



TOWN OF HINGHAM

Planning Board

NOTICE OF DECISION SITE PLAN REVIEW

IN THE MATTER OF:

Applicant/Owner: Town of Hingham
Tom Mayo, Town Administrator
210 Central Street
Hingham, MA 02043

Agent: Mark Arigoni, PLA, CLARB
SLR International Corporation
67 Hunt Street, Suite 293-C
Agawam, MA 01001

Property: 5.38 acre portion of a 472.26 acre parcel (Assessor Map 77, Lot 1) located off Bare Cove Park Drive in Hingham, MA 02043

Deed Reference: Plymouth County Registry of Deeds Book 3917, Page 327

Plan References: Plan set entitled, "Hingham Center for Active Living, Bare Cove Park Drive, Hingham, MA, Regulatory Submission," prepared by SLR International Corporation, dated December 9, 2025 and revised through February 3, 2026 (27 Sheets)

Traffic Impact Study, prepared by SLR International Corporation, dated December 4, 2025 and revised through January 30, 2026

Stormwater Management Plan, prepared by SLR International Corporation, dated February 3, 2026

Postconstruction Stormwater Management Operation and Maintenance Plan, prepared by SLR International Corporation, dated February 3, 2026

RECEIVED
FEB 12 2026
Town Clerk
Hingham, MA

SUMMARY OF PROCEEDINGS

This matter came before the Planning Board (the "Board") on the application of the Town of Hingham (the "Applicant") for Site Plan Review under § I-I of the Zoning By-Law (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.

In connection with the proposed use, the Applicant simultaneously filed a related application with the Zoning Board of Appeals for a Special Permit A2 under § III-A, 3.5 of the By-Law, which allows public buildings and premises for government use. The Boards opened duly noticed public hearings on these applications during a joint meeting held remotely on January 13, 2026 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 Zoning Board of Appeals unanimously on voted to issue the requested Special Permit on January 13, 2026. The Planning Board held a second session both in person at Town Hall and remotely via Zoom on January 9, 2026.

The Board panel consisted of its regular members Tracy Shriver, Chair, Kevin Ellis, Gordon Carr, and Crystal Kelly. The plans and other submission material were reviewed by the Board and its technical consultants, including: Traffic Engineer, Jeffrey S. Dirk, P.E., PTOE, FITE, Vanasse & Associates, Inc. and Civil Engineer, Patrick G. Brennan, P.E., PGB Engineering, LLC.

The Applicant's Agent, Mark Arigoni, PLA, CLARB, appeared on behalf of the Applicant throughout the hearings. The Applicant's development team also included: Chris Wante, AIA, EDM Studio; Doug Gallow, Jr., FAIA, NCARB, Lifetime Design Studio, LLC; Michael Gagnon, PE, Andrew Goralski, PE, and Nick Haven, PE, SLR International Corporation.

Substantial public comment was also submitted for the record by abutters and other members of the public. At the conclusion of the hearing, the Board voted unanimously to issue a Site Plan Approval with conditions set forth below.

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

BACKGROUND & DISCUSSION

The subject property consists of a 5.38 acre portion of a 472.26 acre parcel of land that is used for open space and recreational uses. The development site, located off of Bare Cove Park Drive, is presently improved by a former Naval Ammunition Depot building that 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 Town plans to redevelop the site for a new senior center called the Hingham Center for Active Living (HCAL). The proposed single-story building will include 26,000 SF. Associated infrastructure improvements include driveways, parking, accessible walkways, utilities, stormwater management, and landscaping.

During the hearing, Board members raised questions about the proposed parking layout, stormwater management, facility design, landscaping, and on and off site pedestrian and vehicular circulation. The project design team responded appropriately to all questions and comments.

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 and best engineering practices. His final report confirmed compliance with applicable standards. Jeffrey Dirk, Vanasse & Associates, assisted the Board in its review of the expected project impacts on surrounding transportation networks and offered suggested conditions of approval that are incorporated into this Decision to reduce potential safety and volume traffic effects.

DESIGN AND PERFORMANCE STANDARDS

a. Land Disturbance

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 of 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 of 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

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 and Protected Trees

Trees on public property are excluded from the definition of 'Protected Trees' under Section VI of the By-Law, however, the project has been efficiently designed to minimize tree removals to the 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 mitigation measures prior to the initiation of any clearing and grubbing activities.

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 222 trees.

The proposed replanting plan (Site Plan Landscaping Plan (Sheet LA)) utilizes a native plant material palette that includes a combination of 222 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 By-Law). 142 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 48 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.

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

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

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 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 post construction 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) details the measures to mitigate the short-term impacts of the development during 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.

The proposed plan includes sustainable low impact design and environmentally responsible green infrastructure improvements 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

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 application includes a detailed Traffic Impact Report (TIR) 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 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.

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.

The proposed development offers safe interior circulation. Accessible 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.

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.

Finally, the proposed project includes traffic calming measures. 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 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 for the proposed users of the facility while also reducing light pollution; enhancing natural, scenic, and aesthetic qualities of the Town; conserving energy; and preserving the night sky as a natural resource.

As shown on the Site Lighting Photometric Plan (Sheet SL-1), light trespass is limited to a maximum of 0.25 foot candle light trespass at the designated development area limits in compliance with the By-Law. Additionally, the height of all proposed fixtures meets applicable standards. Luminaires attached to the building will be mounted no higher than 15 feet above grade. Site lighting will consist of pole mounted, 18-foot-high fixtures (20-foot pole) as well as additional site lighting at 9' (pedestrian only) and 3' (bollard lights) heights.

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-I,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.

MOTION

Upon a motion made by Tracy Shriver and seconded by Gordon Carr, the Board voted unanimously to GRANT 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, 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. 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. Additionally, the plans submitted with the building permit shall show flexible delineator posts or similar devices to define the island areas in Bare Cove Park Drive that can be removed for snow removal operations.
3. Limits of Work. 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.
4. Construction Management Plan (CMP). Prior to application for a building permit, the Applicant shall submit a CMP to the Community Planning Department. The CMP shall minimally address the following:
 - a) Construction activity schedule
 - b) Construction staging area

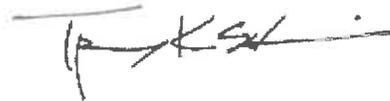
- c) Delivery schedule
 - d) Pedestrian and public safety
 - e) Truck routes
5. All construction vehicles shall be parked onsite. No construction vehicles shall enter the premises before 7 AM on any given construction day. In the event it is not feasible for construction vehicles to park onsite, the Applicant shall schedule a police detail to safely direct traffic.
6. 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.
7. 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.
8. Maintenance of Trees. Each tree retained and all trees planted 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. 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 in kind within nine (9) months from the death or removal of such tree.
9. Ongoing Traffic Conditions.
- a) Transportation Demand Management (TDM): The Applicant shall undertake TDM measures including, but not limited to the following:
- i. A supply of transit information (schedules, maps, and fare information) will be kept on site and made available to the patrons of the project site to encourage the use of non-vehicular modes of travel.
 - ii. Secure bicycle storage will be provided for the employees of the Center to encourage bicycling as an alternative mode of transportation. Bicycle racks will be placed near the building entrance for the general public and visitors.

- iii. **Information Dissemination and Website:** The website will include transportation related information for employees and visitors.

- b) **Traffic Management:** The scheduling of events at the HCAL shall be coordinated so as to avoid conflicts with the peak commuter periods at West Hingham Commuter Rail Station and when tournaments or other large events are scheduled at Carlson Field or within Bare Cove Park. When scheduling conflicts cannot be avoided, a police detail officer shall be required to facilitate the movement of vehicles, pedestrians and bicyclists at the Fort Hill Street/Bare Cove Park Drive intersection as deemed necessary by the Police Chief.

- c) **Safety:** Existing trees and vegetation located along Bare Cove Park Drive should be evaluated and maintained to provide a minimum clear zone or recovery area of 6-feet consistent with the AASHTO Guidelines for Geometric Design of Low Volume Roads.

For the Planning Board,



Tracy Shriver
February 10, 2026

In Favor: Gordon Carr, Kevin Ellis, Crystal Kelly, and Tracy Shriver

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.