discussion

Off Bare Cover Park Drive
Site Plan Review
Preliminary Subdivision

Chair Shriver moved on to the first item which was an application from Town of Hingham for Site Plan Review under § I-I, and such other relief as necessary, to construct a 26,000 SF public building and associated improvements, including driveways, parking, walkways, utilities, stormwater management and landscaping, to operate the Hingham Center for Active Living on a 5.38 acre portion of a 472.26 acre parcel (Assessor Map 77, Lot 1) located off Bare Cove Park Drive in the Official and Open Space District.

Member Gary Tondorf-Dick recused himself from the hearing due to ownership of an abutting property.

Member Crystal Kelly advised that she filed an ethics disclosure regarding the potential appearance of conflict of interest due to her husband being a volunteer at the Center for Active Living Building Committee confirming neither has a financial, legal or familial interest in the project.

Chair Maguire opened the zoning board hearing on the application filed by The Town of Hingham (the "Applicant") for a Special Permit A2 under § III-A, 3.5 of the Zoning By-Law (the "By-Law") to operate the Hingham Center for Active Living off Bare Cove Park Drive, on approximately 5.38 acres of a 472.26 acre parcel (Assessor Map 77, Lot 1) located in the Official and Open Space District.

Chair Shriver outlined the meeting structure, which included four presentations:

- Project Overview & Landscape

- Civil Engineering & Stormwater
- Traffic & Circulation
- Architectural Plans

Chair Shriver advised The Boards would ask questions following each segment and public comments would be heard at the end.

Chair Shriver turned the presentation to Mark Arigoni, Landscape Architect, SLR Consulting, who presented on behalf of the applicant. Mr. Arigoni introduced project team members Andrew Goralski PE, Civil Engineer, SLR, Nick Havan, Traffic Engineer, SLR, Chris Wante, Architect, EDM Studio, and JT Frey, Town Engineer.

Mr. Arigoni started by identifying the site as 5 acres within a 450 acre town parcel, noting the site contains a cul-de-sac at the end of Bear Cove Park Drive with informal parking, a former munitions building used by the DPW for storage, the Fire Museum and the Model Railway Club. He showed a drawing of the site plan and explained the building would have a boulevard style primary entrance an access to a 140 parking spaces and sidewalks at the front face of the building.

Mr. Frey explained the existing condition of this section of Bare Cove Park Drive is in poor condition and that in conjunction with the HCAL project, the Town would be reconstructing Bare Cove Park Drive. He outlined some of the task associated with this project. He also noted the water company would install a new a water main in Bare Cove Park Drive and at the end of the water main, a water station would be provided at the park gate.

Mr. Arigoni highlighted some items in the layout plan such as, ADA compliant walkways and paved areas. He stated parking would include 128 standard and 12 accessible parking spaces. There would also be a 1/3 mile loop perimeter walkway that includes boardwalks, connection to the Tucker Swamp Trail, designated service delivery and utility Areas, 16 EV spaces including two ADA, and 20 EV ready spaces. He outlined the lighting design, which included 18 ft. high parking lot poles, Bollard lights along walkways and shielded café lighting at the rear patio. He noted that the lighting would remain within the development area. He also outlined the landscape plan, which included 228 new trees including deciduous, evergreen, and flowering species, approximately 500 native shrubs, and roughly 48000 SF of conservation/restoration native seed mix. He also referenced Extensive use of rain gardens and water-quality basins.

Mr. Goralski stated that public water and sanitary sewer would serve the proposed building. The stormwater design meets to MA DEP standards for 2-year through 100-year storm. The plans attempt to maintain existing site drainage patterns using sustainable approach including rain gardens, infiltration swales, basins and underground systems. The plan resulted in reductions in peak runoff from the site. He also noted some areas designated for snow storage. He also advised that conversations with the Peer Review Engineer have taken place. Patrick Brennan, PGB Engineering, spoke to his review of the stormwater and erosion control portion of the project. He advised it was an elaborate system meeting most standards. His only concern was the lack of test holes around the infiltration facilities. He acknowledged that at this time the disturbance to the area would be significant and suggested it be done at the beginning of the actual construction. He also noted the storage in the stormwater facilities exceed 63,000 cubic feet while standards only require 4600 SF. He listed some of the other design items that he felt were significant and felt comfortable with the design as is.

Member Kelly opened with strong commendations for the project team's environmental sensitivity and landscape planning. She praised the effort to avoid impacts within Wetlands Protection Act jurisdiction, noting that the team had *"really clearly taken to keep this out of... all the jurisdictional areas under the Wetlands Protection Act"* and had worked to *"minimize the impact that it's going to have on the natural resources."* She also highlighted the exclusive use of native plantings.

Member Kelly then shifted to questions about the planned upgrades to Bear Cove Park Drive. She asked whether the work involved widening or simply reconstruction. Mr. Frey clarified that the project involves full-depth reconstruction but no widening, explaining that *"the current access is sufficient for public safety"* and that the town does not want to *"significantly change the look and feel"* of the park entrance.

Member Kelly asked whether the new water and sewer connections could support future amenities, such as restrooms at Carlson Field. Frey acknowledged that this is *"certainly something that... the town might consider."*

Kelly next addressed the lighting plan, noting the low-impact design and the minimal light spill (“0.25 candle feet”). She asked about nighttime shutoff schedules. Mr. Arigoni explained that the lighting was intentionally minimized for safety without over-illumination. He noted the use of bollard lights along the walkway and emphasized the flexibility of LED systems: “*we’re gonna have the ability to turn these down, after hours, turn some of them off.*” He added that after facility hours, lighting could be reduced to a low, safe level that still allows police visibility. Member Kelly supported this approach, stressing the importance of reducing unnecessary nighttime lighting given the natural surroundings.

Kelly praised the stormwater design, calling the excess capacity “*fantastic*” and expressing enthusiasm for the rain gardens. She asked whether maintenance access—such as annual mowing—would be difficult given the plantings. Mr. Arigoni responded that areas near four bays would be kept clear of shrubs, while other areas would be planted in grouped clusters of native shrubs to outcompete weeds. Maintenance may require weed whacking or walk-behind equipment, but the goal is to allow the features to “*become as naturalized as possible*” while still being maintained annually.

Member Carr stated that Kelly’s line of questioning addressed his own concerns.

Member Ellis asked how the roadway reconstruction accounts for potential future projects. Frey explained that the town is not planning for major future development beyond the current project area. Infrastructure being installed will meet the needs of the park and town facilities. He noted that water system improvements might include a loop to improve pressure and quality. Mr. Frey added that any future utilities serving Carlson Field would be installed off the existing paved surface, requiring only patching, and that the town does not anticipate needing to “*further disturb that roadway at this point.*”

Chair Shriver raised two additional questions related to site design and maintenance. First, he asked whether there was a calculation of how much of the 5.38-acre improved site would be considered impervious surface. He also asked whether the parking areas would be asphalt or a pervious pavement alternative. Mr. Arigoni responded that all parking areas will be paved asphalt, and sidewalks will be primarily 6-foot concrete. He added that some areas under the porte-cochere and drop-off zone would use textured pavement or pavers “*to sort of change the texture underfoot... and announce that it’s a drop-off area.*” Regarding impervious area totals, Arigoni noted that the figure is included in the drainage calculations. Mr. Goralski then provided the project includes “*just over 3 acres of impervious,*” which includes all pavement, sidewalks, patios, and the building footprint.

Chair Shriver’s second question focused on edging and containment around rain gardens, snow-storage areas, and landscaped islands. He expressed concern about loose materials migrating onto sidewalks, which he noted is both a maintenance and safety concern. He clarified by pointing to the large central green area with a boardwalk and sidewalks on both sides, asking whether there would be some type of curbing or edging to prevent from spilling into pedestrian areas. Mr. Aragoni acknowledged the concern. He explained that senior center and community center designs typically incorporate edging solutions appropriate for safety, maintenance, and accessibility, and he describes how this project addresses those needs.

Mr. Havan then presented the traffic analysis. He explained how they prepared the project including looking at existing conditions, roadways, intersections, 5 year crash data, public transportation facilities, and conduct traffic data collection. He noted that aside from a few long queues in the area of Fort Hill Street, South Street, and West Street, there were no safety or operating issues the project would make worse.

He advised that future “no-build” conditions were modeled using a 1% annual background growth rate, a conservative assumption compared to MassDOT’s 0.5% trend. The Trip generation for HCAL was based on ITE Trip Generation, 12th Edition, and represents modest, dispersed traffic rather than peak-hour surges. He advised that with projected traffic added all intersections would continue to operate acceptably, and no new safety issues were anticipated and that on-site parking and circulation meet zoning requirements and accommodate emergency vehicles.

Mr. Havan acknowledged receipt of peer review comments and felt all could be addressed.

Chair Shriver introduced Jeff Dirk, Vanasse Associates, the Town’s Traffic Peer Review engineer. Mr. Dirk felt the applicant’s methodology aligns with industry and MassDOT standards. Mr. Dirk reviewed the peer review report he had submitted for Board review that included the following highlights.

- Explicit inclusion of three nearby development projects in traffic modeling rather than relying solely on background growth.
- Continued concern about congestion at the South Street / West Street / Fort Hill Street signalized intersection, especially during MBTA train discharge.
- Recommendations for programming coordination between HCAL and other Bear Cove Park uses (e.g., Carlson Field) to avoid overlapping peak events.
- Fire truck-turning movements that require ensuring no landscaping over 7 ft. in a specific island area.
- The drop-off canopy must maintain 14 ft. 6 in clearance for ambulances.
- Sight-distance triangles should be plotted using speeds higher than the posted 20 mph.
- Consideration of curbing or berms at the end of Bear Cove Park Drive to ensure visibility during snow conditions.

Mr. Dirk felt none of the comments required major redesign.

Mr. Wante presented the building design noting HCAL was conceived as a public community resource for residents 60+, supporting health, independence, and social connection. The building massing was designed to be responsive to Natural site context, Historic munitions depot architecture and Functional program needs. The structure would incorporate, heavy timber framing, A mix of cedar shingles, vertical siding, and local Weymouth granite. There will be a 14'6" canopy clearance (to be confirmed), large rear-facing windows for woodland views with Bird-safe glazing, PV-ready roof, all-electric systems, and low-carbon materials. He also advised the outdoor spaces include patios, seating areas, and lawn zones integrated with the landscape plan.

Planning Board and ZBA members raised several questions:

- Lighting: Members asked about dimming schedules and minimizing nighttime impact. The design team confirmed LED fixtures could be reduced after hours while maintaining safety.
- Rain garden maintenance: The landscape architect described annual maintenance, naturalized plant groupings, and access for small equipment.
- Impervious surface: Approximately 3 acres of the 5.38-acre development area will be impervious (building, pavement, sidewalks).
- Curb less design: The parking lot uses wheel stops and flush sidewalks to maximize accessibility; snow must be pushed to designated storage areas.
- Structural grid flexibility: The architect explained that circulation zones define the timber grid, but program spaces remain flexible for future reconfiguration.

Member Kelly appreciated the wildlife consideration and use of local stone. She felt the roof structures were in keeping with historical use of the large structure in the area.

Member Carr echoed member Kelly in the thoughtful method of putting the project together. He thanked Mr. Dirk for the traffic analysis while acknowledging the need to ID other projects in area and how they would affect the traffic volume.

Chair Maguire appreciated the design and felt it would be a great benefit to Town and its elderly residents.

Chair Shriver opened the hearing to public comment with a 2-minute limit per speaker and a reminder to focus on planning and zoning topics, which do not include funding. Chair Maguire added that they would take as many comments as possible but will need to keep the public comments to ½ hour total. She noted that Zoning may take vote this evening but Planning would have additional hearings.

Hilary Hosmer – 204 Linden Ponds Way

Ms. Hosmer raised several questions regarding the proposed project:

- Meals on Wheels: Where would volunteers park to pick up food, noting she could not identify a designated pickup area near the rain garden?
- Tree warranty: She noted the one-year warranty for new trees and expressed concern that trees often die after several years due to root-ball issues. She referenced tree losses at Forest Street School.

- Grass establishment: She referenced the three-month warranty for grass and asked whether the site can withstand heavy rainfall events.
- Stormwater capacity: She asked whether the stormwater system could handle extreme rainfall, noting a recent 5-inch storm.
- Accessible paving: She expressed concern about brick surfaces and their suitability for wheelchairs, crutches, and rollators.
- Site grading: She asked how the existing elevation differences would be addressed and whether seniors would need to walk uphill to the entrance.

The Chair noted that all questions would be documented and responded to in writing or at a future meeting.

Brandon Faneuf, PWS – Ecosystem Solutions (representing Bear Cove Preservation LLC)

Mr. Faneuf provided technical comments regarding soil testing and infiltration design. He agreed with the peer reviewer that soil testing is insufficient within the footprints of infiltration systems. He cited examples of shallow bedrock near proposed basins and stated that delaying test pits until construction is “unacceptable.” He recommended all test pits be completed prior to approval. The Board advised him to submit written comments with marked-up plans for engineering review.

Gary Hantsbarger – 121 Halsted Lane

Mr. Hantsbarger spoke as a frequent Bear Cove Park user and senior resident. He expressed opposition to the project, citing loss of trees and open space. He raised concerns about future expansion and precedent for additional municipal development in the park.

Douglas Hasey – 8 Baker Hill Drive

Mr. Hasey expressed similar concerns:

- He emphasized the ecological value of the forested area and the importance of preserving biodiversity.
- He stated that deforestation would permanently alter the character of the park.

Chair Maguire reminded speakers to limit comments to matters within the Board’s jurisdiction.

Anita Ryan – 37 Baker Hill Drive

Ms. Ryan raised several concerns related to project suitability:

- De-icing restrictions: She noted the stormwater plan prohibits salt use due to wetland sensitivity and questioned winter safety for seniors.
- Parking adequacy: She stated that parking counts have fluctuated and questioned the planning rationale. She referenced nearby unused parking areas and questioned the need for additional impervious surface.
- She noted the site’s mature forest, rolling topography, and long-established trees, arguing the location is unsuitable.

Chair Maguire clarified that historical site proposals and unrelated past projects are outside the Board’s scope.

Henry “Bob” Hidell – 63 Gilford Road

Mr. Hidell, speaking as a resident and member of several town committees, commented on site conditions:

- He described the parcel as a mature oak forest with few invasive species.
- He questioned the cost of site preparation, stating that significant earthwork provides no direct benefit to seniors.

Chair Maguire reiterated that funding decisions are not within the Board’s purview.

Chair Maguire polled ZBA members regarding the Special Permit A2. Member Ruccio had a question for Mr. Dirk regarding how to address potential future traffic conditions at Bare Cove Park and how that may be incorporated into conditions of approval. A brief discussion followed with input from Ms. Wentworth and attorney Murphy. Chair Maguire then reviewed the criteria for Special Permit A2.

The Zoning Board of Appeals voted unanimously to grant the application of the Town of Hingham, for a Special Permit A2 under Section§ III-A, 3.5 of the Zoning By-Law located off Bare Cove Park Drive,

on a 472.26 acre parcel (Assessor Map 77, Lot 1) located in the Official and Open Space District subject to conditions.

A brief discussion among participants about scheduling the next Planning Board hearing followed.

Tracy Shriver made a motion, seconded by Crystal Kelly, to CONTINUE the application of the Town of Hingham for Site Plan Review under § I-I of the By-Law to construct a 26,000 SF public building and associated improvements, including driveways, parking, walkways, utilities, stormwater management and landscaping, to operate the Hingham Center for Active Living on a 5.38 acre portion of a 472.26 acre parcel (Assessor Map 77, Lot 1) located off Bare Cove Park Drive in the Official and Open Space District to February 9, 2026 at 7 PM.

The motion passed by roll call vote:

In Favor:	Gordon Carr, Crystal Kelly, Kevin Ellis, Tracy Shriver
Opposed:	None

Chair Shriver moved on to the next hearing for 18 Shipyard Drive of which he recused himself. Member Kevin Ellis assumed the role of Acting Chair for this portion of the hearing. Member Tondorf-Dick has rejoined the meeting. Chair Maguire advised that Mario Romania has left the hearing and Paul Healy has joined.

18 Shipyard Drive

Site Plan Review, Major Modification

Acting Chair Ellis introduced the next item which was an application from Hingham Launch Property, LLC and Hingham Shipyard Hospitality, Inc. Site Plan Review under § I-I, and such other relief as necessary to seasonally flex restaurant seats to an expanded patio within a designated Open Space area located at 18 Shipyard Drive in the Industrial District.

Chair Maguire opened the ZBA hearing an application filed by the Hingham Launch Property LLC and Hingham Shipyard Hospitality, Inc. for a major modification of the Hingham Shipyard Mixed Use Special Permit, originally issued May 12, 2003 as amended under Section 4G of the Zoning By-law, along with Site Plan Review, under Section 1I, and such other relief as necessary to seasonally flex restaurant seats to an expanded patio within a designated open space area located at 18 Shipyard Drive in the Industrial District.

Attorney Jeff Tocchio, DTM Law presented on behalf of the applicants. He was joined by Carly Pardini, The Breyer Group/O'Connor family, Mike Fitzpatrick Samuels & Associates and Scott Golding, DTM Law.

Attorney Tocchio gave a history of the space and spoke about the project scope.

- Seating Configuration: The restaurant currently has a total capacity of 303 seats. Under the proposal, this total remains unchanged. However, the applicant seeks to "flex" the seating distribution seasonally. The existing patio will be reduced to 58 seats, and 92 additional seats will be relocated to a newly proposed "pocket area" patio.
- Location and Aesthetics: The proposed patio is situated between Building O (Alma Nove) and The Beth, occupying a transition space near the waterfront amphitheater. The design features a circular arrangement covered by six fabric-type "sails" supported by posts.
- Site Connectivity: Attorney Tocchio emphasized that the plan preserves the pedestrian walkway that bisects the area, maintaining public access from Shipyard Drive to the water. The new patio is intended to be a continuation of the seasonal dining options envisioned in the Shipyard's original master plan.
- Landscaping: The applicant plans to retain mature existing trees while supplementing the area with waterfront-appropriate plantings consistent with the broader Samuels & Associates landscaping program.

Attorney Golding displayed several renderings illustrating:

- An aerial view of the "sail" structures.
- A northwest facing ground-level view from Shipyard Drive showing the brick walkway and proximity to the water.
- A ground-level interior view looking back from the waterfront toward the restaurant.

Attorney Tocchio detailed the modifications referring again to the seating and also a removable modular bar, planters, and a canopy, with a new opening providing direct access to the interior. Retaining walls will use stone or granite, matching the surrounding Shipyard aesthetics. No new permanent lighting is proposed, and any temporary fixtures must be shielded and directed downward to prevent light trespass

At the request of a Board member Attorney Tocchio with displayed and explained in detail the Proposed Floor Plan and Inspiration Images (A-101A). An extended discussion of use followed.

The Board evaluated potential impacts:

- **Trip Generation:** The applicant stated that since the total seat count of 303 remains unchanged, the seasonal shifting of seats from inside to outside would not cause significant additional traffic.
- **Pedestrian Circulation:** The plan maintains the 20-foot-wide public walkway, ensuring no obstruction to the waterfront.
- **Waiver Request:** The applicant requested a waiver for a full Transportation Impact Assessment (TIA), citing that this is a modification to an existing use.
- **Operational Standards:** Per Town of Hingham Site Plan Review standards, the area must remain clean of debris, and temporary structures cannot impede emergency access. How conflicting events would be handled.

Acting Chair Ellis opened the hearing for public comment.

Ruth Ann Stiles, 23 Shipyard Drive, Unit 402

Ms. Stiles expressed strong support for The Beth restaurant, noting that her family enjoys the outdoor dining and concerts. She raised two primary concerns:

- Crosswalk safety on Shipyard Drive, particularly the spine between the movie theater and the anchor. She stated that children often run across without noticing traffic. The crosswalk paint is faded and signage is limited. A new bus route operating until 1 AM increases traffic volume. Town staff advised that the Traffic Committee is the appropriate body to address these issues. Michael Fitzpatrick (Samuels & Associates) added that the developer would also work with residents to improve signage and repaint the crosswalk.
- Wind tunnel concerns regarding proposed umbrellas/sails in the new outdoor area. She noted that strong winds routinely affect the area and may damage structures. She also mentioned the presence of rabbits in the grassy area.

Valerie Cahill, 31 Mann Street

Ms. Cahill supported business growth but raised concerns about:

- Late-night noise, noting The Beth has some of the latest hours in town. She requested that restaurants adhere to existing decibel limits for outdoor music
- Motorcycle activity in the corridor between buildings.

Applicant representatives stated that no changes to hours are proposed and that increased activity may reduce disruptive behavior.

Ms. Cahill requested final clarification on outdoor hours. Carly O'Connor, manager of The Beth, confirmed there would be no outdoor live music and outdoor service ends at 10 PM, consistent with current patio operations.

Lynn Green, 23 Shipyard Drive, Unit 305

Lynn Green, president of the condominium board, raised several clarifications and concerns:

- Outdoor dining hours: She asked whether outdoor bar hours would match the existing patio hours. She noted The Beth's website lists indoor bar hours until 11 PM on weekdays and 12:30 AM on weekends.
- Pedestrian flow during concerts: She emphasized that the access path between the existing and proposed patio areas is heavily used during concerts and may conflict with server traffic.
- Seasonality of the new outdoor space: She asked whether the expanded patio would close in winter.
- Outdoor entertainment: She asked whether bands or Sunday brunch entertainment would be added.
- Wind engineering: She reiterated concerns about wind impacts on the proposed sails.

The applicant advised they intend to complete work for the upcoming warm season, pending appeal periods and utility adjustments. They also confirmed the outdoor space/seating would be seasonal and no outdoor live entertainment was planned.

James Fitzgerald, 10 Shipyard Drive, Unit 403

James Fitzgerald echoed prior concerns of noise impacts, especially for residents on the north side of the building. He noted concerts currently end at 9 PM, which is reasonable, but increased outdoor dining may raise ambient noise levels.

The applicant responded that the outdoor dining area would not have amplified sound comparable to concerts.

Acting Chair Ellis confirmed there were no other requests for public comment and moved on to findings and motions.

Based on the information submitted and presented during the hearing, Acting Chair Ellis made the proposed finding(s):

- a. The proposed development, as conditioned by this Approval, will not adversely affect the health, safety and welfare of the prospective occupants, the occupants of neighboring properties, and users of the adjoining streets or highways, and the welfare of the Town generally.
- b. The proposed development meets all applicable Design and Performance Standards, in addition to the Open Space Requirements under Section IV-G.9.c of the By-Law. The development will continue to maintain 22.875-acres of open space overall, which is in excess of the required 19.452-acres or 15-percent.
- c. The proposed modifications do not materially affect the findings made in connection with the Hingham Shipyard Redevelopment Area Site Plan Approval, issued June 6, 2007, as amended, under § I-I of the Zoning By-Law.

Acting Chair Kevin Ellis made a motion, seconded by Crystal Kelly, to GRANT the application of Hingham Launch Property, LLC and Hingham Shipyard Hospitality, Inc. for Site Plan Review under § I-I of the By-Law, and such other relief as necessary to seasonally flex restaurant seats to an expanded patio within a designated Open Space area located at 18 Shipyard Drive in the Industrial District, subject to the following condition:

1. Condition B.5 of the Site Plan Approval, dated June 6, 2007, is amended as follows: "The remainder of the Waterfront Park shown on the Open Space plan, dated May 9, 2007, as amended by this Approval to remove 3,180 SF as shown on the exhibit entitled, "The Beth Patio Expansion," dated March 14, 2025, shall be maintained in perpetuity for public access and enjoyment and shall include an amphitheater with electrical service sufficient for public performances, provided that all such uses of the Waterfront Park shall be subject to reasonable rules and regulations established by the Land Owner."
2. Prior to the commencement of work on the enlarged outdoor table seating area, the Applicant shall submit to the Community Planning Department and Land Use and Development Department a revised Open Space Plan for the Hingham Shipyard Redevelopment Area that reflects all changes to the designated open space made since the Plan was last comprehensively approved by the Board in June 2007.
3. Proof of Recording. The Applicant shall file a certified copy of this decision in the Registry of Deeds and provide evidence of such recording with the application for a building permit.

The motion passed by roll call vote.

In Favor:	Gordon Carr, Kevin Ellis, Crystal Kelly, and Gary Tondorf-Dick
Opposed:	None

The Zoning Board of Appeals unanimously voted to APPROVE the application filed by the Hingham Launch Property, LLC and Hingham Shipyard Hospitality, Inc. for a Major Modification of the Hingham Shipyard Mixed-Use Special Permit originally issued May 12, 2003, as amended, under § IV-G of the Zoning By-Law, along with Site Plan Review under § I-I, and such other relief as necessary to seasonally flex restaurant

seats to an expanded patio within a designated Open Space area located at 18 Shipyard Drive in the Industrial District, subject to conditions.

Chair Robin Maguire accepted a motion for Jed Ruccio to adjourn the ZBA meeting at 10:04 PM
The motion passed by roll call vote.

In Favor: Jed Ruccio, Paul Healy, Robyn Maguire
Opposed: None

25 Main Street

Site Plan Review and Special Permit A3

Chair Shriver moved on to the next item which was an application from Kristen Donahue, Nona's Homemade Inc., for Site Plan Review under § I-I and a Special Permit A3 Parking Determination and/or Waiver under § V-A of the Zoning By-Law to locate a ice cream shop/sit-down and take-out restaurant at 25 Main Street in the Business A and the Downtown Hingham Overlay Districts.

Chair Shriver moved on to its final agenda item of the evening an application for Site Plan Review and Special Permit A3 application for 25 Main Street, submitted by Kristen Donahue of Homemade Inc. Chair Shriver opened the hearing, noting that the proposal involved relocating an existing ice cream shop within the same commercial block.

Krissy Donahue, the applicant presented on her own behalf. She explained that her business planned to move the shop five storefronts up to gain additional space for seating and production. She described how the current location lacked adequate seating and how the new space would allow for expanded ice cream production, additional freezer storage, and improved capacity to supply their other stores. She added that the business also intended to introduce coffee and pastries as part of the expanded offerings.

Emily Wentworth, Community Planning Director, provided a summary of the two applications before the Board. She explained that the Special Permit A3 concerned parking, and that the proposed 45-seat layout required 11 parking spaces after applying the Business A district reduction. The site, however, had 67 on-site-shared spaces, along with on-street parking, and the parking demand matched that of the prior retail tenant. She also noted that although the applicant was not proposing any exterior changes, the combination of the previously issued A2 use and the A3 parking determination technically triggered the need for Site Plan Review.

Board members expressed unanimous support for the project. Member Kelly remarked that the application was straightforward and said she looked forward to the business's expansion. Member Ellis praised the proposal as a positive addition to downtown, noting that more dining options would benefit the community. Member Tondorf-Dick agreed, calling it a welcome enhancement to the area's business mix. A brief light-hearted exchange followed.

Based on the information submitted and presented during the hearing, Chair Shriver made the proposed finding(s):

Site Plan Approval Findings:

- a. The proposed development, as conditioned by this Approval, will not adversely affect the health, safety and welfare of the prospective occupants, the occupants of neighboring properties, and users of the adjoining streets or highways, and the welfare of the Town generally.
- b. As an interior renovation, the proposed development meets all applicable Design and Performance Standards.

Special Permit A3 Findings:

- a. The parking is sufficient in quantity to meet the needs of the proposed project;
There is sufficient public parking available both onsite and on-street to support the relocated and expanded ice cream shop. The proposed use will generate the same parking requirement (11 spaces) as the prior retail use of the space. The publicly maintained Merchants Lot is located onsite and offers 67 shared spaces. There are also 9 angled parking spaces within the Main Street right-of-way along the building front and others in the area.

- b. Safe pedestrian access and circulation has been provided for;
Pedestrian access is unchanged as a result of this project. The public sidewalk on Main Street will continue to provide access to the storefront entry.
- c. New driveways have been designed to maximize sightline distances to the greatest extent possible;
There are no new driveways or curbcuts are proposed in connection with the project.
- d. It is impractical to meet one or more of the Design Standards and that a waiver of such Standards will not result in or worsen parking, traffic or pedestrian safety problems on-site or on the surrounding streets, or adversely affect the value of abutting lands and buildings;
The proposed use will generate the same parking requirement (11 spaces) as the prior retail use of the space, as outlined in subsection a. above. Relocation and expansion of the business will not result in parking, traffic, or pedestrian safety problems.
- e. Except as specifically provided under subsection d. above, the proposed parking area(s) meet applicable Design Standards;
The existing on-site parking area will be maintain in its current condition.
- f. The granting of this Special Permit is consistent with the intent of this By-Law and will not increase the likelihood of accident or impair access and circulation.

Chair Shriver made a motion, seconded by Gordon Carr, to GRANT the applications of Kristen Donahue, Nona’s Homemade Inc., for Site Plan Review under § I-I and a Special Permit A3 Parking Determination and/or Waiver under § V-A of the By-Law to locate a ice cream shop/sit-down and take-out restaurant at 25 Main Street in the Business A and the Downtown Hingham Overlay Districts, subject to the following conditions:

- 1. Proof of Recording. The Applicant shall file a certified copy of this decision in the Registry of Deeds and provide evidence of such recording with the application for a building permit.

The motion passed by roll call vote.

In Favor: Crystal Kelly, Kevin Ellis, Gordon Carr, Gary Tondorf-Dick, and Tracy Shriver
Opposed: None

Tracy Shriver made a motion, seconded by Kevin Ellis, to adjourn the Planning Board Meeting at 10:06 PM.

The motion passed by roll call vote.

In favor: Crystal Kelly, Gary Tondorf-Dick, Gordon Carr, Kevin Ellis, Tracy Shriver
Opposed: None

Meeting Materials:

Agenda Summary, dated January 7, 2026

Off Bare Cover Park Drive (HCAL)

- Site Plan Review Application, filed December 10, 2025
- Site and Architectural Plans, dated December 9, 2025
- Stormwater Management Plan, dated December 9, 2025
- Post-Construction Stormwater Operation and Management Plan, dated December 9, 2025
- Wetlands Scientist letter re HCAL_ACEC, dated March 28, 2025
- Traffic Impact Report, dated December 4, 2025
- J. Dirk Traffic Engineering Peer Review, dated January 2, 2026
- P. Brennan Civil Engineering Peer Review, dated January 9, 2026
- F. Bianchi Public Comment, received January 10, 2026
- N. Correnti Public Comment, dated January 11, 2026
- P. Jonson Public Comment, received January 11, 2026

18 Shipyard Drive (The Beth)

Site Plan Review Application, filed December 8, 2025
Site Plan Exhibit, dated March 14, 2025
Proposed Floor Plan, dated March 13, 2025
Landscape Exhibit, dated November 24, 2025
Renderings, undated

25 Main Street

Special Permit A3 Parking Determination Application, filed December 15, 2025
Site Plan, dated November 13, 2025