



TOWN OF HINGHAM

Planning Board

NOTICE OF DECISION SITE PLAN REVIEW

IN THE MATTER OF:

Applicant/Owner: 210 Hull Street LLC
c/o Gerry Rankin
338 Clapp Road
Scituate, MA 02066

Agent: Brendan Sullivan, P.E.
Merrill Engineers & Land Surveyors
427 Columbia Road
Hanover, MA 02339

Property: 210 Hull Street, Hingham, MA 02043

Deed Reference: Plymouth County Registry of Deeds Book 58549 Page 105
Plymouth County Registry of Deeds Book 59579 Page 277

Plan References: "Construction Period Sequencing and Stormwater Operation and Maintenance Plans," prepared by Merrill Engineers & Land Surveyors, 427 Columbia Road, Hanover, MA, dated February 26, 2025 and revised through April 9, 2025 (4 Sheets)

"Long-Term Pollution Prevention Plan," prepared by Merrill Engineers & Land Surveyors, 427 Columbia Road, Hanover, MA, dated February 26, 2025 (3 Sheets)

"Site Plan Review & Common Driveway," prepared by Merrill Engineers & Land Surveyors, 427 Columbia Road, Hanover, MA, dated February 26, 2025, and revised through June 16, 2025 (Sheet 3 revised through June 17, 2025) (8 Sheets)

RECEIVED

JUN 26 2025

Town Clerk
Hingham, MA

“Solimando (Michael) Residence,” prepared by Rockwood Design, Inc., 1020 Plain Street, Suite 320, Marshfield, MA, dated March 28, 2025 (18 Sheets)

SUMMARY OF PROCEEDINGS

This matter came before the Planning Board (the “Board”) on the application of 210 Hull Street LLC (the “Applicant”) for Site Plan Review under § I-I of the Zoning By-Law (the “By-Law”) to reconstruct a single-family dwelling with related hardscaping, landscaping, grading, and drainage at 210 Hull Street in Residence District C.

The Board opened a duly noticed public hearing on the application at a meeting held on April 7, 2025 at Hingham Town Hall. Additional substantive sessions were held on June 9, 2025 and June 23, 2025 remotely via Zoom as an alternate means of public access pursuant to Chapter 2 of the Acts of 2025 temporarily suspending certain provisions of the Open Meeting Law. The Board concurrently heard a related application for a Special Permit A3 Common Driveway under § V-I of the By-Law. The Board panel consisted of regular members Tracy Shriver, Chair, Gordon Carr, Kevin Ellis, and Gary Tondorf-Dick. Brendan Sullivan, P.E., Merrill Engineers & Land Surveyors, presented the application to the Board. At the conclusion of the review, the Board voted to grant Site Plan Approval under § I-I of the By-Law with conditions set forth below.

Throughout its deliberations, the Board was mindful of the statements of the Applicant, its representative, and the comments of the general public, all as made or received at the public hearing.

BACKGROUND & DISCUSSION

The existing lot lines are proposed to change and will provide 210 Hull Street with 52,137± SF. The site is currently improved by a single-family dwelling, detached garage, paved driveway, landscaping and hardscaping. The proposal calls for razing the existing dwelling and garage and construction of a new single-family dwelling with an attached garage and associated grading and landscaping. The site will be accessed via gravel Common Driveway with a new paved driveway in front of the garage off of the Common Driveway. Total land disturbance associated with the project consists of 39,500 SF – 16,500 of which is an areas with a slope greater than 10% – and a net cut of 470 CY with 240 CY of ledge removal.

Roof runoff from portions of the roof is proposed to pipe into two infiltration basins and overland flow from much of the disturbed areas of the lot will also direct to the infiltration basins. Runoff from most of the Common Driveway will also direct into the infiltration basins. Stone diaphragms are also proposed to pre-treat runoff from the paved driveway and roof runoff before it is discharged into the infiltration basins. Water and sewer services will connect to the existing lines in Hull Street and electric and communication utilities will connect underground to an existing utility pole located across Hull Street. Utilities will be from lines shared with the other dwelling to be served by the Common Driveway at 311 Rockland Street up to the point where the services to each dwelling branch off. A silt sock is proposed as a perimeter erosion control barrier around

the down-gradient limits of work and a construction entrance is proposed at the location of the existing driveway off Hull Street. An erosion control blanket is also proposed during construction in areas where the slope exceeds 3:1. The Applicant proposes to remove 31 trees at the 210 Hull Street site – four of which are in the Tree Yard. Of these four trees, only two require mitigation, totaling 14 inches and requiring 7 inches of mitigation, as the other two trees are invasive Norway maple trees – however, the Applicant proposes to mitigate an additional 6” cedar tree adjacent to the Tree Yard. According to an arborist report, the Applicant further notes that of the 76 trees to be removed between the two sites, 64 are invasive Norway maple trees. The Applicant proposes 15 trees, totaling 45 inches, and several shrubs and plantings.

In addition to staff, the Board’s civil peer review engineer Patrick Brennan, PGB Engineers, reviewed this project to evaluate conformance with MassDEP Stormwater Management Standards (SMS) and best engineering practices. Mr. Brennan’s report includes comments related to the proposed grading, post-development stormwater analysis, a pipe label, whether or not a pump system would be required, sewer service bends, the Construction Sequencing, water quality volume calculations, and Protected Trees. The Applicant provided revisions that address all of Mr. Brennan’s comments.

During the course of the hearing, the Board raised questions and comments related to the common driveway advantages, utility installation, a fire truck turnaround, ledge removal methods, potential ways to minimize ledge removal, dwelling size, dwelling height, character and scale of the proposed dwelling, tree removal, site coverage, gravel driveway erosion, and fill needed. Board comments ultimately resulted in a reduction in the amount of ledge to be removed. There was public comment related to access from Rockland Street, the sewer connection, radon, ledge removal methods, site lines of the new roof, and stormwater runoff.

WAIVERS

The Applicant requested a waiver of submittal requirements under § I-1.5.g, landscape plan, h(ii) Critical Root Zone Protection, and l(ii), site lighting plan, and l(iii), Transportation Impact Assessment. The Applicant provided a landscape plan during the hearing process – eliminating the need for a waiver for this requirement. Additionally, minor grading is proposed within the Critical Root Zones of five Protected Trees to remain – some of which are within ledge and the existing driveway. The Board has granted a waiver of this requirement under Section I-1.5.h(ii) in other instances before to allow some work within the Critical Root Zones of Protected Trees in an effort to save the Protected Trees. One of the Board’s standard conditions of approval requires mitigation plantings should any Protected Trees die or be removed within 24 months from the approval date. Finally, given the residential nature of the project, a waiver of the site lighting plan and Transportation Impact Assessment would be appropriate.

The Applicant also requested a waiver of a Design and Performance Standard under § I-1.6.i(i)(C) to allow a 29.9’-wide curb cut where the limitation is 24’ and 30’ exists. Given that the existing curb cut is slightly larger than that which is proposed, a waiver of this requirement would be appropriate and consistent with past practice.

DESIGN AND PERFORMANCE STANDARDS

a. Land Disturbance

Total land disturbance associated with the project consists of 39,500 SF – 16,500 of which is an areas with a slope greater than 10% – and a net cut of 470 CY with 240 CY of ledge removal. While the existing grades are challenging with a great deal of ledge, the proposed work is designed to maintain existing drainage patterns to the greatest extent practicable and the amount of ledge removal was significantly reducing during the hearing process.

b. Site Design

The proposed dwelling is located to the rear of the site away from the street and large outcroppings of ledge. The existing driveway curb cut will be reused and the driveway will be expanded to accommodate the new gravel Common Driveway and turnaround to be shared with 311 Rockland Street and then a paved driveway will continue to the garage after the turnaround.

c. Character and Scale of Buildings

The proposed project is larger than most homes in the vicinity but similar in character and scale of some other homes in the vicinity. Additionally, the subject lot is also larger in area than most properties in the vicinity.

d. Preservation of Existing Vegetation and Protected Trees

The Applicant proposes to remove 31 trees at the 210 Hull Street site – four of which are in the Tree Yard. Of these four trees, only two require mitigation, totaling 14 inches and requiring 7 inches of mitigation, as the other two trees are invasive Norway maple trees – however, the Applicant proposes to mitigate an additional 6” cedar tree adjacent to the Tree Yard. According to an arborist report, the Applicant further notes that of the 76 trees to be removed between the two sites, 64 are invasive Norway maple trees. The Applicant proposes 15 trees, totaling 45 inches, and several shrubs and plantings.

e. Limit of Clearing

The Applicant proposes to remove 31 trees at the 210 Hull Street site – four of which are in the Tree Yard. Of these four trees, only two require mitigation, totaling 14 inches and requiring 7 inches of mitigation, as the other two trees are invasive Norway maple trees – however, the Applicant proposes to mitigate an additional 6” cedar tree adjacent to the Tree Yard. According to an arborist report, the Applicant further notes that of the 76 trees to be removed between the two sites, 64 are invasive Norway maple trees. Additionally, a silt sock is proposed as a perimeter erosion control barrier around the limit of work.

f. Finished Grade

Grade changes are proposed throughout the site, as grading and ledge outcroppings are challenging on this site, in order to provide stability and reasonable slope for the structures and driveway. An erosion control blanket is also proposed during construction in areas where the slope exceeds 3:1.

g. Stormwater Management

Roof runoff from portions of the roof is proposed to pipe into two infiltration basins and overland flow from much of the disturbed areas of the lot will also direct to the infiltration basins. Runoff from most of the Common Driveway will also direct into the infiltration basins. Stone diaphragms are also proposed to pre-treat runoff from the paved driveway before it is discharged into the infiltration basins.

h. Utilities

Water and sewer services will connect to the existing lines in Hull Street and electric and communication utilities will connect underground to an existing utility pole located across Hull Street. Utilities will be from lines shared with the other dwelling to be served by the Common Driveway at 311 Rockland Street up to the point where the services to each dwelling branch off.

i. Pedestrian and Vehicular Access; Traffic Management

The existing curb cut will remain the same and the driveway will be expanded and extended to accommodate the new gravel Common Driveway and turnaround to be shared with 311 Rockland Street and then a paved driveway will continue to the garage after the turnaround.

j. Lighting

Typical residential lighting is proposed with this project.

FINDINGS

Based on the information submitted and presented during the review, and the deliberations and discussions of the Board during the hearings, the Board made the following findings in accordance with the Approval Criteria under § I-1,7. of the By-Law:

- a. The proposed development, as conditioned by the 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, with the exception of a Standard under § I-1, 6.i.(i)(C) to allow a 29.9'-wide curb cut where the limitation is 24' and 30' exists. A waiver of this Standard to allow the 29.9'-wide curb cut to remain will not adversely impact the interests set forth in subsection a. above.

MOTION

Upon a motion made by Tracy Shriver and seconded by Gary Tondorf-Dick, the Board voted to GRANT the application of 210 Hull Street LLC for Site Plan Approval under § I-1 of the Zoning By-Law, with a waiver of submittal requirements under § I-1.5.h(ii), I(ii), and I(iii) related to Critical

Root Zone Protection, a site lighting plan, and a Transportation Impact Analysis, to reconstruct a single-family dwelling with related hardscaping, landscaping, grading, and drainage at 210 Hull Street in Residence District C, 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.
2. **Approval Not Required Plan.** Prior to the start of any work, the Applicant shall file a Form A application for endorsement of an Approval Not Required (ANR) Plan with the Planning Board for endorsement of the newly proposed lot lines. Following endorsement of the ANR plan by the Planning Board, the Applicant shall provide evidence of recording of the ANR plan at the Registry of Deeds to the Community Planning Department.
3. **Easement Documentation.** Prior to the start of any work, the Applicant shall finalize easement documentation with the Community Planning Department in accordance with Section V-I.5 of the By-Law and provide evidence of recording said documentation at the Registry of Deeds.
4. **Pre-Construction Meeting.** A preconstruction review meeting with inspection of the erosion control installation and marked limits of clearing shall be required before issuance of a building permit.
5. **Limits of Work; Tree Protection Areas.** During clearing and/or construction activities, the marked limit of work shall be maintained until all construction work is completed and the site is cleaned up. All vegetation beyond the limit of work shall be retained in an undisturbed state and no stockpiling of topsoil or storage of fill, materials, or equipment may occur within the protected area. Without limiting the foregoing, Protected Trees to be retained shall be surrounded by temporary protective fencing or other appropriate measures before any clearing or grading occurs, and maintained until all construction work is completed and the site is cleaned up. Protective barriers shall be large enough to encompass the Critical Root Zone of all Protected Trees to be preserved. Inspection of the protective barriers shall be required before issuance of a Building Permit.
6. **Construction Vehicles.** All construction vehicles shall be parked onsite. No construction vehicles shall enter the premises before 7 AM on any given construction day. In the event it is not feasible for construction vehicles to park onsite, the Applicant shall schedule a police detail to safely direct traffic.
7. **Inspections.** Inspections shall be required during construction, and prior to issuance of a certificate of occupancy, of all elements of the project related to or affecting erosion control, limits of work, and the approved drainage and stormwater system installed for the project. The Planning Board may require, at the applicant's expense, the establishment of a consultant fee account pursuant to Massachusetts General Laws Chapter 44 Section 53G, to fund the cost of such inspections.

8. **As-Built Plan Requirement.** Upon project completion an as-built plan must be submitted to the Building Commissioner and Community Planning Department prior to the issuance of a certificate of occupancy, and in no event later than two years after the completion of construction. In addition to such other requirements as are imposed by the Building Commissioner, the as-built plan must demonstrate substantial conformance with the stormwater system design and performance standards of the approved project plans. The as-built plan must also demonstrate substantial conformance with all other aspects of the approved project plans, including landscaping.

9. **Maintenance of Protected Trees.** Each Protected Tree retained, and all new trees planted to mitigate the removal of Protected Tree(s), shall be maintained in good health for a period of no less than twenty-four (24) months from the date of final inspection, or issuance of a Certificate of Occupancy, if applicable. Should such tree(s) die or be removed within such twenty-four (24) month period, the owner of the property shall be required to replace such tree with a tree consistent with the requirements within nine (9) months from the death or removal of such Protected Tree or new tree.

For the Planning Board,



Tracy Shriver
June 26, 2025

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

This decision shall not take effect until a copy of the decision bearing the certification of the Town Clerk that twenty (20) days have elapsed since the decision has been filed in the office of the Town Clerk and no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, is recorded with the Plymouth County Registry of Deeds and/or the Plymouth County Land Court Registry, and indexed in the grantor index under the name of the record owner or is recorded and noted on the owner's certificate of title.