

Michael Kranzley
18 Marion St.
Hingham, MA 02043



October 14, 2021

Re: 208 Downer Ave. (Hingham Yacht Club)

Members of the Hingham Planning Board and Zoning Board of Appeals,

I reiterate my conditional support for the new barn at 208 Downer Ave. The conditions are:

1. **The conditions for approval contain language that memorializes the use as stated in public testimony and described in the letter from Cavanaro Consulting dated October 5th.** This includes:
 - a. The barn remains unoccupied
 - b. Boats are moved in and out of the barn twice a year, at the beginning and the end of the season.
 - c. The curb cut on Marion is used only for handcarts transporting small sailboats.
 - d. If the HYC wishes to use the barn for purposes other than described in their presentations, they need to apply to the Town for permission.
2. **A condition that requires all construction be conducted during the off season.**
3. **A condition that requires all construction vehicles will park on site, unconditionally.** The HYC has ample room for any construction equipment parking during the off season.
4. **A condition is added that increases and defines the size of the trees replacing the >50 foot trees being removed.** It is clear to me that my generation and likely the next generation will not benefit from the planting of 6-8 foot saplings buffering the new barn.
5. **The HYC provides the Town with a geological report outlining the impact of the removal of the trees on the bank and the ways that impact could be mitigated.**
6. **The Town institutes an annual "look back" for a period of 2 years** to assure the Town and the neighbors that the HYC remains in compliance with the terms and conditions of this permit.
7. **The next Planning Board and ZBA meetings are re-noticed to the abutters.** While Ms. Wentworth makes it clear that re-noticing is *not required* by the Commonwealth, that doesn't mean that the applicant and the Town *shouldn't* re-notice the abutters. The applicant's representative called the changes from the original plan "significant". A visit to the site demonstrates the significance of the move on abutters. The courtesy shown to the neighborhood far outweighs the small additional cost to the applicant and the minimal additional work by staff.
8. **A condition that requires the applicant to have some form of reference on site to instruct the neighbors regarding the size of the new barn.** Story poles are utilized by other Town committees and commissions. In this case, moving the building 10 feet away from the bank has increased the visual impact of the new barn. The neighborhood should have a clear understanding of the magnitude of the impact.

Lastly, I submit that the ZBA and Planning Board can and should consider conditions regarding parking for the following reasons:

1. If the Boards find that membership in the HYC, when the initial permits were approved, was less than the current “vibrant 250 member” HYC, a case could be made that the increase in membership should have been approved by the Town. We can all certainly agree that 17 parking spaces or even 34 parking spaces is inadequate to accommodate the occasional Club wide functions. If there has been an increase in membership, the use has become more intense and parking needs to be addressed.
2. The parking spaces that are being removed for the new barn are more convenient and accessible than the spaces added with the removal of the old barn. The old barn spaces are more difficult to access and add the risk of getting blocked in. As with any parking, including downtown Hingham, we are impacted by whether the parking space is viewed as “good” or “bad”.
3. As I stated in my testimony, the impact of illegal parking on Marion St. goes far beyond simply inconveniencing the neighborhood. **It makes the neighborhood less safe by blocking emergency vehicle from accessing the approximately 20 homes located on Marion, Merrill, Standish and Malcolm Streets.** Putting the unshared responsibility solely on the neighborhood to monitor and regulate illegal parking is an unreasonable burden and the time that it would take to remove the vehicles or re-route the emergency vehicles (which I’m not clear is even an option given the unique features of Parker Driveway and whether a firetruck could even navigate that road) would take precious time. I simply want the HYC to be required to have a parking management plan in place for those very few events each year that have caused issues.
4. If the HYC is truly committed to working with the neighborhood on this, it should be willing to include a condition that mandates and memorializes this partnership and its role in that partnership. This is not unreasonable given the history and the importance of this issue. The HYC has instituted parking management plans for their annual Junior Regatta. I’m at a loss as to why they are unwilling to do this for other events. While a promise from the current leadership is very much appreciated, the neighbors have no assurance that future HYC leadership teams would honor that promise.

I remain dedicated to working with the HYC and the Town to make the new barn compatible with the neighborhood. As I’ve stated in my prior letters, I enjoy living by the HYC and want the Club to succeed and remain a wonderful asset to our neighborhood and Town.

Thank you,

Michael Kranzley