

# **Hull Community Development Plan**

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## **I. OVERVIEW OF THE HULL COMMUNITY DEVELOPMENT PLAN**

### **A. The Challenge Ahead**

The Town of Hull is faced with planning challenges and issues that impact its housing, economic development, open space, transportation, and infrastructure programs. There is no land available for housing development, and in fact, housing will continue to become less affordable for those that want to live and work in this community. Although Hull's local economy has remained stable, the Town must continue to improve its economic development programs and options, and continue to pursue development opportunities, in particular, at the Nantasket area. Transportation infrastructure such as sidewalks and opportunities such as passenger vessels also need to be improved on both a local and regional level. The future of these challenges depends on how the Town chooses to address these needs.

### **B. Meeting the Challenges**

The Planning Board with assistance from its consultant developed this Plan with the community, stakeholders, and local housing and business groups during the past year. The planning process involved updating the previous vision, assessing and analyzing the local housing, economic, and transportation conditions, and developing strategies to achieve the vision.

This document “**puts it all together**” as a summary of **concepts, recommendations and actions** that help fulfill the vision of the plan. It provides an overview of each element: economic development, housing, transportation, and infrastructure. The Plan also identifies measures needed to create and **implement a viable and working plan**.

### **C. Summary of Recommendations**

The Town of Hull has many options to improve its housing, economic development, and transportation infrastructure and programs. The following recommendations are a result of the analysis of the existing conditions and trends regarding these elements. More detailed analysis and recommendations are provided in the following sections.

#### **Economic Development**

There are approximately 15 acres of vacant land available for development as commercial uses in Hull. The community has been addressing the use of these vacant parcels for several years and is presently developing several concepts and designs for their use. There are also areas near this land that need to be revitalized through redevelopment. The Community Development Plan focuses specifically on the Nantasket area due to the overwhelming need and **opportunities for economic development**,

**affordable housing and ‘smart growth’ in the waterfront area** and the general consensus of the residents to focus economic development in this area. The study area analysis and meetings with key town representatives and staff and with the public have resulted in the following key recommendations and concepts for the Nantasket area and the four sub-districts. All of these recommendations are detailed in the report entitled **Nantasket Focus Area Study**, which is provided as a separate document.

#### *Nantasket Focus Area Study Design Concepts*

Because of the size of the land area, the land holdings, and the mix of uses, the Nantasket Focus Area can become a **‘smart growth’ center** that provides the following benefits and opportunities:

- Supports a mix of uses that will be attracted to the area;
- Provides a new overlay district and four sub-districts;
- Preserves the heritage within this area;
- Creates new job opportunities;
- Creates new community centers under site planning and design guidelines;
- Changes vehicular traffic flow patterns and encourages pedestrian movement;
- Improves the function and operation of parking resources;
- Establishes a unified pedestrian network;
- Expands transit options; and,
- Creates gateways to the Nantasket area.

#### *Nantasket Focus Area Sub-District Concepts*

This study area was divided in four sub-districts as a means to identify and promote key land-use characteristics within each district.

- **Business Center**
  1. Create additional developable land parcels from state-owned property.
  2. Improve the efficiency of parking facilities.
  3. Improve traffic circulation to support revitalization efforts.
  4. Create an attractive and functional streetscape.
  5. Create gateways into the district.
- **Cultural Neighborhood**
  1. Transfer state-owned lands to town ownership.
  2. Conduct an inventory of historic public places and structures.
  3. Support development of a cultural identity for the district.
  4. Improve pedestrian connections between district attractions.

- **Nantasket Pier**

1. Build upon Nantasket Pier's maritime heritage.
2. Introduce land uses that are compatible with the maritime image of the pier and harbor.
3. Bring visitors to the Pier with alternative modes of transportation.
4. Reconnect the Pier to adjoining districts.

- **Southern Junction District**

1. Promote a better residential image for the Southern Junction district.
2. Create better neighborhood resources for the district's residents.
3. Attract supporting uses to the periphery of the district.
4. Create 'greener' parking lots with porous paving.

#### *Home-based Businesses*

Another way to promote economic development and to allow residents to retain their homes is to encourage home-based businesses.

- **Adopt a home-based business ordinance** to allow more people to retain their homes and work in the community that they live and to create more economic activity in Hull. This business option would help households to retain their homes due to the higher costs of home ownership. Furthermore, when housing demand is high, home sales tend to increase values and prices and result in higher prices for both renters and homeowners that are in the home market.

#### **Housing**

The **town of Hull does not have suitable land available for new housing development** under the current developed and stable conditions. The lack of developable land essentially prevents the town from expanding its housing base and achieving certification of its housing plan by the Department of Housing and Community Development (DHCD), which would prevent the town from receiving discretionary grants and from meeting the state's affordable housing goal.

- Petition the State to grant a waiver for housing certification and work with communities in similar circumstances to address our plight.
- In conjunction with this request, create a local housing council to more aggressively search for specific and presumably small, opportunities that in combination make expand the local affordable housing stock.

Because of the true land and development limitations, the Town's options for improving the affordable housing conditions are to be focused on the following:

- Establish and enable a new housing council to take charge of the program development and implementation
- Use town funds to buy down the cost of housing units, where the town maintains a controlling interest.
- Use the senior center to educate and support seniors about their housing needs.
- Encourage affordable housing for the elderly through alternative residential programs such as life-care, assisted, or congregate living arrangements.
- Use state lands for mixed use development that includes affordable housing units.

### **Transportation and Infrastructure**

Hull needs to improve its infrastructure, in particular, its transportation system in order to provide quality and safe transportation services for vehicles and pedestrians and to meet the seasonal changes, demands, and needs. The following recommendations support improvements to the condition and operation of its roads, water, and sewer infrastructure and systems. Some of these and other recommendations that focus on transportation improvements in the Nantasket area are included with the **Nantasket Focus Area Study**.

- Conduct a detailed traffic study of the roads and parking areas in the Nantasket Beach and Nantasket Pier area to address accidents, intersections, volumes, seasonality and peak use periods, safety, and parking issues.
- Improve traffic flow to accommodate the high seasonal amounts of visitors that have traditionally used parking lots to access the beach and other attractions.
- Repair sidewalks so they are safer and comply with ADA standards.
- Improve transportation signage so that it is more directive and informative, sends drivers to their destination with minimal routing, and creates a more efficient traffic flow.
- Focus on the start and completion of the previously approved \$2.8 million transportation improvement project at Pemberton Point.
- Improve the safety at two intersections: 1) Nantasket Avenue and George Washington Boulevard, and 2) Nantasket Avenue and Phipps Street.

### **D. Planning Context**

The process for creating an updated vision for Hull and the Nantasket Study Area involved the investigation of demographic and economic indicators as well as zoning regulations, existing conditions, and land use patterns. The findings of these investigations, combined with the efforts of the participants at meetings and workshops, should provide a coherent and agreeable direction for the Town of Hull in terms of community development.

The Massachusetts Executive Office of Environmental Affairs provided the Town of Hull a grant as part of Executive Order 418 to develop this Plan. EO 418 effectively provides many communities with funds to establish community development plans, which include five elements: housing, economic development, open space, transportation, and visioning. The Town also contributed funds for this Plan and also was granted equivalency of the open space and transportation elements since the town had already completed these elements.

### **Plan Outline**

This plan details the key recommendations that have evolved over the past year. The Focus Area Study recommendations are presented first since they are central to and interlink the recommendations and future direction of the town's vision for housing, economic development, and transportation. The supporting documentation of these elements is next and a summary of key implementation steps follows.

## **II. KEY POINTS AND RECOMMENDATIONS**

### **A. Economic Overview and Recommendations**

The Town of Hull wants to improve its overall economic condition while maintaining its civic pride. Expansion and upgrading of local goods and services in the commercial areas will come with subsequent municipal fiscal stability and tax benefits. However, there is a balance that must be struck between the interests of residents and established neighborhoods and the needs for economic growth and new affordable housing for local workers. The Town must address the desires of residents and neighborhoods to maintain a consistent quality of life and mitigate the impacts that may result from the changes that are necessary to maintain or improve that commercial vitality. These are the issues which economic development plans are meant to address.

Hull has many positive qualities that support its economy and quality of life as well as create opportunities for many people that want to work in the area. Many businesses cater to summer tourists. It has excellent natural recreational resources long beach and extensive marshlands. The quality of its parks and open space enhance the experience for visitors to the area as well as for those that simply enjoy being in a natural setting. Hull also has excellent maritime access to Boston Harbor and points beyond.

Along with this understanding of the local economy, there are several economic development issues that were derived from the analysis in this Plan:



- Hull's largest employer is the town government, in particular, the school department, meaning that the education service sector has the highest number of employees and pays the highest wages of all sectors.
- However, where Hull's local economy is based primarily on service type businesses and the local government, the most significant recent growth in jobs has been outside government.
- Still, the commercial land has not generated a consummate growth in taxes to the community. Commercial zoning covers 9% of the town but because of a lack of investment and rental value, this land produces only 4% of total tax base in Hull.
- New growth could stimulate improvements in the commercial tax base. But only 15 acres of vacant land, spread out in small lots, remain for development and unfortunately most of that land has significant environmental constraints that increase the costs for development.

How can the town stimulate new economic growth, where undeveloped land is almost unavailable? Two potential answers arise. One answer may be in the state-owned land at Nantasket, which is significantly underutilized having lost its utility under its former state functions. The other is understanding the potential demand for home-based businesses and providing the opportunity to make them a significant part of the local economy. In order to address these economic issues, the Town should proceed with the following strategies:

- Implement the recommendations of the Nantasket Focus Area Study in order to improve transportation, stimulate private investment, and revitalize the area through changes in zoning and public investment.
- Respond to the need for home-based businesses and occupations by adopting appropriate ordinances for them, and ensuring that the infrastructure, such as broadband internet is in place.

The options for these improvements are limited by the geographic areas zoned for commercial uses, supporting infrastructure and accessibility on public ways to these centers of commerce. Therefore, the Town of Hull must make key decisions for economic development based on the local desire to both create change and improve the quality and quantity of jobs, and to spend public funds to support these changes.

Because of the nature of redevelopment, the number of parties involved, and the length of time to establish a successful redevelopment plan, implementation of the plan for the Focus Area will require a team with this plan as its mission. The recommendation is for Town Meeting to establish the implementation committee, which will report to the Selectmen, and which can be supported by professional staff as the need arises.

Details of the Nantasket area recommendations and concepts are provided in the Nantasket Focus Area Study, which is provided as a separate document.

## **Adopt a Comprehensive Home-Based Business Ordinance**

The Town of Hull should adopt revisions to the home-based business bylaw and establish a supporting ordinance that encourages people to start home-based businesses. The incentive for using the ordinance would be that such business provides a financial option to create or increase property income as a means to offset increased costs of home ownership. The Town benefits with a new revenue stream that includes licensing fees and higher property assessments.

As a means to increase economic activity as well as preserve the character and quality of the town, Hull would make an excellent place to allow home based businesses for the following reasons:

- The town has established neighborhoods with many large residential structures that may have floor area available for separate business space within them – a key requirement for federal tax purposes.
- Physical and telecommunication access to the major employment sites in the Boston metropolitan area is available for people to telecommute, i.e. work at home as well as at an office.
- Incubator space for small start-up businesses is difficult to obtain in the regional market. If supporting cottage industries were to develop with the new home-based businesses, the town could become an attractive location for residents to start small businesses.

The benefits in allowing home business are:

- Residents can improve their incomes to be more in line with the regional income distribution.
- With only a few acres of land remaining for commercial development, local business start-ups will have another option rather than having to locate outside of town.
- The economic stimulus and local tax benefits could help stabilize the local municipal budgets.

In order to create and adopt a home-based business ordinance, the following criteria should be addressed.

### *Definition*

Home offices generally fall into two major categories: 1) "Telecommuting" which is working for a traditional business with actual offices but under arrangements for part-time or full-time working from home, or other than the traditional office location; and 2) "Home-based Businesses," which are businesses where the office is located and conducted exclusively out of the home.

### *Zoning and Uses*

Residential zoning rules in Hull should allow small, non-polluting home businesses, as long as any home containing a business is used primarily as a residence and the business activities do not negatively affect neighbors. The zoning regulation should be specific and contain a detailed list of approved occupations, such as "law, dentistry, medicine, music lessons, photography, cabinet making." It should not be vague by allowing "customary home-based occupations." In fact, the town could restrict "traditional home-based businesses" to permit those that rely on the use of computers and other high tech equipment - businesses that are usually unobtrusive but far from traditional.

### *Products and Services*

The town should consider the types of services, products, or manufacturing, such as crafts, law, dentistry, medicine, music lessons, photography (without photo processing), and cabinet making that would be allowed in the homes. It could preclude the manufacturing, use, or production of certain products from home such as food preparation (such as catering, home-baked products and other edibles), and certain chemical-reliant businesses (such as photography and photo development, printing, and certain painting activities).

### *Registration*

Registration for a permit or license to conduct home businesses may also be required. Some towns also still enforce "blue laws" which require that all businesses close on Sundays. The town may also consider requiring some form of assessment or fee.

### *Safety*

The Town may set certain rules for health and safety purposes, and may require emergency egress, fire extinguishers, and other safety compliance conditions that are not normally required for houses.

### *Coordination*

To enact and implement these regulations, other town agencies must become involved and participate in establishing appropriate protocol. This will require the Board of Health, and the Building and Fire departments to be fully familiar with code issues involving live/work space and to coordinate any inspections necessary for local businesses. In addition, the Selectmen to consider changes or variances to 'blue law' regulations that impact these uses and propose fees for licensing, the Assessors must become familiar with assessments that will define the commercial use of the property, and the Police Department must become cognizant of special enforcement of parking, and possibly traffic, connected with these businesses.

## **B. Housing Overview and Recommendations**

It is difficult for people that want to live in this attractive, seaside community. First time homebuyers and low, moderate, and middle-income households cannot purchase or rent a home in Hull. Those who can pay more for homes steadily outbid those of lesser means, resulting in displacement at the moderate and lower end of the income spectrum.

The need for reasonably affordable housing has become more apparent in Hull and the region. Unless measures are taken to protect the supply of low, moderate, and middle-income housing, the existing housing conditions and trends show that fewer of Hull's residents would be able to live in this community. The following findings of the analysis support the need for affordable housing programs unique to Hull:

- Although less than 4% of Hull's housing stock counts as affordable, **the land available for development is very limited**. Most of the land available for any development, including residential, is zoned commercial-recreation. This land is mainly in small lots and is impacted by floodplain and wetland issues. Therefore, typical developer pro formas for housing projects are not applicable here.
- The town is **predominantly stable, with fully developed and often relatively high-density, residential neighborhoods**. This makes it difficult to insert any new development, or find the potential for substantial redevelopment.
- A mixed use option with residential above commercial space has been developed at Kenberma Street with certain success, but **there are few other options for similar projects available on privately held land**.
- **State-owned land in Hull has the potential to provide options for affordable housing projects**. While, the land is still being held by the state, reinvestment in the facilities has not been significant based on the size and distribution of the land.
- **Limitations on the ability to expand potable water supplies may limit all development**. The local supplier, Aquarion, is exploring new technologies such as desalination, but the water pricing and availability is not yet defined.

### **EO418 Housing Certification**

Any community in Massachusetts needs housing certification from the Department of Housing and Community Development EO418 program to apply for certain discretionary grant programs and to receive bonus points or other grant programs. However, **Hull cannot achieve housing certification** if it cannot demonstrate that new units have been created for households with low, moderate, and middle incomes. The lack of buildable land for new residential units severely restricts new, affordable units from being added to the Town housing stock and affordable housing list.

## Chapter 40B

It cannot be stressed enough that the Town will most likely never reach the state's Chapter 40B goal to have 10% of the community's housing stock as affordable housing since **there is no more land available for typical residential development**. The town has very few options to increase its supply of affordable housing. The only substantial increase in affordable housing units has been with the Town using CDGB funds to renovated approximately 50 units over the past seven years. All of them have affordability restrictions.

Each of the following recommendations will assist in meeting certain housing demands and form the basis for the housing strategy.

### *Housing Certification Waiver*

Petition the State to grant a waiver of housing certification requirements to add new affordable housing units on an annual basis because:

- **The Town of Hull has very limited buildable land for any type of housing**, i.e. the Town is for all practical purposes 'built out' under its current zoning regulations.
- The town needs to develop its remaining commercial-zoned property as that use because it needs to increase its tax base (without consequent demands for services), and does not have any industrial land to support it.
- The Town has used other methods to increase the number of affordable units with minimal success. A consideration was the option for licensing accessory apartments, however, no applications were forthcoming.

### *Establish a Local Housing Council*

Creating new housing within the very tight constraints of Hull will require a constant and focused effort from within the community. A new housing council or committee will allow the community to identify a team with a mission focused on the creation of affordable housing, and with the powers to negotiate, review, and promote affordable housing programs.

### *Home-based Business Ordinance*

Adopt a home-based business ordinance to allow more people to retain their homes and work in the community that they live and to create more economic activity in Hull. (This ordinance is detailed in the economic section of this plan.)

### *Affordable Housing for Artists*

The Nantasket Focus Area Study has suggested that a cultural center may be appropriate for the DCR properties. Artists housing associated with that cultural center would keep the area vital and centered on its association with art and culture. If kept affordable in perpetuity, that housing will also support the town's goals for affordable units.

#### *Support for Funding and Programs*

Assist affordable housing goals by supporting programs and policies that directly seek related funding and programs. These programs could include first-time homebuyer education and counseling, rehabilitation programs, and state housing programs such as the *Soft Second Loan Program* and the *Housing Innovations Fund*.

#### *Outreach to Seniors*

Encourage use of the senior center as a means to educate and support seniors about their housing needs.

#### *Elderly Housing*

Encourage affordable housing for the elderly through alternative residential programs such as life-care, assisted, or congregate living arrangements. These units could be special apartments or living situations within existing residential buildings.

#### *Mixed Use Projects*

Encourage owners and developers of commercial property to plan for mixed use projects that include affordable housing. If success is expected to be limited through encouragement, then institute an inclusionary housing bylaw that requires mixed use.

#### *Local Housing Initiatives*

Local initiatives for affordable housing can be led by a local or regional housing trust, but are best served with support from the Town. The first step would be an invitation to established housing trusts or the creation of a local trust that could forge relationships with other housing advocates. The Town can then support any programs developed by the trust(s) through regulation, advocacy, and possible monetary support or land donation.

#### *Regional Approach*

Because land for affordable housing projects is a limiting factor in Hull, but utility systems are currently providing excess capacity, consider a regional approach to housing production, where utility service will be extended to affordable housing projects in adjacent communities, with a consequent and appropriate sharing of the affordable units for both communities.

### **C. Transportation and Infrastructure Recommendations**

The Hull community relies on having its roads, water supply, and sewer infrastructure operational and constantly improved in order to maintain its quality of life.

Transportation systems must be functional and safe, and should have the capacity to handle the large volumes of traffic during the peak summer months. The water system should be maintained and improved so that it provides quality water as well as meet fire protection requirements. The sewer system should handle both current and future development needs.

In order to maintain and improve these systems, the Town should consider the following recommendations, which are also shown on the Transportation Improvements Map. Some of the transportation improvements that pertain to the Nantasket area are also included in the Nantasket Focus Area Study. Many of these ideas were generated with the assistance of the town's safety and fire personnel.

## **Transportation Improvements**

### **General**

#### *Traffic Studies for Major Project Areas*

Conduct a traffic study within the Nantasket area to address accidents, intersections, volumes, seasonality and peak use periods, safety, and parking issues. This could be supported by Federal transportation grant money, where the projects include public transit options. [Note that the latest version of the federal TEA-21 transportation program is currently being negotiated in Washington.]

#### *Town Traffic Congestion*

The amount of traffic congestion and reduced flows around the community is excessive, especially near intersections along Nantasket Avenue and George Washington Boulevard and during the summer peak use period. The town should reduce congestion increase flow throughout the community by incorporating changes to roads, signs, and management of vehicles such as options for satellite parking lots.

#### *Pemberton Point and Main Street Project*

The town should focus on the start and completion of the previously approved \$2.8 million transportation improvements at Pemberton Point and Main Street. This project was apparently approved and partially funded in the late 1990s. Some disagreement between the two funding agencies, however, has resulted in no action by them.

### **Safety**

#### *Safety and Accidents at Intersections*

Address means to reduce traffic accidents at intersections, in particular, at the intersections of Nantasket Avenue and Samoset Avenue, Manomet Avenue, and Kingsley Road. Improve the safety of intersections at Nantasket Avenue and George Washington Boulevard and at Nantasket Avenue and Phipps Street. This may require changes in street patterns, intersection designs, and traffic lights.

#### *Safety along Streets and Sidewalks*

Widen the narrow streets and reconstruct sidewalks to improve pedestrian safety.

#### *Sidewalk Repair*

Repair sidewalks to bring to them into compliance with ADA standards and to improve their safety.

### *Fire Station Lights*

Install controllable stoplights at the fire station on Nantasket Avenue to prevent vehicles from interrupting fire trucks when entering or leaving the station. Members of the town fire department would control the light as needed.

### *Playground Warning Lights*

Playgrounds are generally active with children as well as adults with carriages that need to cross the street. The town should install pedestrian warning lights at all playgrounds to improve the safety of all the playground users.

## **Nantasket Focus Area**

The following key transportation recommendations are specific to the improvements of the Nantasket area and are included in the Nantasket Focus Area Study.

- Improve transportation signage so that it is more directive and informative, gets drivers to their destination with minimal routing and creates a more efficient traffic flow, especially for those that use the beach parking lots during the summer.
- Improve and add striping, lane markers, turn arrows, and other road markings to improve traffic flow and reduce accidents.
- Improve the safety of the intersections at Nantasket Avenue and George Washington Boulevard.
- Realign portions of the roadway network in the Nantasket area.
- Close some of the short street sections that connect George Washington Boulevard with Nantasket Avenue.
- Create new intersections and redesign others as needed to improve overall safety and flow of pedestrians and vehicles.
- Redistribute parking spaces in the key commercial areas to improve uses of existing and potential developable parcels.
- Establish a unified pedestrian network.
- Bring visitors to Nantasket Pier with alternative modes of transportation.
- Expand transit options. A separate study by CTPS concluded that significant ridership would be needed to support either a bus connection to the future Nantasket Junction station in Hingham, a ferry shuttle to Hingham, or a ferry to Boston.
- Create or expand satellite parking facilities.
- Create a new trolley line that loops around waterfront in the Nantasket area.

## **Infrastructure**

### *West Corner Bridge Repair*

The bridge on Nantasket Avenue, known as the West Corner Bridge, needs to be repaired. It was recently determined that the water pipes, tidal gate, and drainage system all need to be replaced.



### *Safety Barriers*

The lack of safety barriers near the intersection of Nantasket Avenue/Fitzpatrick Way should be addressed by installing them at this location.

### *High Repetitive Flood Areas*

Reduce flooding in high repetitive areas by reviewing options for drainage, addressing the need and costs for hard engineering solutions, and enforcing building elevation requirements.

### *Road and Sidewalk Storm Damage*

Several roads and sidewalks, such as along Atlantic Avenue are frequently undermined and damaged during storms and periods of over wash. This transportation infrastructure should be repaired, and high repetitive damage areas should be reviewed for long-term solutions to minimize damage, repairs, and costs.

## **Water**

### *Supply of Fire Hydrants*

The fire department and the public works departments need to ensure that fire hydrants are sufficient in number and location.

### *Ownership of Water Mains and Fire Hydrants*

Currently, the ownership of the water mains and fire hydrants between the Town and the water management company, Aquarion is not known. This issue has led to disagreements about responsibility and management of them. These two groups should establish ownership agreements to ensure they are properly managed and to ensure the safety of the community.

## **Sewer**

### *Sewer Line Upgrades*

The town should address the need for updating several sewer lines so that they adequately serve current and potential users.

### *New Sewer Pumping Station*

The town should address the need for a new sewer pump station, which may cost \$0.5 million.

### *Residential Sewer Connections*

Town officials have indicated that several homes are not connected to the municipal sewer system. The town should ensure the few unconnected homes in Hull are connected to the sewer mains.

### III. COMMUNITY VISION

This Plan subscribes to the Vision for the Town of Hull that is based upon the previous efforts of the planners, residents, business people and others who contributed to the process. This Vision identifies the unique aspects of the town's places, activities and people, calls for measures that enhance the residential and business aspects of the community and advances the Town's long-range economic development, housing, services and environmental goals. This Vision respects many of the existing qualities of the Town, but recognizes short and long-term improvements are needed in order to achieve the desired goals. It also recognizes that these changes will require concerted and coordinated actions in order to become successful. This previous Vision is attached to this plan as the basis for long-term action.

The update to this Vision completed as part of this Plan was developed in large part through public workshops, meetings and opinions voiced by many interested and concerned residents, area merchants and business owners, state and local agencies, and town officials and committees. In respect to this, the current Plan has been written and edited to reflect these participants' concerns, suggestions, and the consensus reached for future changes.

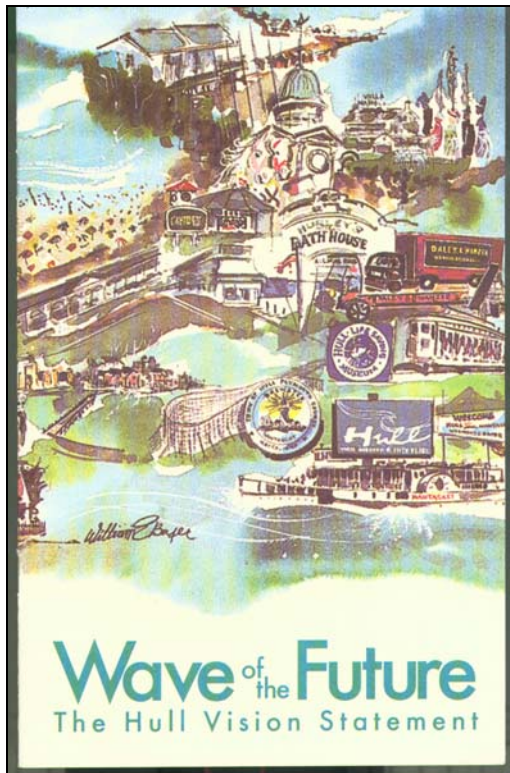
Two broadly attended workshops, entitled “**got ideas?**” were held in April of 2003 to establish a consensus on the future of Hull. In addition, a questionnaire that allowed relative rankings of community characteristics was prepared to help focus attention on the characteristics residents and local business people felt defined the town.

A constant through the series of public meetings and workshops was to meet the challenge of creating a vision for the best possible future for the town. In a short amount of time, it was determined that the Nantasket Pier and Nantasket Beach area of Hull was an important and critical area that needed attention. Participants at the various meetings regarded this area of Hull as the critical location for recreational, cultural and development initiatives. Due to this importance of the Nantasket area, it was determined to be the part of Hull that deserved a focused study and the best place to achieve many of Hull's established community development goals and objectives. The Nantasket area of study became generally defined as the land between Nantasket Harbor and Nantasket Beach and between Water Street and Rockland House Road.

Subsequent public meetings and workshops were held throughout the winter of 2003 to the spring of 2004. These meetings were peopled with local merchants, residents and representatives of community boards and commissions. These meetings included discussion about the beach and pier area, and the needs and solutions for affordable housing.

As participants considered the study area and the town as a whole, several elements developed and helped to formulate the vision. The following concepts summarize the community's concern for the community as a whole and about the Nantasket area in particular. These concepts provide the basis for the recommendations found in this plan:

- Limit residential development in an already built-out area,
- Become a destination for retail, restaurant and entertainment,
- Orient the study area for both residents and visitors, and
- Retain the beach character of the Nantasket area.



*Cover of Hull Vision Statement*

## **IV. EXISTING CONDITIONS**

### **A. Economic Development Profile**

This economic profile provides an overview of the economic conditions and trends in Hull, based on a review of recent town, state, and federal data sources. It also identifies how these various indicators of the local economy affect the economic development and growth patterns in Hull.

Overall, the economic conditions within Hull have been affected by regional changes in the economy. However, there are some unique local conditions relative to regional and state information that can be understood from analysis of the data and can be used to improve the existing economic conditions in Hull.

### **Findings of the Analysis**

The following findings of the analysis will be important in developing Hull's future economic programs and plans.

#### **Land Use**

- Hull is essentially built out. This limits any options for major redevelopment with the exception of the state-owned land at Nantasket.
- Hull does not have land that is classified for industrial uses. This could impact the attractiveness of the area for certain small assembly and trades operations.
- Business and commercially zoned land covers 9% of the all the land parcels in Hull, but has only been improved to equal a little over 4% of the total taxable land value.

#### **Existing Industries**

- The hotel, motel and food services sectors are the most significant area of investment in Hull.
- Government services comprised more than 37% of the employment base in 2001.
- The educational services sector pays out the most wages and the highest wages in Hull.

#### **Employment**

- Hull has had a higher unemployment rate than the State for the past 5 years.
- Employment by numbers of jobs has largely been focused in government services.
- The most significant growth in employment has been in service sector.

## Future Development

- New construction would add to the tax rolls but there are only 15 acres of privately-held, developable land dispersed through the town, and some of this land is partially constrained from development due to environmental factors.
- Future development should be focused in the Nantasket area on a combination of state and private land as described in this plan.

## Town Demographics

The population in Hull increased 5.6% between 1990 and 2000 (see Table 1). It is similar to the state's increase of 5.5% for the same period. The population is expected to increase about 3% between 2000 and 2010.

*Table 1. Population for the Town of Hull, 1980 - 2010*

Year	Population	Increase (%)
1970	9,961	--
1980	9,714	-2.5%
1990	10,466	7.7%
2000	11,050	5.6%
2010*	11,430	3.4%

Source: US Census, 1990, 2000; MADOR, 2003.

\*Estimated population growth based on MADET 2003

There were 157 employers in Hull in 2001, and most of them were service businesses (see Table 2). The median household income is equivalent to 2.5 average wage (local) jobs per family, and this suggests that the major wage earners are commuting to jobs outside of Hull. In fact, more than 60% of workers that lived in Hull commuted more than 30 minutes to work according to US Census 2000 statistics.

*Table 2. Economic Snapshot for the Town of Hull*

Income	2000 Per Capita	NA
	1999 Median Family	\$62,294
Wages for Quarter Ending December 2001	Average Weekly Wage	\$477.59
Number of Employers for Quarter Ending December 2001	Goods Producing	26
	Service Producing	131
	Total	157

Source: Massachusetts Department of Employment and Training, March 2003

## Geographic Data

The following information presents certain key characteristics that identify the zoning, parcel, and land use data of Hull.

## Zoning

Zoning of land regulates existing property uses and represents the community's desire for particular uses of property in the future. Zoning regulations guide this future development by allowing and restricting different types of uses. The zoning map and regulations are generally the main tools that a community can use to guide future development.

Land in Hull is classified under 13 different zoning districts according to the Town of Hull GIS database (see Table 3). Commercial and business-zoned land comprises approximately 9% of the town property. In comparison, residentially zoned land comprises about 85% of all properties in Hull. Important aspects of zoning in Hull are that no land is zoned for industrial uses, and since industrial developments generally improve a community's tax base, the town needs to support its tax base with other sources of revenue.

*Table 3. Zoning Districts and Land Area in Hull*

Zone	Acres	Percent of Total
BUSINESS	35.27	3.1%
COMMERCIAL-REC-A	16.65	1.5%
COMMERCIAL-REC-B	14.67	1.3%
COMMERCIAL-REC-C	37.00	3.2%
CONSERVATION	57.68	5.1%
MULTI-FAMILY-1	74.52	6.5%
MULTI-FAMILY-1A	6.89	0.6%
PUBLIC-OPEN-SPACE	93.07	8.2%
SINGLE-FAMILY-1	269.77	23.6%
SINGLE-FAMILY-3	388.49	34.1%
SINGLE-FAMILY-4	121.71	10.7%
TOWNHOUSE	14.83	1.3%
WATERFRONT-DISTRICT	10.26	0.9%
Total	1,140.8	100.0%

Source: Town of Hull Assessor GIS Data Base, 2004.

## Land Use

Land use in a community represents the existing uses of land, unlike zoning, which represents allowable uses and the community's desire for particular uses of property in the future. Therefore, there may be differences between land use categories and zoning designations.

According to MassGIS database, land in Hull is classified under 12 land-use categories which are different than the Assessors' classifications (see Table 4). In the MassGIS data, commercial uses comprise approximately 4% of the total land use. In comparison, residential land uses comprise almost 60% of all the land in Hull. Although forests comprise more than 10% of the land area, they include the island properties, which are not connected to the mainland nor are they used for either commercial or residential uses.

Table 4. Key Land Uses in Hull, 2003

Land Use	Land Use Code	Acres	Percent of Total
Commercial	15	74.4	4.2%
Residential	10 - 13	1,046.0	58.9%
Forest	3	206.6	11.6%
Other *		450.1	25.3%
Total		1,697.4	100.0%

Sources: MassGIS, Land Use database, 2003.

\* Each other land use is less than 10% of the total land use and include: Open land, participation recreation, pasture, salt wetland, transportation, urban open, waste disposal, water, and water-based recreation.

## Commercial Development Potential

According to the Assessor database, there are over 30 acres of developable land on 21 properties in Hull (see Table 5). Most of these properties are along George Washington Boulevard and Nantasket Avenue and include the parcels owned by the Hull Redevelopment Authority.

There are several parcels of prime, undeveloped land that are tax-exempt. The Town of Hull owns the Nantasket Pier, the Hull Redevelopment Authority owns several acres of land on and near the waterfront, and the Massachusetts Department of Conservation and Recreation (DCR, formerly MDC) owns several acre along and adjacent to Nantasket Beach (see Figure 1). Use of these properties has been debated for many years. They are currently being assessed for a variety of uses that could support the town goals for economic development as well as the commercial, residential, and recreational needs of the community. A description of their potential uses is in the following section.

Table 5. Supply of Non-tax Exempt and Tax Exempt Commercial Sites in Hull

Location	Number of Lots	Total Area (acres)*
<b>Non-Tax Exempt</b>		
George Washington Boulevard	4	6.34
Main Street	3	0.78
Nantasket Avenue	5	6.02
Rockland Circle	1	2.11
Kingsley Road	1	0.11
Total Non-Tax Exempt	14	15.36
<b>Tax Exempt</b>		
Hull Redevelopment Authority Parcels	3	13.0
Nantasket Pier	4	2.4
Total Tax Exempt	7	15.5

Source: Town of Hull Assessor Data Base, 2003. Sites are classified with land use codes 390 and 391.

\* Numbers total differently due to rounding.

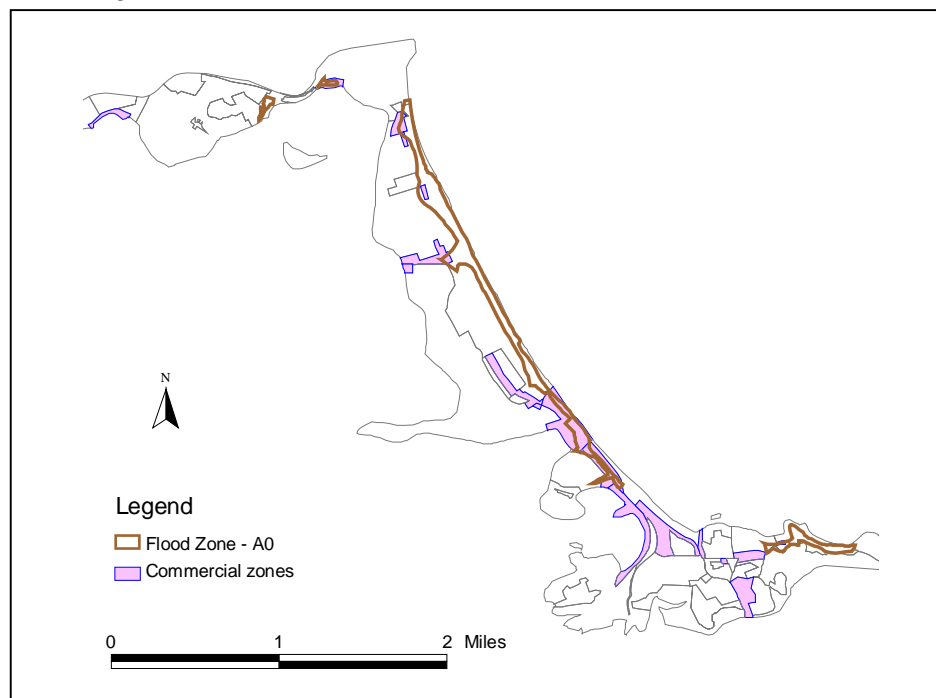
*Figure 1. Potential Development Areas along the Hull Waterfront*



Source. MAGIS, 2003

The development of commercially zoned land in Hull can be affected by several factors including the proximity of water resources and other environmental constraints to the properties. Flooding and flood-designated areas are key constraints that limit the use of land in Hull. The Federal Emergency Management Agency (FEMA) provides Flood Insurance Rate Maps (FIRM) that depicts locations of predicted flooding. The following graphic illustrates the locations of commercial zoned land that are also within FIRM zones. The FIRM zones affect approximately 30 acres of commercially zoned land. New construction on vacant parcels in these zones is either partially constrained or prohibited, depending on local conditions.

*Figure 2. Flood Insurance Zones in Commercial Zoned Land*



Source: MassGIS data set, 2003, Flood Insurance Rate Map.

Note: Solid areas represent commercial zoned land. Brown-lined areas represent coastal flood zone areas.



## Property Values and Taxes

Property in Massachusetts is taxed according to its type of use, and is therefore classified according to standard tax codes. Tax rates for Massachusetts's communities are based on either a single tax rate or a multiple tax rate, and both are adjusted according to a combination of the property values and allowable changes in a community's tax allocations. Hull uses a single-class tax rate, which is currently \$10.88 per \$1,000 of the assessed property value.

The assessed values of commercially zoned land and buildings indicate their relative support to the local economy and tax base. Commercial land contributes only 3.4% of the total tax base in Hull (see Table 6). This shows that Hull relies mostly on residential property to support the local government and the supply of services to the community. Therefore, the Town has to decide how to allocate the tax burden by either increasing taxes or reducing services.

*Table 6. Land and Building Values in Hull, Fiscal Year 2003*

<b>Tax Classification</b>	<b>Assess Values</b>	<b>Tax Levies</b>	<b>Percent</b>
Residential	\$1,459,484,245	\$15,879,189	95.6%
Open Space	\$0	0	0.0%
Commercial	\$51,517,955	\$560,515	3.4%
Industrial	\$0	0	0.0%
Personal Property	\$15,951,300	\$173,550	1.0%
Total	\$1,526,953,500	\$16,613,254	100.0%

Source: MA DOR, 2003

Hotels and motels contribute more that 33% of the total commercial tax base in Hull according to their property values and the assessor database (see Table 7). Other major contributors include eating and drinking establishments and small retailers.

Vacant land in Hull has the potential to contribute to the tax base as well as the local employment if it is developed for commercial purposes. There are more than 15 acres of vacant commercially zoned land that is classified as developable or potentially developable (see Table 8). The average value per acre of all the developed commercial property is \$907,103. If all the vacant, commercial, developable and potentially developable land were developed, this land would be valued at almost \$14 million using the average value per acre for developed property. This would also provide \$151,590 in tax levies using a tax rate of \$10.88. If the land were developed as residential, which has an average value of \$1,887,700 per acre, however, it would yield \$315,500 in tax levies.

It appears that these properties should be developed as residential uses based on the tax revenues. Commercial uses, however, may provide additional direct and indirect benefits such as attaining a critical mass of businesses that will increase the amount of people in the area, capture more retail expenditures, improve business opportunities, and increase commercial property values and tax revenues.

Table 7. Commercial Property Values by Land Use Class in Hull

Classification Description	Land Use Code	Land Area (acres)	Assessed Value	Percent of Total
Hotels	300	2.04	\$14,415,300	31.7%
Eating/Drinking Establishments	326	3.43	\$5,820,400	12.8%
Small Retail - under 10,000 sf	325	4.50	\$5,717,700	12.6%
Miscellaneous Public Services	356	20.51	\$2,656,200	5.8%
Marinas	384	5.52	\$2,643,100	5.8%
Other Storage Facilities	316	1.57	\$2,601,500	5.7%
Developable Land	390	12.10	\$2,048,500	4.5%
Auto Repair Facilities	332	2.62	\$1,807,600	4.0%
General Office Buildings	340	1.54	\$1,806,900	4.0%
Educational Properties	351	1.32	\$1,287,700	2.8%
Fairgrounds & Amusement Parks	368	2.07	\$1,199,600	2.6%
Motels	301	0.46	\$1,031,700	2.3%
Postal Services Property	350	0.53	\$889,700	2.0%
Bank Buildings	341	0.79	\$679,000	1.5%
Fuel & Repair Stations	334	0.46	\$404,000	0.9%
Potentially Developable Land	391	3.26	\$364,600	0.8%
Undevelopable Land	392	2.58	\$156,600	0.3%
Total		65.3	\$45,530,100	100.0%

Source: Town of Hull, Assessor's Database 2003.

Table 8. Potential Value of Vacant Commercially zoned Land in Hull

	Developable and Potentially Developable Land	Undevelopable Land	All Vacant Land
Acres	15.36	2.58	17.94
Current Value	\$2,413,100	\$156,600	2,569,700
Current Tax Levy	\$26,254	\$1,703	\$27,958
Potential Value*	\$13,933,103	\$156,600	\$14,098,703
Potential Tax Levy	\$151,592	\$1,703	\$153,296

Source: Town of Hull, Assessor Database, 2003

\* Based on average value per acre at \$907,103.

## Commercial Rents

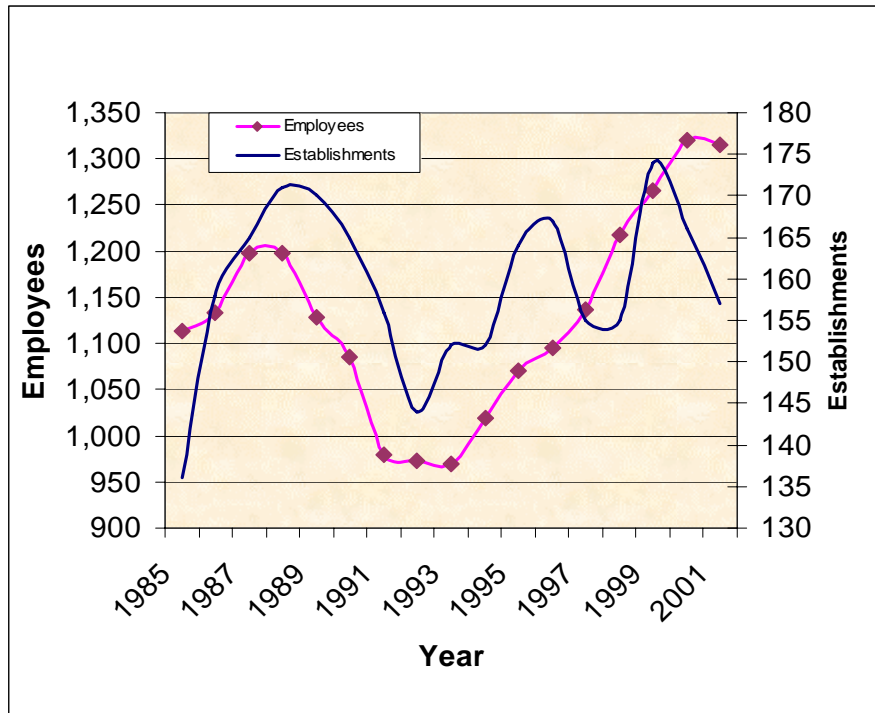
The advertised information on local commercial property rental rates suggests the current range is from under \$3.00 per square foot to over \$11.00 per square foot. These lease rates are lower than most other metro Boston areas where the rates can be two to three times higher.

## Employees and Establishments

The number of employees in Hull has steadily increased until the year 2000 since it was below 1,000 in the early 1990s (see Figure 3). The number of business establishments has increased and decreased several times over the past 16 years, and has ranged between 145 and 175 establishments during this period. This means that the average number of

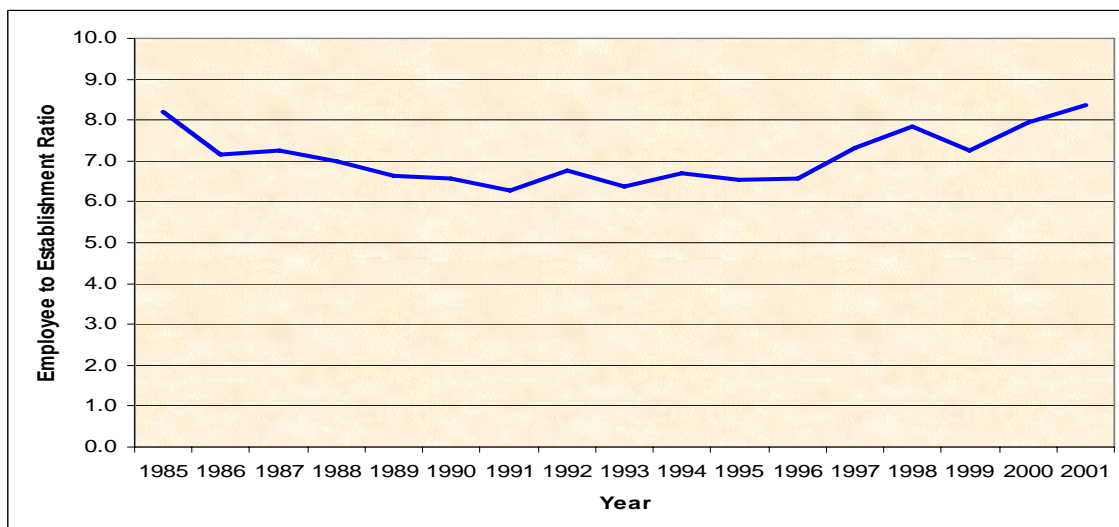
employees per establishment has increased from 6.3 to 8.5 employees per establishment over the past 10 years (see Figure 4). This increase by one-third is the reason why job growth in services has been able to help Hull to pull out of the economic downturn in the early 1990's.

Figure 3. Employees and Establishments in Hull 1985 - 2001



Source: MADET, 2003

Figure 4. Employees to Establishment Ratio, 1985 - 2001

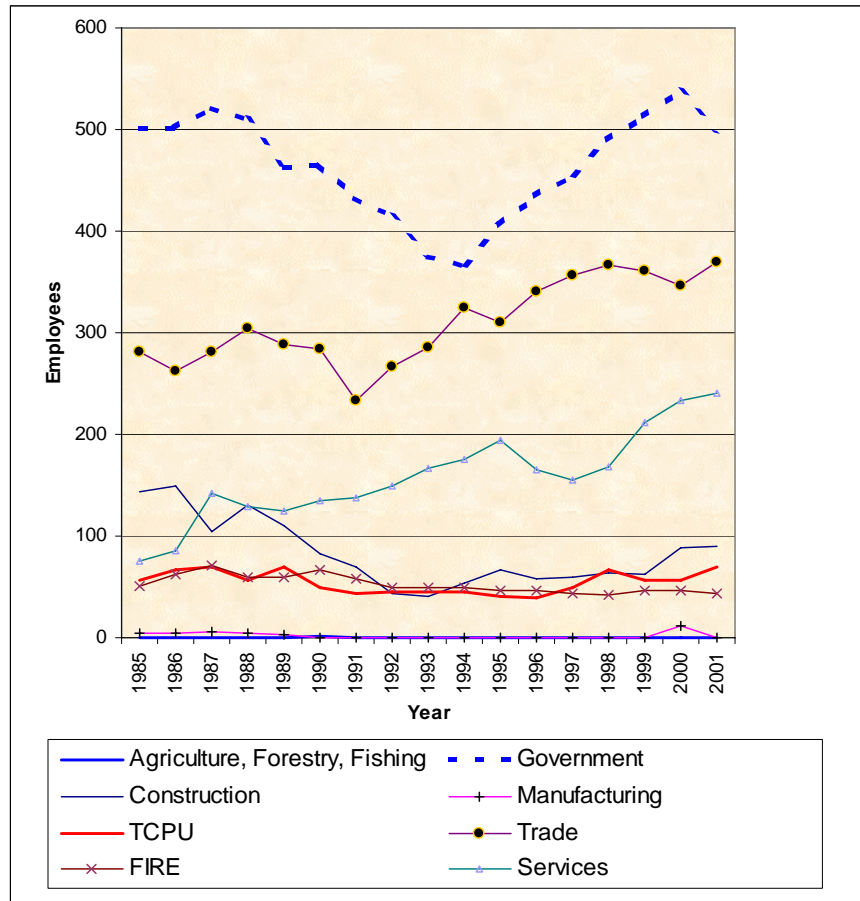


Source: MADET, 2003

## Sector Employment

A review of the employment levels over time in the different sectors provides some insight to the employment trends in Hull. There were significant changes in employment within the different sectors over the past 15 years (see Figure 5). The town's largest employment sector has been the government, which includes education. As the chart shows, the drop in government employment was responsible for most of the loss in local jobs during the middle 1990's. Although employment in this sector has increased over 35% in the past 6 years, it has the same number of employees now that it had 15 years ago. Only the trade and services sectors have had employment increases during this time, and it has been a significant growth, balancing the loss in Government sector jobs within the last ten years and now adding to the overall job status. The Finance and Transportation sectors have remained relatively flat, while the Construction sector has seen a continuous decline.

Figure 5. Employment in Hull, 1985 - 2001



Source: MADET, 2003

TCPU = Transportation, Communication and Public Utilities

FIRE = Finance, Insurance and Real Estate

## Employment and Wages

Businesses in Hull provide a range of employment opportunities across a diverse employment base. Both educational and accommodation services support the largest employee base (see Table 9). Although accommodation and food services provide a significant number of jobs, their weekly wages are low at \$270 per week: almost half of the average weekly wage (\$478).

One low-wage income cannot typically support the average household. When there are low weekly wages, either a more significant wage or two or more wage earners are needed for each household. For example, the average weekly wage for the transportation and warehousing sector in is \$616 and equals an annual wage of \$32,032. Two of these wages would be needed to meet the average yearly family income of \$66,294 in Hull. Just as typical are the households that hold jobs requiring commuting to work outside of Hull to obtain the higher value wages.

Hull's top employers include mainly food and hospitality related business (see Table 10), and the town government with more than four times as many employees as any other business. This distribution pushes the town's average wages lower, as these are typically low paying sectors. This also puts most local jobs into potentially unstable sectors based on the hospitality sector's typical sensitivity to economic conditions and the historic loss of government jobs in the 1990's downturn.

*Table 9. Employment and Wages Report for Hull, 2002*

NAICS <sup>1</sup>	Description	No. of Establishments	Total Wages	Average Monthly Employment	Average Weekly Wages
54	Professional and Technical Services	14	\$1,973,767	48	\$791
53	Real Estate and Rental and Leasing	5	\$612,058	15	\$789
61	Educational Services	6	\$11,139,986	285	\$752
52	Finance and Insurance	7	\$1,206,843	33	\$707
48-49	Transportation and Warehousing	7	\$2,334,294	73	\$616
56	Administrative and Waste Services	13	\$1,466,843	47	\$602
23	Construction	28	\$3,329,137	110	\$583
62	Health Care and Social Assistance	10	\$1,092,140	47	\$445
44-45	Retail Trade	15	\$2,132,312	109	\$376
71	Arts, Entertainment, and Recreation	9	\$648,550	37	\$337
72	Accommodation and Food Services	29	\$5,485,082	391	\$270
81	Other Services, Ex. Public Admin	25	\$452,613	43	\$203

Source: MADET 2003

1. NAICS: North American Industry Classification System

Table 10. Hull's Top Employers

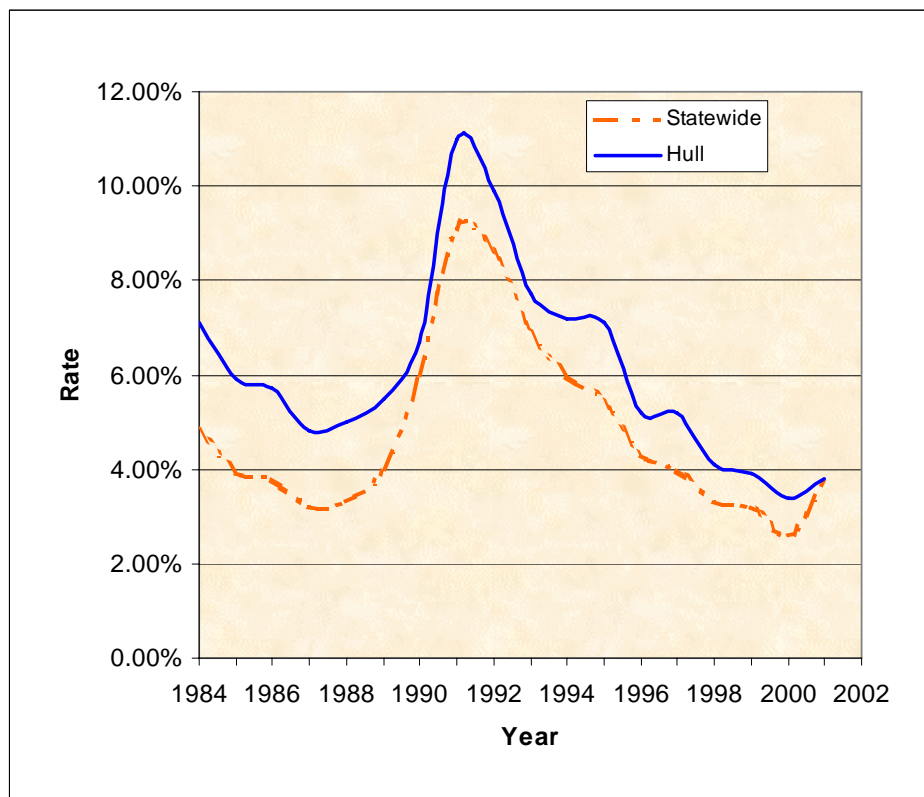
Employer	Function	Approximate. No. of Employees
Town of Hull	Government/Education	400
Jake's Seafood	Restaurant	85
Red Parrot	Restaurant	78
Clarion Hotel	Hospitality	45
Schooners	Restaurant	40
Riddles Supermarket	Food market	33
South Shore Catering	Catering	29

Source: Town of Hull

## Unemployment

Although the unemployment rate in Hull has paralleled the state rate over the past 18 years, it has consistently remained higher than the state levels (see Figure 6). The 1.23% average rate gap between Hull and the state during this period closed to almost 0.1% in 2001. However, the town is almost always running at a higher rate than the surrounding regional communities, which suggests that Hull residents have less access to well-paying jobs.

Figure 6. Unemployment Rate in Hull, 1984 - 2002



Source: Massachusetts Department of Revenue, Division of Local Services., ES-202 Series, 2003

## **B. Housing Profile**

### **Introduction**

Hull has a unique geography and history that has influenced local housing characteristics. As a barrier spit, largely surrounded by water and tidal marshes, the connection to the water attracted many people, especially during the first part of the 19<sup>th</sup> Century when it became a popular tourist destination and summer vacation spot. This interest in Hull's natural and cultural resources set the land development patterns. More recent interest to live in Hull year round led to development of the housing stock that is present today.

### **Summary Analysis**

Several conditions and trends noted below suggest a direction for Hull's future housing programs and overall planning for affordability:

- The population is aging and the number of persons per household is becoming smaller. This trend is also occurring in the other communities in the region, state and nation.
- Population density is much higher than in surrounding communities and is closer to urban than suburban.
- Multi-family developments, which were very strong in the 1980's, have not been built at the same rate more recently, but are the suggested building type in densely developed areas.
- Land available for new construction is down to a handful of remaining lots, which are also zoned for commercial development. Since the housing supply is limited, people seeking homes are buying and converting units that were previously rented.
- The housing affordability gap has increased by about 3% when comparing the 1990 and 2000 information. However, although the median housing prices are higher than a household can afford with their median income levels in Hull, the disparity is not as great as in most of the surrounding communities.
- Based on the available census data, rental units were decreasing in number and increasing in price due to the increased demand and limited supply of housing. This change limits the range of housing choices and keeps low and moderate-income households out of the local housing market. However, construction over the last three years has added 75 new rental units. In addition, unlisted accessory units, which are used by those that cannot afford to own or rent property on the open market, might not be accounted for in the number of rental units.

One key finding has important implications regarding the future development of housing units: With similarities to an island community, Hull has very little land available for new development. In summary:

- Over the past ten years, only 11 new housing units have been built per year (about 110 total in the decade);
- Approximately 73 units per year (about 730 total over 10 years) were newly occupied, created mostly from homes converted from seasonal or vacant status. The majority of the above new units may also have been conversions.
- The assessors' records for fiscal year 2003 show about 125 vacant residentially-zoned lots. But of those lots, only about six would meet the size criteria for building.
- The population is growing and the town is seeing significant alterations in its housing stock and population. However, this is happening without substantial new construction and without significant land area available for building.

This analysis suggests that the key housing programs and actions that the town may consider should be based mainly on disperse unit development within existing structures and residential and mixed use on the few remaining available sites for the types of affordable housing needed by the community. These types of programs could include encouraging homeowners to add accessory apartments for renters or determining whether any tax title properties are appropriate for development. Multifamily development (outside of the redevelopment parcels) will probably prove to be very difficult because of limited land availability.

### **Conditions, Trends and Affordability Analysis**

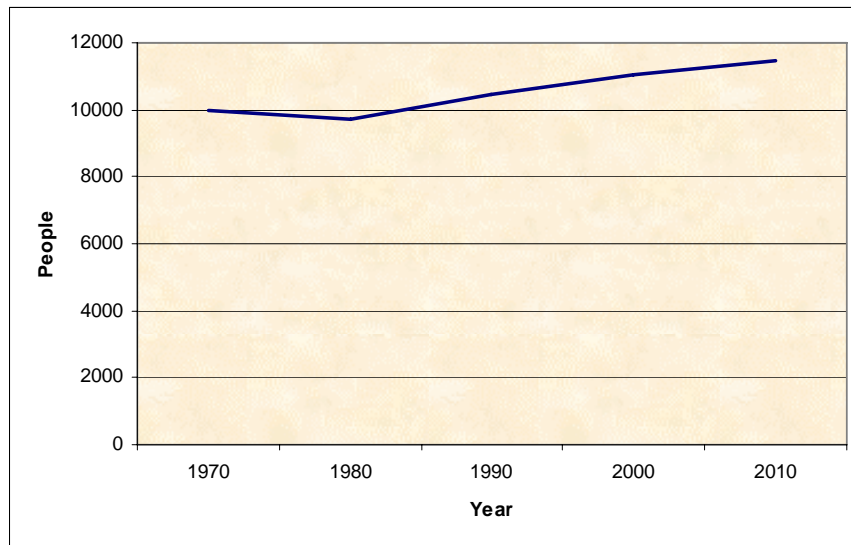
The following analysis is organized to first provide a profile on the people of Hull, then to summarize information on the housing stock. It concludes with an analysis of the gap between available housing and the capability for low, moderate, and middle income households to afford those homes.

### **Population Growth**

Hull's geography, location on the Atlantic Ocean, and close proximity to Boston make it an attractive community for those seeking homes in the region. The population of Hull has increased approximately 11% over the past 30 years, or almost 0.3% on an annual basis (see Figure 7). This increase occurred even though the population declined approximately 2.5% between 1970 and 1980. It is projected to increase 3% between 2000 and 2010.



*Figure 7. Population in Hull, 1970–2010.*



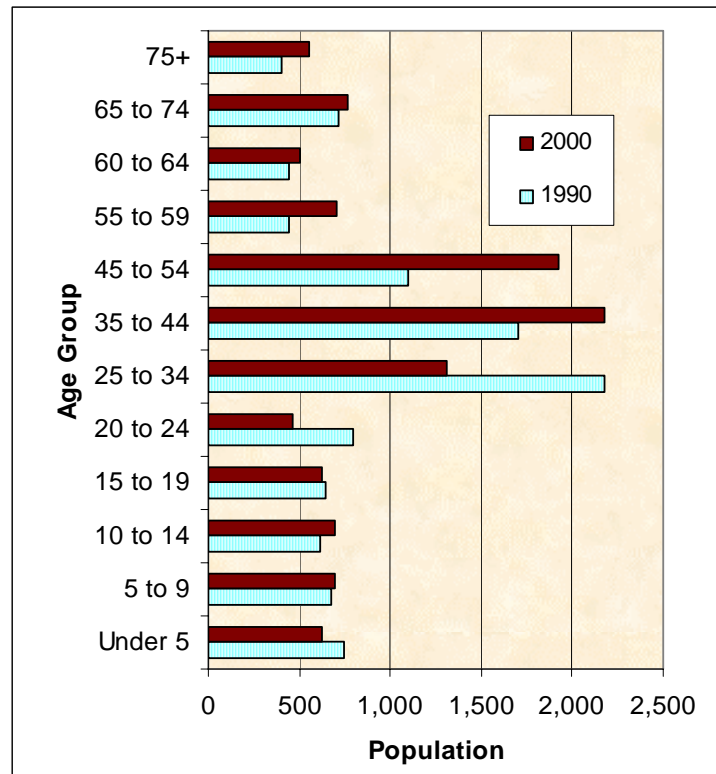
Sources: US Census, 2000; Massachusetts MISER Population Projections, 2004.

### **Population Characteristics**

Population profiles typically reveal the composition of age groups or cohorts and their changes over ten-year periods (see Figure 8). A significant portion of the population in Hull is in the 25 to 34, 35 to 44, and 45 to 54 age cohorts, which is typical of many communities in Massachusetts. During the period between 1990 and 2000, there were significant shifts in these age groups as well. As the chart shows, the strength of the 24 to 34 age cohort in 1990 shifted mostly to the older and slightly to the younger cohorts in 2000. The median age followed with a significant jump from 32.9 in 1990 to 40.2 in 2000.

The loss or out-migration of the younger cohort may be due to many factors including the general aging of the population, the inability of the younger wage earners to afford a home or obtain a high paying job and the competition with middle age families seeing Hull as an appropriate and affordable location to raise children. However, since the number of people per housing unit in Hull is less than state averages (see Housing Tenure section) the number of children may not be a significant contributing factor to population growth as it is in other communities.

Figure 8. Population by Age Group by Census Years 1990 and 2000



Source: US Census 2000, Summary File 1.

## Population Density

Hull has a small amount of land area as compared to neighboring communities (see Table 11). The density of Hull is approximately 4,550 people per square mile, which is based on a land size of 2.43 square miles.

Table 11. Population Density of Communities in the Hull Area

Town	Density (people /square mile)	Population (2000)	Land Area (square miles)
Cohasset	736	7,261	9.9
Hingham	885	19,882	22.5
HULL	4,547	11,050	2.5
Scituate	1,057	17,863	16.9
Weymouth	3,233	53,988	16.7

Sources: US Census 2000, Mass GIS Land-use Database, 2003.

## Household Income

Hull's median household income of \$52,377 is smaller than most neighboring communities (see Table 12). It is significantly lower than the Boston Metropolitan Statistical Area (MSA) median income, which is \$74,200.

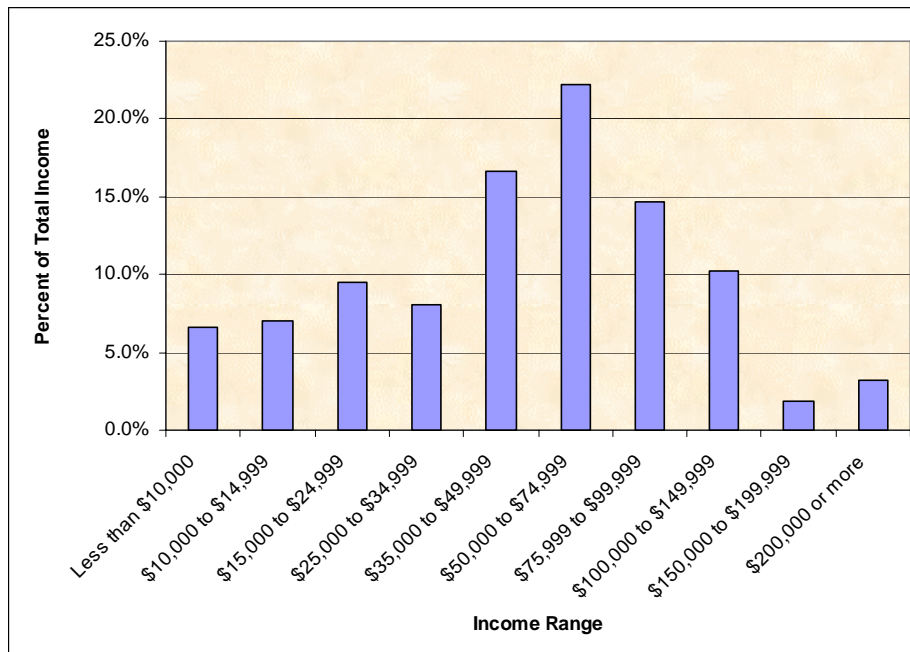
*Table 12. Median Household Incomes for Communities in the Hull Area*

Community	Median Household Income
Cohasset	\$84,156
Hingham	\$83,018
HULL	\$52,377
Scituate	\$70,868
Weymouth	\$51,665
Boston MSA	\$74,200

Source: US Census, 2000, SF 3, P53.

While there is a large range of household incomes within Hull, about 70% of the local population is at or below the Boston MSA median income (see Figure 9). Only 3% of the households have income greater than \$200,000, while approximately 35% of households are at or below 80% of the median income which is about \$42,000.

*Figure 9. Household Incomes in Hull, 1999*



Source: US Census, 2000, DP-3.

## Physical Characteristics of the Housing Stock

Hull's 5,200 housing units represent a broad range of residential use types from single-family homes to eight or more unit apartment complexes (see Table 13). More than 70% of the town's inventory consists of single-family homes. Hull has higher portion of condominiums than multi-unit apartments. There are also relatively few units in the mixed-use classes.

Table 13. Hull Housing Unit Inventory

Classification Use	Land Use Code	Parcels	Minimum Units*	% of Total Units
Mixed Use, Primarily Residential	13	21	51	1.0%
Mixed Use, Primarily Commercial	31	18	24	0.5%
Single Family	101	3,740	3,740	71.9%
Condominium	102	703	703	13.5%
Two Family	104	139	278	5.4%
Three Family	105	28	84	1.6%
Multi-House Parcel	109	36	99	1.9%
4-8 Unit Apartment	111	32	128	2.5%
More than 8 Unit Apartment	112	9	81	1.6%
Rooming/Boarding Houses	121	6	12	0.2%
Other Non-Transient Living	125	1	1	0.0%
<b>Totals</b>		<b>4,733</b>	<b>5,201</b>	<b>100.0%</b>

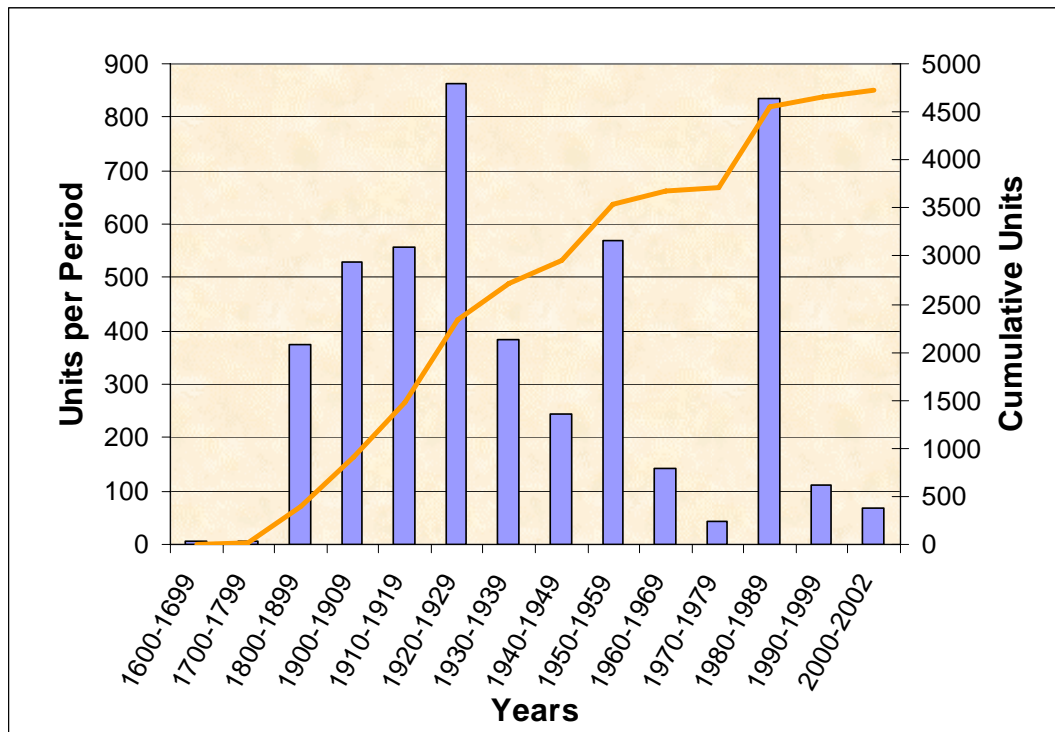
Source: Town of Hull Assessor Database for all records including 2002.

\* Minimum number of housing units was calculated by using the lowest number of units per class multiplied by the type of class, e.g. 28 parcels within the 3-family class were multiplied by 3, which equaled 84 units. For the mixed-use class, the total number of bedrooms was divided by 2, assuming 2 bedrooms per unit, to determine the minimum number of units. This information is for planning purposes only.

A review of the age of the housing stock in Hull reveals several key characteristics that explain how the community developed historically (see Figure 10).

- Almost 75% of the housing stock in Hull was built before 1970.
- The largest percent increases in the numbers of units built were in two periods: 1920 – 1929 and 1980 – 1989.
- The “post-war” boom, which extended into the 1960’s for some other communities in the region, was not as prolonged in Hull.
- There were relatively few housing units built between 1960 and 1979 and between 1990 and 1999.
- Between 1980 and 1989, more than 80% of the units built were condominiums.
- Since 1990, more than 85% of the built units have been single-family homes.
- Development of housing units, mostly single-family homes, has occurred at a decidedly slower pace since the condominium boom of the 1980’s.

Figure 10. Age of Housing Stock and Number of Units in Hull, 1600 – 2002



Source: Town of Hull Assessor Database for all records including 2002.

It should be noted that the above data are based on the Town of Hull's Assessor database, which differs from the US Census data due to the various methods of recording and classification. Nonetheless, the data are useful since they provide an overview of the housing inventory and characteristics in Hull as well as indication of past building trends.

### Developable Land

Hull has a small amount of vacant land that is available for new residential development (see Table 14). An analysis of parcel location and current zoning districts would determine which parcels could be developed, but there are several key points regarding the available data:

- There are only 28 acres or less than 3% of the total assessed land in Hull that are available and zoned just for residential development.
- There are also 15 acres zoned for commercial-recreation that would allow residential, but are subject to environmental restrictions (see previous discussion in Economic Development section).
- The average parcel size, within the 125 parcels that are classified as developable, is less than  $\frac{1}{4}$  of an acre or approximately 10,000 square feet.

- Approximately 24 of these parcels could not be developed since they do not meet the minimum lot size requirements, which is 6,500 square feet in the Single-family A zone (SF-A).

*Table 14. Characteristics of Developable Land in Hull*

<b>Land Characteristics</b>	<b>Amount</b>
Total Land Assessed Land Area	1185.1 Acres
Available for Residential Development	28.2 Acres
Number of Developable Parcels	125 Lots
Average Developable Parcel Size	0.23 Acres (10,000 SF)
Number of lots larger than minimum lot size (6,500 SF)	101 Lots

Source: Town of Hull Assessor Database, 2002.

Furthermore, the recent build-out analysis by the Metropolitan Area Planning Council shows that there are no developable parcels in SF-A districts. Most developable parcels are in the SF-C district, which requires at least a 20,000 square-foot lot. Based on this number, only six of the 125 parcels could be developed since they are greater than 20,000 square feet. Additional lots may be developed, however, if parcels were combined in order to meet the minimum lot size requirement.

### **Housing Tenure**

Housing tenure provides an indication of the number of homes that are owned and rented within the community as well as the shift in tenure, if any. In Hull, about 60% of all units are owner occupied. This amount increased from less than 50% in 1990 (see Table 15). It appears that many vacant and rental units were converted to owner-occupied units since the number of owner occupied units increased by 748 units while the total number of all units only increased by 110.

Household size has also decreased significantly for both owner and renter-occupied units. This decrease is greater than the state averages, which show only a slight decrease in household sizes of both owner and renter-occupied units. The rental number brings Hull in line with the state average, but puts owner-occupied units significantly lower. One consideration is that this could be a result of second home purchases, where the unit is not being rented.

Table 15. *Housing Tenure in Hull and the State, 1990 and 2000*

<b>Housing Tenure</b>	<b>1990</b>	<b>2000</b>	<b>Change</b>	<b>Change (%)</b>
Total Housing Units	5,256	5,366	110	2
<i>Occupied Housing Units</i>	3,788	4,522	734	19
Owner-occupied unit	2,534	3,282	748	30
Renter-occupied unit	1,254	1,240	-14	-1
Renter-occupied units (%) of total occupied units)	33%	27%		-6%
Vacant housing units	1,468	844	-624	-43
<i>Average Household Size</i>				
<b>Hull</b>				
Owner-occupied units	2.85	2.53	-0.32	-11
Renter-occupied units	2.50	2.18	-0.32	-13
<b>Massachusetts</b>				
Owner-occupied units	2.82	2.72	-0.10	-3.5
Renter-occupied units	2.24	2.17	-0.07	-3.1

Source: US Census 2000, DP-1.

## Housing Affordability

In Massachusetts, the term “affordable housing” covers the range of homes made affordable to low, moderate, and middle-income households. This section discusses two important affordable housing programs and summarizes housing affordability.

### EO418 Housing Certification

Housing certification is a key component of the Department of Housing and Community Development (DHCD) EO418 program. Any community in Massachusetts needs this certification to apply for certain discretionary grant programs and to receive bonus points or other grant programs. Hull can only achieve certification if the town:

- Has an acceptable housing strategy, and
- Can demonstrate that new units have been created for households and individuals with low, moderate, and middle incomes.

This Housing Element, which is part of the Community Development Plan, is the Town’s housing strategy. Two types of funding sources are available to support affordable housing goals:

- **Competitive grant programs** – Funding agencies require prior certification of the housing strategy to receive a 10% scoring bonus when applying for this type of grant.

- **Non-competitive and/or rolling applications** – Funding agencies must receive and certify a housing strategy at the time of application.

Grants are available from a variety of state agencies and programs including the Department of Housing and Community Development, Executive Office of Transportation and Construction, and Executive Office of Environmental Affairs, and the Department of Economic Development. In fact, the state allocated more than \$570 million for awards in fiscal year 2004.

## **Chapter 40B**

Chapter 40B is the Massachusetts statute that sets the state's goal for creating subsidized low and moderate income housing. Chapter 40B establishes a legal presumption of unmet housing needs when less than 10% of a community's year round housing stock is subsidized so that it is affordable to households at or below 80% of median family income. The statute allows subsidized housing to be developed with an override of local zoning through use of a comprehensive permit. This statute allows both for-profit and non-profit applicants for residential development to bypass local zoning regulations if they include a percentage, usually 25%, of the total units at affordable rates, yet stay with the allowed, limited profit margins. The measures used to ensure affordability are deed restrictions or covenants, which restrict sale and resale prices and rents when the units are vacated, sold, or leased.

Generally, communities such as Hull that do not meet the 10% threshold must issue a comprehensive permit unless there is a compelling basis to deny one. The state regulations for Chapter 40B have been amended in recent years, however, and the laws are currently under legislative review. The recent changes have frequently set new criteria for determining acceptability of applications under the statute.

## **Local, Regional, and State Chapter 40B Housing Units**

The state maintains a database of housing units for all 351 of its communities. Housing units that the state determines qualified for Chapter 40B are listed as a percentage of the total units. Hull currently has 151 units or 3.23% of its total year round units that qualify as affordable under Chapter 40B (see Table 16).



Table 16. *Qualifying Local and State Housing and Chapter 40B Units*

Community	2000 Census Year Round Units <sup>1</sup>	Total Development Units <sup>2</sup>	Ch. 40B Units <sup>3</sup>	Percent Subsidized Y2000 Base
Cohasset	2,752	76	76	2.76%
Hingham	7,307	190	172	2.35%
Hull	4,679	151	151	3.23%
Scituate	6,896	300	292	4.23%
Region Totals	21,634	717	691	3.19%
State	2,526,963	218,140	213,459	8.45%

Source: DHCD inventory through 10/1/01, revised April 24, 2002

- Notes:
1. These are housing units that were documented during the 2000 Census.
  2. Development units are the total number of units that were part of Chapter 40B comprehensive permits, which include the non-subsidized units.
  3. Chapter 40B units include only the subsidized units that were part of a comprehensive permit.

Hull's percentage of qualifying units is similar to the surrounding communities but smaller than the state average. The four communities listed here, including Hull, have an average of 3.14% of Chapter 40B units. Statewide, 8.45% of all houses and apartments meet the statutory definition of low and moderate-income housing units. However, only 27 of the state's 351 communities have met the 10% goal.

### **Cost Burden as a Measure of Housing Affordability**

Housing affordability is measured by the ability of households to pay a mortgage or rent as a certain percentage of income. A need for affordable housing exists when the median income household pays more than 30% of its income for housing. Specifically, if the monthly housing costs – mortgage payment, property taxes, and home insurance – are higher than 30% of monthly gross incomes or where tenants pay more than 30% of their gross monthly income for rent and utilities, then a need for more affordable units is indicated. This measure of affordability is typically known as "housing cost burden."

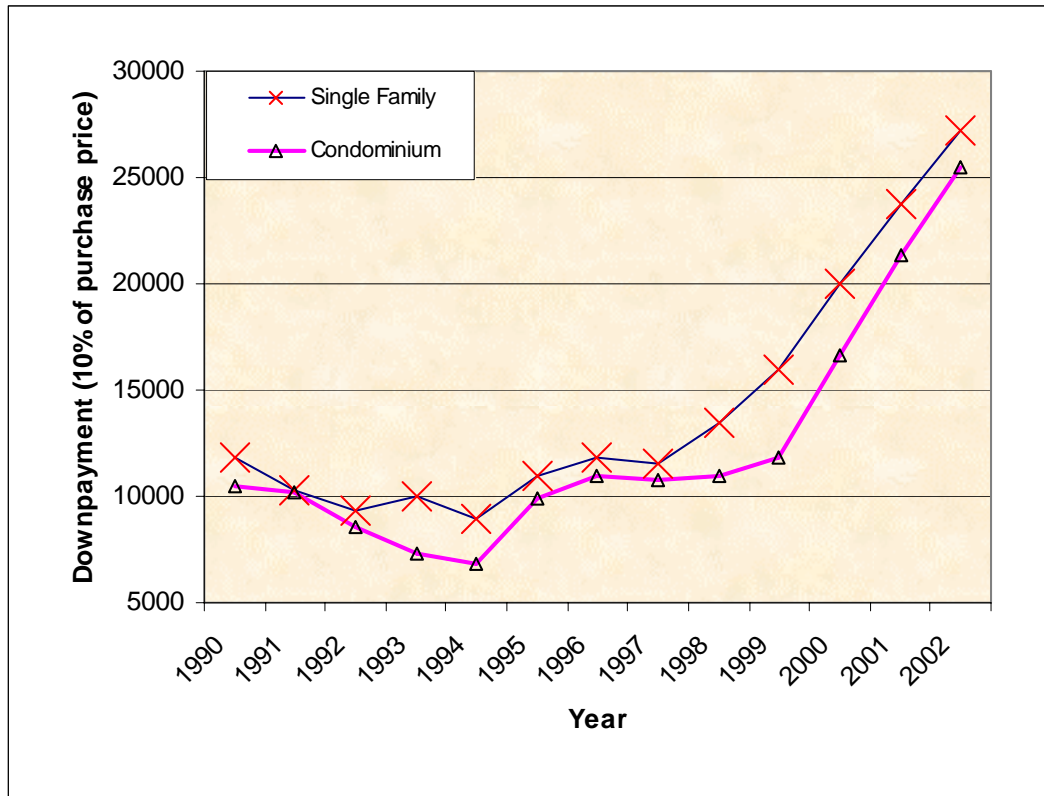
### **Home Ownership Affordability**

A way to measure home ownership affordability is to determine the disparity between two economic figures: 1) 'buying power' based on the income of a buyer in the same community or region as the home being sold, and 2) the sales price of the home.

Homeowners typically have to pay monthly housing costs, which usually consist of a monthly mortgage payment, taxes, and insurance. Equity or cash that must be used in most cases as a down payment for a new house is also necessary to enter the market. Home sales, determined by the recent sale prices of units in this area, show the demands on homebuyers for both the amount of savings needed for the down payment and the cost of the mortgage. This in turn can be used to determine the disparity or "gap" between those sales and the buying power of the potential owner.

Conventional underwriting standards usually offer mortgages with a 30-year payment period and require a 10% down payment. Figure 11 depicts the amount of savings that would be required as a 10% down payment for homes in Hull over the past ten years. As the graphic shows, the amount of savings needed to finance a mortgage with a sufficient down payment has increased significantly by approximately \$15,000 (\$3,000 per year) over the past five years.

*Figure 11. Savings Required for a 10% Down Payment for Homes in Hull between 1990 and 2002*



Source: The Warren Group: Median Single-Family and Condominium Sales, 1990 - 2002.

Using the conventional mortgage provisions and an interest rate of 7.5%, homebuyers in Hull with a median income of \$52,377 can afford a purchase price of about \$208,000 (see Table 17). Since the town's median single-family sale price of a home is \$237,250 there is an affordability gap of -\$29,250. A positive gap means the home was affordable and a negative gap means the household could not afford a home. This amount means housing is not affordable for households that have median incomes at or below \$52,377. Other towns in the area have either similar or higher gap amounts. This situation is also typical for many other communities in the Boston metropolitan area.

Table 17. Housing Affordability Gap in the Hull Region, 2001

Community	Median Household Income	Affordable Purchase Price Based on Median Income <sup>1</sup>	Median Single Family Sale Price (2001)	Gap + / -
Cohasset	\$84,156	\$334,000	\$647,500	-\$313,500
Hingham	\$83,018	\$330,000	\$395,000	-\$65,000
<b>HULL</b>	<b>\$52,377</b>	<b>\$208,000</b>	<b>\$237,250</b>	<b>-\$29,250</b>
Scituate	\$70,868	\$282,000	\$329,950	-\$47,950
Weymouth	\$51,665	\$205,000	\$229,000	-\$24,000

Sources: US Census 2000, SF 3, P53, The Warren Group: Median Single-Family Home Sales, 2001.

1. These figures were based on mortgage interests rates of 7.5% for 30 years with 10% down payment.

Affordability gaps were calculated for both 1990 and 2001 based on median household incomes, median single-family home sales, and interest rates during their respective years (see Table 18). As the table shows, households with median income levels could afford homes in 1990 but not 10 years later. Although this change does not necessarily indicate a trend, it shows that the affordability of homes has changed dramatically in a negative direction for people that want to purchase a home in Hull as well as for those in neighboring towns.

Table 18. Changes in Housing Affordability Gap for Hull and Neighboring Communities, 1990 - 2001

Community	1990 Gap (+/-) @ 7.5 %	1990 Gap (+/-) @ 9.5 %	2001 Gap (+/-) @ 7.3%	2001 Gap (+/-) @ 7.5%
Cohasset	+\$25,000	-\$17,000	-\$306,500	-\$313,500
Hingham	+\$49,500	+\$9,000	-\$59,000	-\$65,000
<b>HULL</b>	<b>+\$44,750</b>	<b>+\$19,750</b>	<b>-\$24,250</b>	<b>-\$29,250</b>
Scituate	+\$34,500	\$0	-\$42,950	-\$47,950
Weymouth	+\$40,000	+\$12,500	-\$20,000	-\$24,000

Sources: US Census 1990 and 2000, SF 3, P53 Median Household Income: The Warren Group: Median Single-Family Home Sales, 2001, HSH Associates, Financial Publishers.

## Sensitivity Analysis

The figures in the previous table show that most homes were affordable in 1990, based on 7.5% and 9.5% interest payments. However, the overall economy was not strong at that time. Therefore, lower house prices probably reflected the impact of falling demand. In counterpoint, the recent decrease in interest rates may have helped fuel increases in housing costs. Still, with the significant increase in the down payment required and the larger price point gap at even the lower rates, only those with existing property/equity and higher incomes are able to obtain housing. Although Hull is not as significantly impacted as most of the neighboring communities, the gap is just as real to those searching for affordable units.

## Rental Housing Market and Demand

Hull's rental market is considered part of the Boston area market for this analysis because of its proximity to jobs and its transportation access. Hull is also part of the US Census Boston metropolitan statistical area (MSA). A key factor that affects both ownership and rental housing is Hull's coastal features and related amenities such as views and beach access. Furthermore, the needs of tenants vary among the different age groups that seek different amenities in Hull:

- Young people who seek to enjoy their independence; young professionals who want maintenance free homes,
- New families needing a short-term rental while they search for a home to buy,
- Senior citizens who no longer want the burden of or expense of homeownership, and
- Other people who do not want to rent but cannot afford to purchase a home.

Some general assumptions about Hull's housing demographics help understand the rental housing market:

- Income has the most influence on housing type and tenure. Those with higher incomes generally prefer to own a home rather than to rent one.
- Mobility is higher for people aged 20 to 34. People in this age group generally have less income than older people. They are also less likely to have children (at least in the younger half of this group). All these factors mean that younger households are more likely to be renters than older households.
- Price and affordability of housing units are affected by both the supply and demand for housing units within the local and regional area, not just in Hull.

Knowledge of key housing factors helps to understand the rental market in Hull. The average rental cost of a two-bedroom apartment in Hull in 2000 was \$841 per month (see Table 19). This price is affordable for households earning at least \$33,640 per year. Since about 1,400 of Hull's households earn less than this amount, some are forced to spend more than 30% of their incomes on rent.

*Table 19. Cost of Rental Housing in Hull, 1990 and 2000.*

	<b>1990 All Units</b>	<b>2000 All Units</b>
Renter-occupied units, median gross rent per month	\$658	\$841
Median household income <sup>1</sup>	\$37,683	\$52,377
Income Required to be Affordable <sup>1</sup>	\$26,230	\$33,640
Households below affordable income	1,088	1,412
Households below affordable income (%)	29%	31%

Sources: US Census, 1990 and 2000

1. Affordable income is based on rent at 30% of US Census median household income.

The percent of rental units as part of occupied units decreased 6% between 1990 and 2000 (see Table 20). This decrease creates two issues, it limits the choices and availability of rental units for the residents of Hull, and it decreases the supply, thereby raising the cost. Both of these issues result in fewer options for those with lower incomes.

### **C. Infrastructure Profile**

#### **Overview of Infrastructure in Hull**

The condition of the infrastructure that supports the town's services in Hull is critical to the quality of life as well as the health of the community. The transportation, water, and sewer systems, in particular, are all part of the Town's infrastructure that allows the community to function. Water service and quality is vital for all those that live, work, and visit the town. The sewer system not only removes wastewater from homes and commercial properties, but it has allowed development to occur on land that cannot meet on-site sewer system regulations. The roads and sidewalks must not only meet circulation needs but must provide a level of safety and reassurance. Furthermore, Hull has a large number of waterfront infrastructure elements including breakwaters, seawalls, bulkheads, and piers that support both landside and waterside uses and activities such as boulevards, boats, walkways, and transportation linkages. This type of water-based infrastructure is subject to the ocean elements and is typically expensive to replace or repair.

As Hull continues to grow, all these systems need to be constantly maintained and improved. In the paragraphs that follow, the major areas of these systems will be addressed. Recommendations to improve the infrastructure, the operations of systems, and the safety of their users are provided in later sections.

#### **Water System**

The private firm, Aquarion Water Company, uses both ground and surface water from neighboring towns and supplies water to Hull. The main supply line to Hull is located on Nantasket Avenue near Straits Pond. Although it appears that this company owns the main lines, and the Town of Hull owns the fire hydrants, town officials reported that ownership of these structures is not clear and should be resolved.

Aquarion ensures that the water quality is maintained and has on-going programs that improve the system, minimize water loss, address drought conditions, and support water conservation. The main responsibility of the town regarding infrastructure is to ensure that water quality and pressure is maintained and fire hydrants are working and sufficient in number and location.

Presently, this company is under a state decree to not draw additional water from its local sources. Although their water-management programs may help reduce need, new development may be constrained depending on the type of use and demand levels. This

could become a limiting factor on new development for such goals as commercial revitalization and affordable housing.

### **Sewer System**

Hull has a municipal sanitary sewer system and has pipes throughout the town. There are a few homes in different places of Hull that are not connected, however.

The sewer treatment plant is presently undergoing a \$4.5 million upgrade, and will be finished in mid 2004. However, according to the Sewer Commission, although the town spent about \$0.7 million within the past few years to upgrade lines, several lines need to be updated. Furthermore, \$0.5 million may be needed for a new pumping station, and Nantasket Pier may need an increased pipe size.

### **Transportation System**

Protecting the way of life in Hull requires constant maintenance and upgrades to the transportation system in order to balance the variety of competing uses, complexity, age, and size of the transportation system, especially one that is constantly inundated by flood waters and waves. This section identifies the issue areas and needs that are critical to improve the transportation system in Hull as well as the safety of people that use it.

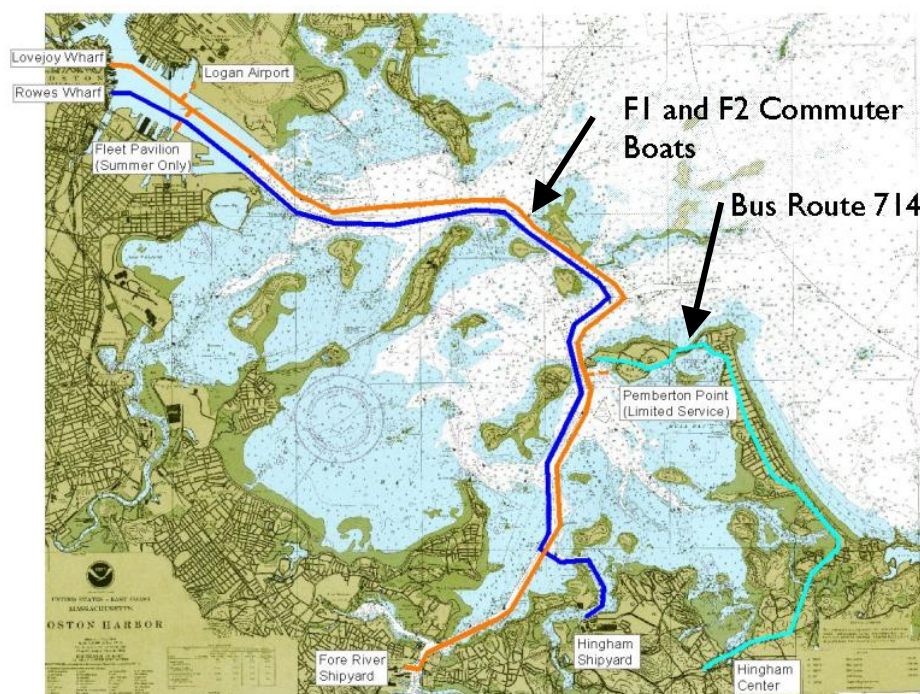
The Town of Hull manages and maintains an effective and safe transportation system that provides people access and mobility. They also work with the state to help with funding and maintenance of several roads in Hull. The town transportation system includes all the roads, sidewalks, and traffic infrastructure including streetlights and signals. Mass Highway owns and maintains George Washington Boulevard. The Department of Conservation and Recreation, Division of Urban Parks and Recreation (DCR), formerly the Metropolitan District Commission, maintains over a mile length of beachfront property along Nantasket Avenue between Rockland House Road and Phipps Avenue.

Additional information about the transportation system as it pertains to the development of the Nantasket area was provided in a study by CTPS and is included in the appendices. This study reviews past and current water and land transit routes and identifies potential modes of transportation that could support future development. It also notes, however, that significant ridership would be needed to support the cost of additional transit services.

### **Existing Conditions and Issues**

Hull is accessed by both land and water. The main access point by vehicle is from the south along George Washington Boulevard. Other access roads include Nantasket Avenue (Route 228) and Atlantic Avenue. There is only one bus line for public transit, which runs from Pemberton Point to Hingham Center (see Figure 12). Access by water includes one commuter ferry route, F2, which runs between Quincy and Boston and has a stop at Pemberton Point.

Figure 12. Public Transit Options in Hull\*



Source: MassGIS 2003; Massachusetts Bay Transportation Authority, 2003.  
Only the F2 Route from Quincy stops at Pemberton Point.

A Transportation Improvements map was prepared to illustrate a number of the improvements suggested by the town's highway and safety officers. This map is shown on page 58. The map indicates the locations of a list of desired improvements. The road surfaces in Hull are generally in good condition. Many sidewalks, however, are in poor condition and do not comply with regulations or with the Americans with Disability Act (ADA) standards.

Several intersections along Nantasket Avenue have a high frequency of accidents and include the intersections with Kingsley Road, Samoset Avenue, Phipps Avenue, and Bay Street. Many of these accidents are due to the narrow road widths, parking to the curb of intersections, and lack of street signage and arrows. Traffic speeds on the main roads that were reported to be excessive and need to be reduced include Nantasket Road, Central Street, Edgewater Road, Samoset Avenue, Manomet Avenue, and Atlantic Avenue.

On-street parking is allowed on most of the town's streets. The business areas have some metered parking and allow one half hour of free parking in some districts. The town has several municipal parking lots that have 20 to 30 spaces each and are located near Y Street, Kenberma Street, Bay Street, and between Gunrock and Stony Beach Roads. Resident parking is required for all non-meter or non-fee lots throughout the town. Parking on streets in the area east of Nantasket Avenue and Atlantic Avenue is restricted to residents of these areas and their guests. Although the town has these parking regulations and services, there are several problems that must be addressed:

- Many property owners have encroached on public rights of way and have reduced the number of available on-street parking spaces.
- The town does not have an accurate record or survey of the rights of way.
- Summer parking volumes have overwhelmed the town's vehicle capacity and private lots. Visitors have parked illegally on private lots and side streets and created unsafe road and travel conditions.

Many transportation issues have risen due to the high volume of traffic on the roads and the lack of parking spaces during the summer season, in particular, around the Nantasket area. Traffic backups, congestion, the safety of people on the roads, and over capacity at peak travel times are some of the key issues that the town needs to address and resolve in order to improve the overall quality of the environment as well as the transportation system. The Focus Area Study of this plan provides more detailed discussion of these issues and recommendations for transportation and circulation improvements.

The town has been planning on receiving \$2.8 million from the state to reconfigure and improve the sidewalks, drainage, parking lot, and Main Street in the Pemberton Point area of Hull. Although this project was approved at least five years ago, none of the funds have been dispersed due to disagreements between the funding agencies.

Flooding due to wave action and high tides is a major issue that decreases the safety of the community and is costly to repair. Beach Avenue has lost one of its two lanes due to migrating beach dunes and erosion. Atlantic Avenue, between Summit and Meade Avenues, is frequently over washed by waves and debris, and sometimes the over wash erodes the sidewalks. Floodwaters in the Samoset Avenue and Revere Street area have to be pumped north due to the elevations.

The bridge on Nantasket Avenue on the south side of town at the border of Cohasset and Hingham, known as the West Corner Bridge, needs to be repaired. As of this writing, it was determined that the water pipes, which are the main supply lines for Hull, the tidal gate, and drainage system all need to be replaced.



## V. IMPLEMENTATION

This section is also identified as the “Putting It All Together” section of the E.O. 418 planning process. This element includes the actions and schedule for action, together with the maps that help illustrate where the key actions will occur within Hull.

### **A. Actions, Responsibilities, and Time Frame**

The following strategies outline a series of actions that, by degrees, allow, support, and encourage change and development in different forms. Each of these actions provides a responsible entity and a time frame for action to ensure they are implemented properly. The community will set the level the commitment and determine which actions the town of Hull should accomplish.

#### *Economic Development*

<b>Program Action</b>	<b>Specific Actions</b>	<b>Responsible Entity (ies)</b>	<b>Time Frame</b>
<b>A. Programs and Jobs</b>			
Home-based businesses	<ul style="list-style-type: none"><li>• Adopt bylaws and ordinances to foster development of home-based businesses.</li></ul>	Planning Board, Town Meeting and Community Development	1 year
<b>B. Nantasket Focus Area Study</b>			
Regulatory	<ul style="list-style-type: none"><li>• Establish four distinct Overlay Districts.</li><li>• Adopt ordinance to protect historic architecture.</li><li>• Create site planning and design guidelines.</li></ul>	Planning Board, Town Meeting and Community Development	1 year 1 year 2 years
Organization	<ul style="list-style-type: none"><li>• Establish a partnership of business owners.</li><li>• Identify an implementation committee supported by professional staff.</li></ul>	Selectmen and Town Meeting	6 months
Business Center – New Development	<ul style="list-style-type: none"><li>• Realign Hull Shore Drive to create additional land parcels for development.</li><li>• Realign a portion of Sagamore Terrace.</li><li>• Offer use of sidewalks for street cafes.</li></ul>	Selectmen, Highway Dept., Community Development	2 years Now
Business Center – Transportation Improvements	<ul style="list-style-type: none"><li>• Increase parking to both sides of Nantasket Avenue.</li><li>• Identify satellite parking facilities such as the Court House.</li><li>• Redesign intersection at Hull Shore Drive Nantasket Avenue, and George Washington Boulevard.</li><li>• Construct a boardwalk.</li><li>• Install sidewalk extensions.</li><li>• Create gateways on the north and south</li></ul>	Selectmen, Highway Dept., Community Development	1 – 3 years

	<ul style="list-style-type: none"> <li>sides of the district.</li> <li>Designate pedestrian paths</li> <li>Create new signage to redirect parking and redirect peak-time traffic</li> </ul>		
Cultural Neighborhood – Property Transfer and Conversion	<ul style="list-style-type: none"> <li>State performs clean-up and remediation.</li> <li>Transfer of DCR properties to Town of Hull.</li> <li>Town establishes control of properties.</li> <li>Conduct inventory of historic places.</li> <li>Convert existing structures to culturally oriented uses.</li> <li>Demolish fence around DCR property</li> </ul>	DCR, Selectmen, Community Development, Highway Dept., Business Partnership	Now - 3 years
Cultural Neighborhood – Cultural Identity	<ul style="list-style-type: none"> <li>Establish cultural events.</li> <li>Organize programs to encourage cultural uses.</li> </ul>	Community Development, Business Partnership	3 years
Cultural Neighborhood – Transportation	<ul style="list-style-type: none"> <li>Close Wharf Avenue.</li> <li>Close section of Hull Shore Drive.</li> <li>Construct pedestrian ways.</li> <li>Improve streetscape at intersections and crosswalks.</li> </ul>	Selectmen, Community Development, MassHighway, Highway Dept.	2 years
Nantasket Pier - Transportation	<ul style="list-style-type: none"> <li>Dredge pier area for large vessels.</li> <li>Support alternative modes of transportation.</li> <li>Place additional bike racks within the area</li> </ul>	Community Development, Town Meeting, Selectmen	2 years 5 years Now
Nantasket Pier - Revitalization	<ul style="list-style-type: none"> <li>Organize and design pier to allow large vessels.</li> <li>Seek support and grant funds from the State Seaport Council to highlight the maritime image</li> <li>Construct a visitor center</li> </ul>	Business Partnership, Community Development	2 years
Village District – Image and resources	<ul style="list-style-type: none"> <li>Restrict residential density to current levels.</li> <li>Limit amount of beach and business parking.</li> <li>Construct pedestrian pathways.</li> <li>Relocate skating rink</li> <li>Encourage neighborhood businesses on Nantasket Avenue.</li> </ul>	Selectmen, Community Development, DCR	3 years

### *Housing*

<b>Program Action</b>	<b>Specific Actions</b>	<b>Responsible Entity (ies)</b>	<b>Time Frame</b>
Housing Certification	<ul style="list-style-type: none"> <li>Petition state for relief from Housing Certification requirements to build within the next year.</li> </ul>	Selectmen, Community Development	6 months

Housing Committee	<ul style="list-style-type: none"> <li>Establish a housing committee or task force with the mission to implement housing programs and find new opportunities</li> </ul>	Selectmen and Town Meeting	6 months
Mixed Use with Housing	<ul style="list-style-type: none"> <li>Encourage developers to use remaining commercial land or redevelop existing commercial land, as mixed-use projects with housing.</li> </ul>	Planning Board, Selectmen	1-5 years
Funding and Programs	<ul style="list-style-type: none"> <li>Assist affordable housing goals by supporting programs and policies that directly seek related funding and programs.</li> </ul>	Hull Housing Authority	6 months
Outreach to Seniors	<ul style="list-style-type: none"> <li>Utilize seniors for outreach programs that help them keep their homes affordable.</li> </ul>	Council on Aging	1 year
Elderly Housing	<ul style="list-style-type: none"> <li>Encourage alternative residential programs for the elderly.</li> </ul>	Hull Housing Authority	1 year
Artist's Housing	<ul style="list-style-type: none"> <li>Add affordable units for artists within the DCR property redevelopment plans.</li> </ul>	Planning Board, Selectmen	5 years
Regional Approach	<ul style="list-style-type: none"> <li>Negotiate utility (sewer and water) capacity for affordable housing projects outside the town in return for commitment of units to Hull.</li> </ul>	Planning Board, Selectmen	1-5 years
Local Initiative	<ul style="list-style-type: none"> <li>Using local and regional housing advocate resources to establish local program for scattered-site housing.</li> </ul>	Housing Trust	1-5 years

### *Infrastructure*

Program Action	Specific Actions	Responsible Entity (ies) <sup>1</sup>	Time Frame
<b>A. Transportation</b>			
General Improvements	<ul style="list-style-type: none"> <li>Initiate and complete the Pemberton Point and Main Street project</li> </ul>	Selectmen, Highway Dept., MassHighway	Now
	<ul style="list-style-type: none"> <li>Reduce traffic congestion throughout the town by implementing the Transportation Improvements Map recommendations.</li> </ul>	MassHighway, Highway Dept.	2 years
	<ul style="list-style-type: none"> <li>Establish marketing and partnerships as methods to secure transportation funds.</li> </ul>	Community Development	1 year
Safety Improvements	<ul style="list-style-type: none"> <li>Repair sidewalks to improve safety and meet codes.</li> </ul>	Highway Dept.	2 years
	<ul style="list-style-type: none"> <li>Improve the safety of intersections along Nantasket Avenue.</li> </ul>	Highway Dept.	1 year
	<ul style="list-style-type: none"> <li>Widen the narrow streets and reconstruct sidewalks to improve pedestrian safety.</li> </ul>	Highway Dept.	2 years

	<ul style="list-style-type: none"> <li>• Install controllable stoplights at the fire station.</li> </ul>	Fire Dept., Highway Dept.	1 year
	<ul style="list-style-type: none"> <li>• Install pedestrian warning lights at all playgrounds.</li> </ul>	Highway Dept., Community Development	2 years
	<ul style="list-style-type: none"> <li>• Reduce number of traffic accidents throughout the town by implementing the Transportation Improvements Map recommendations.</li> </ul>	Highway Dept., Police Dept.	3 years
<b>Nantasket Focus Area Study</b>			
	<ul style="list-style-type: none"> <li>• Conduct a one-way versus two-way traffic study within the Nantasket area.</li> </ul>	Community Development, Highway Dept.	6 months – 1 year
	<ul style="list-style-type: none"> <li>• Improve transportation signage and markings.</li> </ul>	Community Development, Highway Dept.	6 months
	<ul style="list-style-type: none"> <li>• Improve the safety of the intersections at Nantasket Avenue and George Washington Boulevard.</li> </ul>	Community Development, Highway Dept.	1 year
	<ul style="list-style-type: none"> <li>• Realign portions of the roadway network in the Nantasket area.</li> </ul>	Community Development, Highway Dept. MassHighway	2 years
	<ul style="list-style-type: none"> <li>• Close two cross streets that connect George Washington Boulevard with Nantasket Avenue.</li> </ul>	Planning Dept, Highway Dept. MassHighway	2 years
	<ul style="list-style-type: none"> <li>• Create new intersections and redesign others.</li> </ul>	Community Development, Highway Dept. MassHighway	2 years
	<ul style="list-style-type: none"> <li>• Redistribute parking spaces in key commercial areas.</li> </ul>	Community Development, Highway Dept. DCR	1 year
	<ul style="list-style-type: none"> <li>• Establish a unified pedestrian network, that has design standards and connects residential, recreation and business areas.</li> </ul>	Community Development, Highway Dept. DCR	1 year
	<ul style="list-style-type: none"> <li>• Encourage use of alternative modes of transportation at Nantasket Pier.</li> </ul>	Community Development, Business Partnership	2 years
	<ul style="list-style-type: none"> <li>• Improve appropriate road markings to improve traffic flow and reduce accidents.</li> </ul>	Highway Dept., MassHighway	6 months
	<ul style="list-style-type: none"> <li>• Create a new trolley line that loops around the waterfront.</li> </ul>	Selectmen, DCR, Highway Dept.	1-2 years

	<ul style="list-style-type: none"> <li>Support additional transit options as demand increases.</li> </ul>	Community Development, MassHighway	3 years
	<ul style="list-style-type: none"> <li>Operate a tour boat all summer.</li> </ul>	Community Development, DCR	3 months
	<ul style="list-style-type: none"> <li>Create or expand satellite parking facilities.</li> </ul>	Community Development, Selectmen, DCR	2 years
	<ul style="list-style-type: none"> <li>Improve gateways to Hull with appropriate landscaping and signage.</li> </ul>	Highway Dept., Community Development	1 year
<b>B. Infrastructure</b>			
	<ul style="list-style-type: none"> <li>Repair culvert, tide gate, bridge, and utilities West Corner Bridge.</li> </ul>	Highway Dept.	Now
	<ul style="list-style-type: none"> <li>Install safety barriers near the intersection of Nantasket Avenue and Fitzpatrick Way.</li> </ul>	Highway Dept.	1 year
	<ul style="list-style-type: none"> <li>Reduce flooding in high repetitive areas by installing planned stormwater management structures.</li> </ul>	Highway Dept.	3 years
	<ul style="list-style-type: none"> <li>Address road and sidewalk areas that have frequent storm damage and over wash.</li> </ul>	Highway Dept.	1 year
<b>C. Water System</b>			
	<ul style="list-style-type: none"> <li>Ensure fire hydrants are sufficient in number and location.</li> </ul>	Fire Department, Public Works	Now
	<ul style="list-style-type: none"> <li>Resolve ownership issue of water mains and fire hydrants.</li> </ul>	Selectmen, Fire Department	1 year
<b>D. Sewer System</b>			
	<ul style="list-style-type: none"> <li>Address need for updating several sewer lines.</li> </ul>	Sewer Commission	1 year
	<ul style="list-style-type: none"> <li>Address need for a new pump station which may cost \$0.5 million.</li> </ul>	Sewer Commission	1 year
	<ul style="list-style-type: none"> <li>Ensure all homes are connected to the sewer system.</li> </ul>	Sewer Commission	3 years

1. DCR = MA Department of Conservation and Recreation, Division of Urban Parks and Recreation, formerly Metropolitan District Commission.

## **B. Rationale for the Mapping**

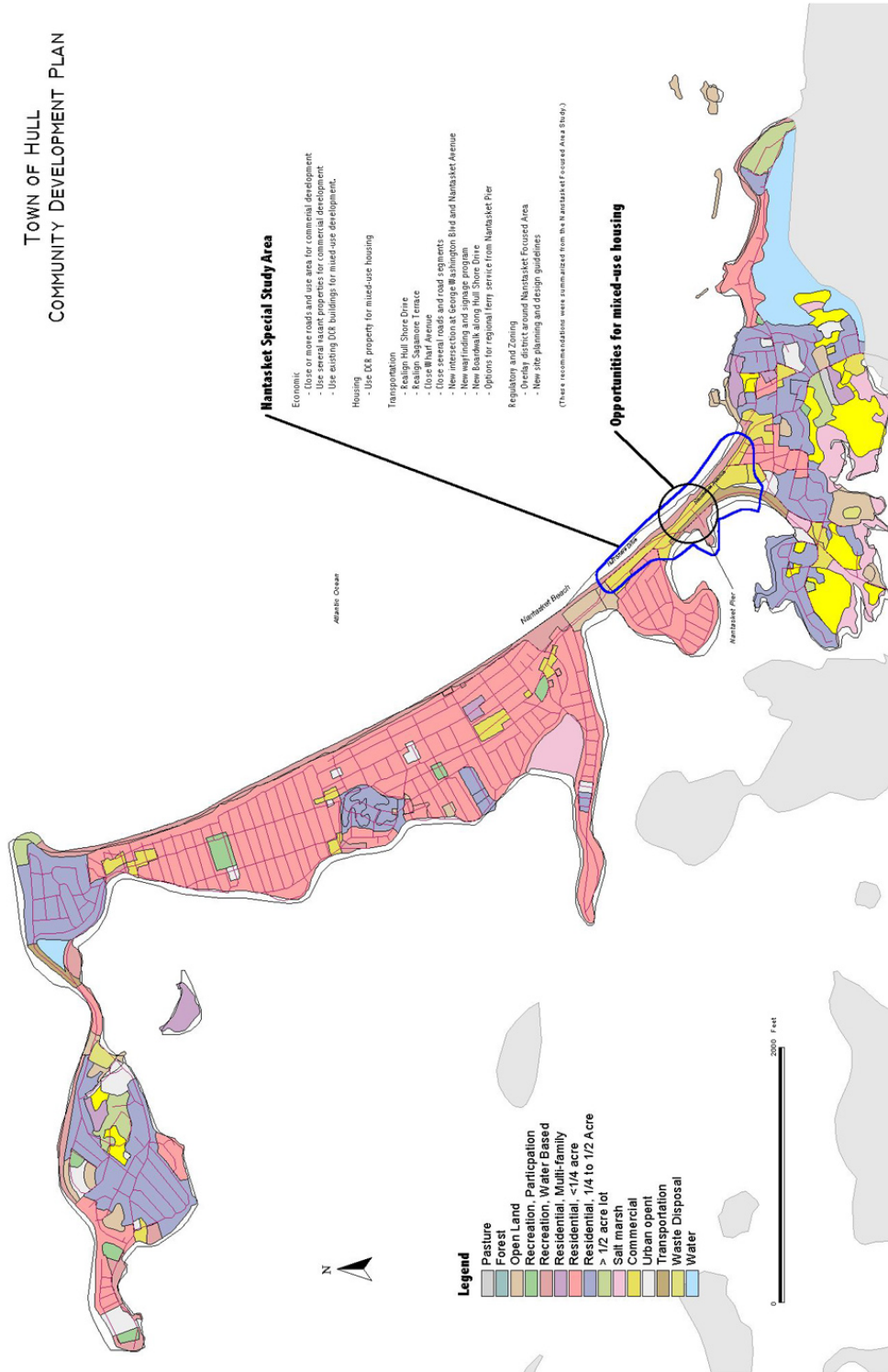
The following maps have been prepared for this plan focus on the Nantasket beach and pier area as the location for the highest level of effort to improve the town of Hull over the long term. The repositioning of this area as business, recreation and cultural centers, and reinforcing the village character at the gateway of the community will allow the improvement of access, reorganize the land use patterns to more productive uses, and allow the creation of affordable housing.

At the same time, significant infrastructure issues must be addressed to support the already developed business areas and neighborhoods of the community. Although these improvements are not regional in scope, they will support the regional recreational assets at Nantasket Beach, and the proposed regional cultural and business centers adjacent to the beach.

The disperse nature of the proposed home businesses and the lack of appropriate affordable housing sites outside of the state properties are not supported by typical mapping designations, but are recognized here.

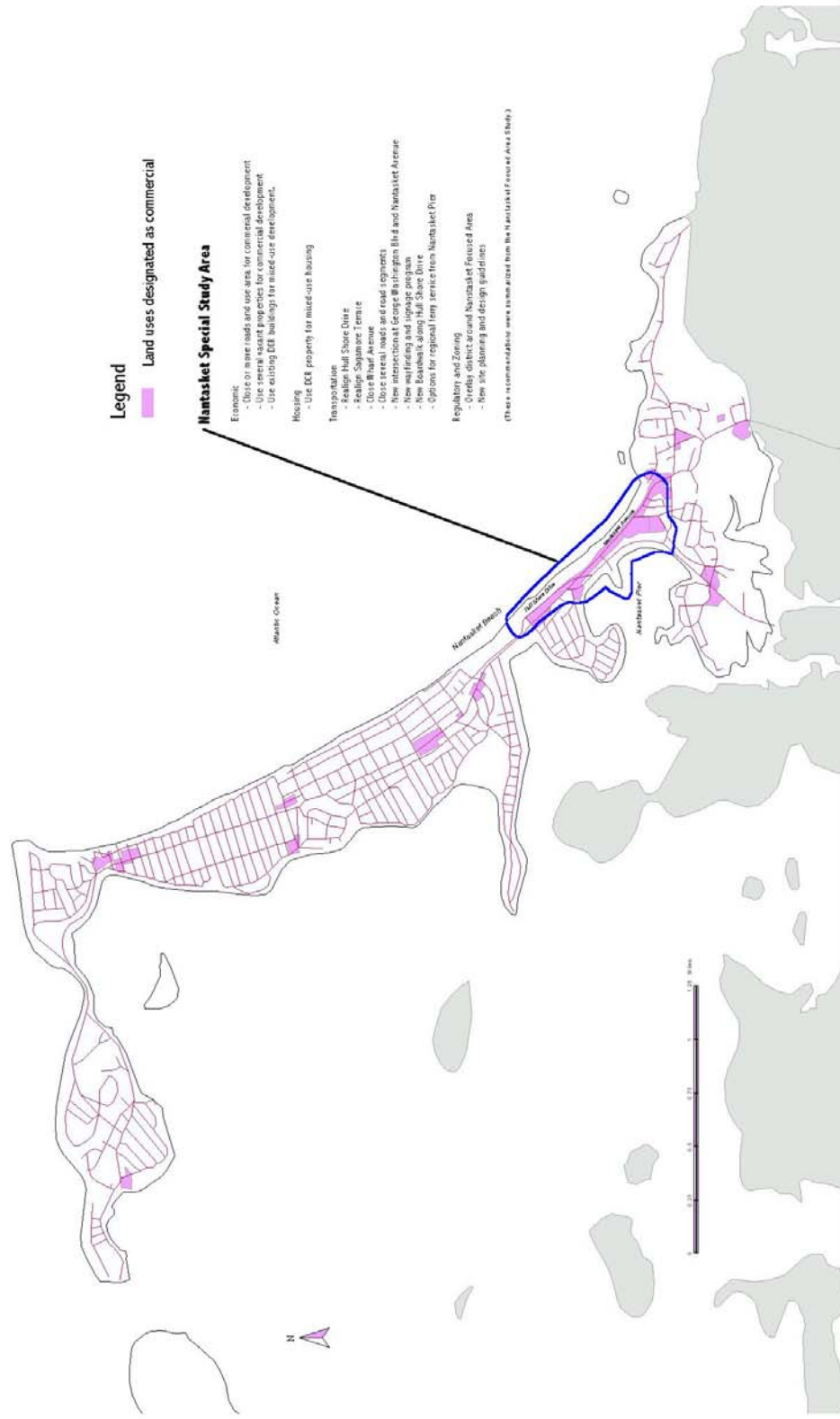
# LAND USE GUIDE MAP

## TOWN OF HULL COMMUNITY DEVELOPMENT PLAN



# ECONOMIC DEVELOPMENT OPPORTUNITIES MAP

## TOWN OF HULL COMMUNITY DEVELOPMENT PLAN



Planning provided by the Executive Office of Environmental Affairs,  
Executive Office of Transportation and Construction,  
and the Massachusetts Department of Transportation  
and the Executive Office of the Governor.



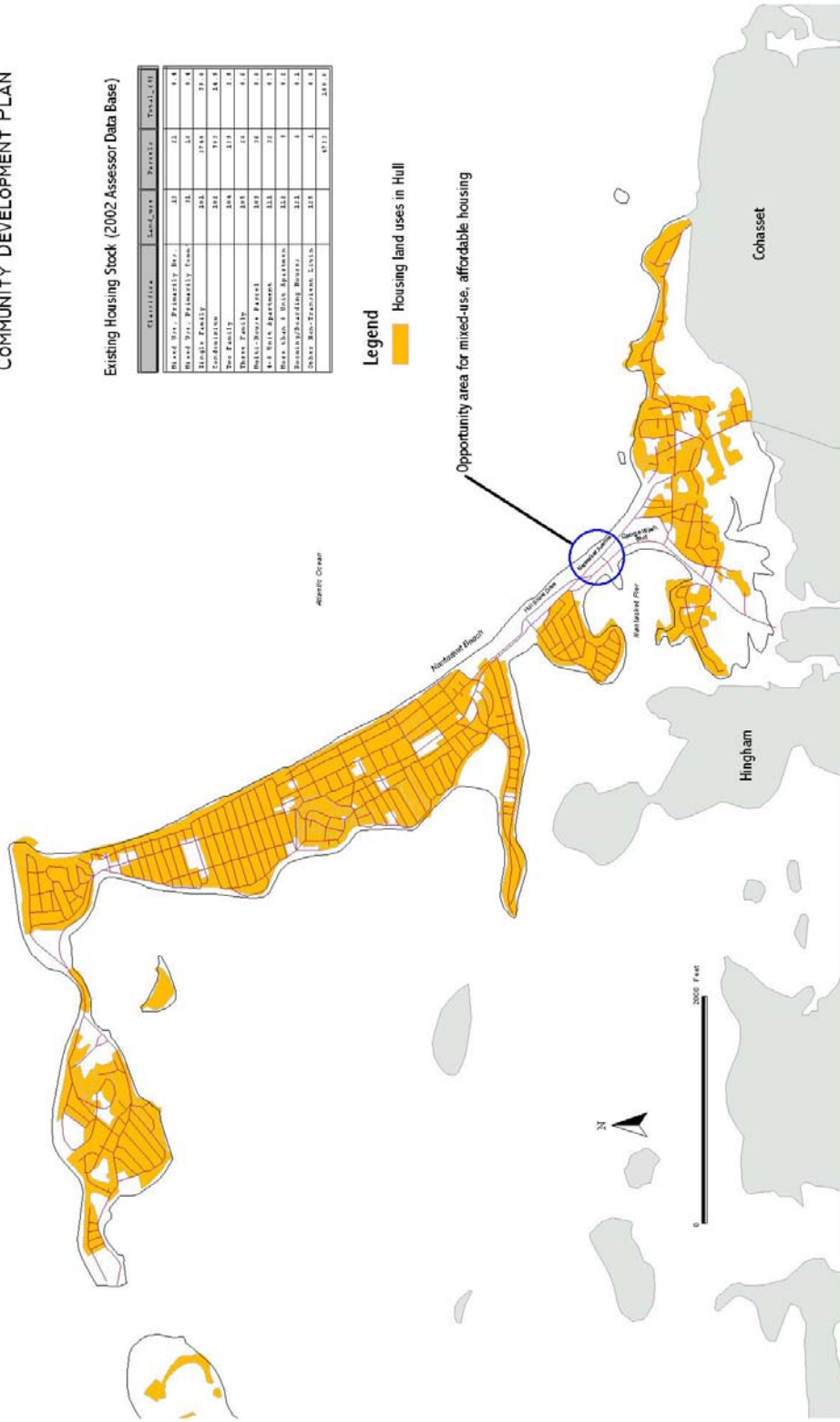
THE CECIL GROUP

Source: MassDOT Database, 2011  
Date: July 2012



# HOUSING SUITABILITY MAP

## TOWN OF HULL COMMUNITY DEVELOPMENT PLAN



Existing Housing Stock (2002 Assessor Data Base)

Category	Land Use	Parcels	Total A/C
Single Det. Primarily Br.	33	13	0.4
Single Det. Primarily Com.	35	14	0.4
Single Family	393	1794	79.5
Condominium	393	792	24.5
Two Family	394	317	1.5
Three Family	395	15	0.5
Multi-Storey Parcel	396	16	0.5
4-6 Unit Apartment	397	12	0.1
More than 6 Unit Apartment	398	5	0.1
Boarding/boarding House	399	5	0.1
Other Non-Residential Units	400	1	0.1
		4712	100.0

### Legend

Housing land uses in Hull

Opportunity area for mixed-use, affordable housing

Map prepared by The Cecil Group, Inc.  
Map of Hull, Mass.  
Date: July 2004

Funding provided by the Executive Office of Economic and Labor Affairs,  
Department of Housing and Urban Development,  
and the Department of Economic Development,  
under Executive Order 419.



THE CECIL GROUP

TOWN OF HULL  
COMMUNITY DEVELOPMENT PLAN

Conduct traffic study within Hall to address accidents, intersections, volumes, seasonality and peak uses periods, safety, and parking issues. Repair sidewalks to bring them into compliance with ADA standards and to improve their safety.

- Widen the narrow streets and reconstruct sidewalks to improve pedestrian safety.
- Repave and add striping, lane markers, turn arrows, and other road markings to improve traffic flow and reduce accidents.
- Install as many warning lights as all-weather rounds.

- Resolve issue of water main and fire hydrant ownership.
- Relocate hydrants as necessary to ensure fire safety.
- Address roads and sidewalk areas that have frequent storm damage and over wash.
- Reduce encroachment of private lots on to public streets and sidewalks.

