

TOWN OF HULL COMMUNITY DEVELOPMENT STRATEGY

Hull's Community Development Strategy (CDS) is based on plans and studies including: the Town's Community Development Plan prepared for and accepted by the Hull Planning Board in July, 2004; the Open Space and Recreation Plan, updated 2000 by the Hull Planning Board and accepted by the Board of Selectmen; the Hull Harbor Management Plan, completed December 1999 by the Hull Harbor Management Committee and accepted by the Board of Selectmen; the Town's ADA Compliance Study (504 Transitional Plan) completed December 1995 and accepted by the Board of Selectmen; and, the "Americans with Disabilities Act, Title II Self Evaluation and Transition Plan" approved by the Selectmen in January 2009; and, "Wave of the Future. The Hull Vision Statement" prepared in 1995 and accepted by Town Meeting. While these plans and studies serve as the basis of the Community Development Strategy, the programs, projects, and recommendations of the strategy were developed within the context of the Commonwealth Sustainable Development Principles.

The Town of Hull is committed to public participation in the development of the CDS and in the programs and projects it is requesting through the CDF-1 2010 Grant application. The participation in the development of the CDS for 2010 did not change it from the CDS submitted in 2009. The CDS and grant activities were discussed at three duly posted and advertised public hearings/meetings including December 8, 2009 at 6:30 PM, December 15, 2009 at a Board of Selectmen's meeting. On January 26, 2010 the Board of Selectmen held one final Public hearing in order to give the public and other interested entities another chance to participate in developing the grant application. All three of these meetings were public hearings. All meetings were at the Louis Costa Meeting Room, Municipal Building, 253 Atlantic Ave. Hull MA. In preparation of the 2010 CDF-1 Grant application an extensive public outreach program included newsprint, cable TV, Town website, posting at various public gathering sites and in 2009 a housing rehabilitation flyer to over 8,000 houses with telephone follow up and preliminary qualification and invitation to the public meetings. The waiting list for HRP is now over 120 residents. At this time DHCD staff has asked that we not intake anymore preliminary applicants for this program. As a result of our outreach efforts the community identified and will accomplish housing rehabilitation projects and renovation of the senior center to improve access for seniors in compliance with the "Self Evaluation and Transition Plan" (both the architectural design and ADA plan were components of the 07 CDBG grant) as part of this CDBG FY 2010 application. In addition the community identified and will accomplish economic revitalization activities, which support the CDS, and the activities funded through this CDBG application (see **Target Area** below). The Town amended its CDF-1 Grant #00536 to conduct Slums and Blight inventory as a first step in revitalization of business areas in Town. In addition the Town in partnership with the Department of Conservation and Recreation, the Hull Chamber of Commerce and the Plymouth County Convention and Visitors Bureau has been awarded a Congestion Mitigation Air Quality transportation grant to restore ferry excursion service between downtown Boston and Nantasket Beach, an oft cited goal in all the Town's planning documents including the Ex.Order 418 Community Plan funded in part by DHCD.

The FY 2010 CDS only modifies the FY 2009 strategy as that strategy was soundly based in rational factual analysis and supported by community leaders and the public. The revised CDS confirms commitment to the target area approach and identifies community based economic revitalization as an important fundamental component to serving the CDBG target population. Economic revitalization in the Target Area expands job opportunities and helps relieve residential tax burden. Economic revitalization also requires public/private partnerships in addressing infrastructure barriers to economic growth including for instance storm water drainage, parking and multi-modal transportation systems.

Finally, economic revitalization in the Target Area coupled with the other program elements creates a vibrant “smart growth” district where affordable housing, job opportunities and services exist in a setting served by existing infrastructure. The successful completion of this strategy will result in a sustainable community with less environmental impact and more economic and housing opportunities.

Target Area

The need to target efforts on specific neighborhood areas (define a target area) in order to achieve a measurable improvement in the conditions for low/mod residents and to address conditions of slums and blight is a critical component of the Town of Hull CDS. By focusing a variety of resources to address needs in the target area including housing rehabilitation, infrastructure improvement, economic development and social services a tipping point of revitalization can be achieved which will serve the low/mod residents in that area. The Town of Hull is in full agreement with DHCD that this strategy is essential for successful community development. The methodology for determining the target area in 09 included;

- 1) analysis of demographic data from the U.S. Census Bureau,
- 2) windshield surveys of residential units,
- 3) analysis of real estate reports (Warren Report),
- 4) public outreach and input;
 - i) through a flyer detailing the housing rehabilitation program mailed to every household in the Town receiving a bill from the Hull Light Department (over 8,000 housing units, see flyer and postings attached),
 - ii) telephone invitation to attend public meeting (12/3) to every respondent to the housing rehabilitation flyer,
 - iii) public notice of a meeting with the Board of Selectmen (on 12/2/08) to discuss the CDBG 07 program, the CDBTG 09 Application, Community Development strategy and priority projects posted at various locations in Town, on the cable TV, and Town website,
 - iv) announcement of the public meeting at the Board of Selectmen’s meeting to discuss CD strategy on 12/2 carried over community cable network,
 - v) public notice of the 12/3 public meeting posted in all the locations and media plus in the local paper.
- 5) Preliminary qualification of over 100 respondents to housing rehab program flyer. Plotting of their units utilizing the GIS mapping system. Analysis of data overlay map, census data, with input from the Building Inspector and Board of Health to determine area of most qualified need, the Target Area.

The FY 2007 CDBG Target Area from Malta St. to M St. remains accurate based upon assessments of need, however recently updated needs analysis has shown the need to expand the FY 2007 Target Area from “M” Street to “U” Street. This analysis is based upon Board of Health and Building Commissioner testimony and demographic data. The new target area is also historic and consistent from a land use perspective. The new target area and further definition of the Community Development Strategy and priority projects were approved by the Board of Selectmen on 12/2/08 and at a public meeting on 12/3/08. The Target area was discussed and confirmed again at the three public hearings December 8 and 15, 2009 and January 26, 2010.

Another aspect of the CDF in the Target Area involves economic revitalization/development in Town. The strategy is defined as revitalizing the year round community economy and the destination (tourism) based economy. Several business zones serving the year round economy are within the Target Area (Kenberma village, A St., T and U St. for example). Due to the current economic crisis and the desire

to achieve greater community sustainability and serve the target population the strategy is to prioritize the revitalization of these year round business centers. This will capture current economic activity leaving the Town, reduce traffic and related pollutants and provide additional employment opportunities and improve needed services to the target population. Some of the activities planned for the business zones in the Target Area include addressing the prevalent infrastructure need for comprehensive parking program at the Kenberma village business zone, multi-model transportation connections, and from the private sector doubling the size of the only supermarket in Town at Kenberma. The supermarket expansion is estimated to cost more than \$2 million and includes parking improvements and pedestrian, bicycle, drainage and traffic improvements. In addition to the economic revitalization activities in the Target Area the expanded target area includes a major local social service provider, Wellspring. Wellspring has provided transportation, education, food and other social services to the target population through the funding provided in the FY 2007 CDBG grant and other funding sources. Finally, the town Senior Center provides services within the Target Area.

As stated previously the Town amended its CDF-1 Grant #00536 to conduct Slums and Blight inventory as a first step in revitalization of business areas in Town, more specifically two areas in the Target Area. This project will be complete and projects will be proposed for the 2011 grant round. The Town also made strides in building a sustainable transportation system by installing bike racks at 4 locations in Town including Kenberma business zone, and the Kenberma beach parking lot both within the Target Area. Other pieces of a comprehensive transportation system are being worked on and will provide greater access to bring visitors to the area and stimulate growth that will create jobs for the local population in Town. These include a Congestion Mitigation Air Quality transportation grant to restore ferry excursion service between downtown Boston and Nantasket Beach. The ferry service is a partnership between the Town and the Department of Conservation and Recreation, the Hull Chamber of Commerce and the Plymouth County Convention and Visitors Bureau. The need to make this waterborne transportation link for the economic development of the Town is cited in all the Town's planning documents including the Ex. Order 418 Community Development Plan funded in part by DHCD. In addition, the Town has retained a consulting engineer who is now designing through an inclusive process the reconstruction of Atlantic Ave. to be a multi-model roadway and as one of only three gateway roads to the Town will help bring economic growth to the area.

General Context

Hull's geography, coastal location, and close proximity to Boston make it an attractive community for those seeking homes in the region. Hull's population has increased approximately 11% over the past 30 years, or almost 0.3% on an annual basis. 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 (%)
1980	9,714	-2.5%
1990	10,466	7.7%
2000	11,050	5.6%
2010*	11,430	3.4%

A significant portion of the population in Hull is in the 25 to 34, 35 to 44, and 45 to 54 age cohorts, typical of many communities in Massachusetts. However, during the period between 1990 and 2000, the strength of the 24 to 34 age cohort shifted mostly to the older and slightly to the younger cohorts in

2000. The median age jumped from 32.9 in 1990 to 40.2 in 2000. Hull has a small amount of land area as compared to neighboring communities (see Table 2). The density of Hull is approximately 4,550 people per square mile (land area 2.43sq. miles).

Hull's median household income of \$52,377 is lower than most neighboring communities (see Table 3). It is significantly lower than the Boston Metropolitan Statistical Area (MSA) median income, which is \$74,200. 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. 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.

Table 2. Population Density (in 1,000s) 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.

Table 3. 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	\$51,655
Boston MSA	\$74,200

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

Hull is a mature town with 97% to 98% of its land developed (see Table 4). 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. The average parcel size, within the 125 parcels that are classified as developable, is less than 1A 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).

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.

Table 4. Characteristics of Developable Land in Hull

Land Characteristics	Amount
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 (1 0,000
Number of lots larger than minimum lot size (6,500	101 Lots

Source: Town of Hull Assessor Database, 2002.

Housing

The following conditions and trends 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.
- 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.
- 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 housing affordability gap has increased by about 3% when comparing the 1990 and 2000 information.
- 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.
- 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.

Given the above trends and recognizing the importance of sustainable development, the housing programs and actions that the town may consider should be based mainly on dispersed unit development within existing structures, residential and mixed use on the few remaining available sites for the types of affordable housing needed by the community and limiting residential development to an already built-out area. These types of programs could include: encouraging homeowners to add accessory apartments for renters; assisting owners of rental properties to upgrade the quality of their units and to insure that rents are maintained at affordable levels; continuing to seek funds to assist low and moderate income homeowners maintain their homes to meet health and safety codes; seek to increase the supply of housing available to elderly Hull residents; and determine 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. The Town will continue to promote policies that address the need for affordable housing while promoting development in a manner consistent with existing residential development in the Town and with sustainable development.

Economic Development

Overall, the economic conditions within Hull have been affected by regional changes in the economy. However, some unique local conditions are important in developing Hull's future economic programs and plans.

- Hull is essentially built out. This limits options for major redevelopment and makes revitalization of existing business areas and the Nantasket Beach area including the state-owned land at Nantasket critical to economic sustainability.
- 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.
- Government services comprised more than 37% of the employment base in 2001.
- Hull's unemployment rate is the highest on the South Shore and only slightly less than that of the Commonwealth of Massachusetts (2000 U.S. Census).
- Employment by numbers of jobs has largely been focused in government services.
- The most significant growth in employment has been in service sector.

The Town of Hull has a history as a destination for tourism. Economic development plans should continue to capitalize on Hull's historic and natural assets. The Nantasket Beach area has been identified as the priority area for development of businesses to revitalize the destination economy. Because of the size of the land area, the land holdings, and the mix of uses, the Nantasket Beach and Waterfront 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; preserves the heritage within this area; creates new job opportunities; and, creates new community centers under site planning and design guidelines.

Another sector of the economy that should be developed is the community based economy. Currently, a few mixed use businesses areas serve the needs of the year-round community. Capturing more of the service and shopping needs of the year-round community is one way to promote development of a sustainable economy sustainability (see **Target Area**). Another possibility is to adopt a home-based business ordinance to allow more people to retain their homes and to work in the community in which they live. The Town also recognizes the need for initiatives to promote job training and skills improvement activities and will seek to promote such activities as evidenced by the establishment of the Hull Institute to promote alternative energy education and research and development. In addition, the Town will seek funds to raise the educational level of its residents thereby increasing the quantity and quality of jobs available to currently undereducated adults.

Transportation and Infrastructure

Conditions and trends affecting the Town's transportation and infrastructure include:

- There is one bus line for public transit, operated by a carrier under contract to the MBTA, which runs from Pemberton Point to Hingham Center. These buses loop through the Town's main road each hour from 6:00 AM to until 7:00 PM. The bus connects with MBTA services at the Hingham Depot, which is an isolated outdoor area.
- Access to the Town by water includes one commuter ferry route, which runs between Quincy and Boston and has a stop at Pemberton Point.
- According to 2000 U.S. Census figures, Hull residents have the longest travel time to work among South Shore residents, averaging 39.4 minutes. A local taxi company operates in the Town but its fleet is small and not handicapped or senior friendly. The limited public transportation has the greatest impact on elderly, disabled persons, and low-income families lacking or less capable of providing their own transportation.
- Summer parking volumes have overwhelmed the town's vehicle capacity and private lots.
- Hull has many waterfront structures including breakwaters, seawalls, bulkheads, and piers that protect and support landside and waterside uses such as public roads, houses, boats, walkways, and transportation linkages. These systems need to be constantly maintained.

Within the beachfront area, the following strategies should be pursued to address the issues noted above: create and adopt programs and ordinances to preserve historic architecture; create site planning and design standards; change vehicular traffic flow patterns; improve the function and operation of parking resources; establish a unified pedestrian network; expand transit options. Within the Town as a whole, Hull should: improve public transit to and from the Town by working with the MBTA and others to increase access by bus, regional rail networks, bicycle, and passenger ferry; pursue means for improving north/south linkages within the Town especially for elderly and low income persons; widen the narrow streets and reconstruct sidewalks to improve pedestrian safety; repair sidewalks to bring them into compliance with ADA standards and to improve their safety; research alternative sources of water and develop renewable energy sources made available by the Town's geographic location. The Town requested grants to develop a parking management program for Kenberma village which will be a model for other business areas. The Town is requesting a grant to bring a ferry into the Town owned Nantasket Pier.

The Town also made strides in building a sustainable transportation system by installing bike racks at 4 locations in Town and securing a Congestion Mitigation Air Quality transportation grant to restore ferry excursion service between downtown Boston and Nantasket Beach. The ferry service is a partnership between the Town and the Department of Conservation and Recreation, the Hull Chamber of Commerce and the Plymouth County Convention and Visitors Bureau. The need to make this waterborne transportation link for the economic development of the Town is cited in all the Town's planning documents including the Ex. Order 418 Community Development Plan funded in part by DHCD. In addition, the Town has retained a consulting engineer who is now designing through an inclusive process the reconstruction of Atlantic Ave.

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Quality of Life

Hull is the fourth poorest of twenty-six communities on the South Shore, with 5.6% of Hull families living in poverty status (2000 U.S. Census). The percent of individuals living at or below the poverty level is significantly higher in Hull than in other South Shore Towns. As noted above, Hull's unemployment rate is the highest on the South Shore, while per capita income is among the lowest. Of the adult population, 25 years of age and older, 785 or 9.9% do not hold a high school diploma. Of the 311 households in which a grandparent resided along with his or her grandchildren, in 27.7% or 86 households the grandparent(s) were responsible for the grandchildren. Of the population 5 years and older, 21.6% are categorized as having a disability, while for Plymouth County and the State that population is, 18.3% and 18 %, respectively.

The Town of Hull recognizes that a community's quality of life is in part a reflection of the community's attempt to improve the living standard for all its residents. As noted in the Hull Vision Statement, the quality of the Hull school system is integral to the quality of life for the town; efforts should continue to insure that students are encouraged to attend classes and to seek the best educational opportunities afforded them from the school system. Also important to quality of life is the need to provide access to all Town services and facilities. The Town will seek funds to remove architectural barriers from the Senior Center including making ADA improvements identified by local boards and committees to insure that there is no reduction in the programs offered to assist the elderly population. These improvements were designed with funds from the FY 2007 CDBG grant and construction funds are now sought to complete these compliance improvements. The Town will work with various social service agencies providing services to Hull residents, including disabled residents, by planning, seeking program funding,

identifying and referring persons in need of services, and providing or seeking funds in order to provide the basic services, facilities and infrastructure including ADA accessibility needed to assist those residents in need of support.

List of Community Development Priority Projects

1. Rehabilitate older housing stock in need of code compliance and energy conservation by continuing the Housing Rehab Program
2. Promote affordable housing and smart growth
3. ADA program access and physical access to town buildings, public recreation areas and beaches, sidewalks, and social services by removing architectural barriers and programmatic barriers.
4. Remove architectural barriers from the Anne Scully Senior Center
5. Construct ADA beach access "A" Street
6. Storm Drainage improvements
7. Sidewalk reconstruction and roadways including ADA compliant sidewalk improvements
8. Acquire/reuse Brownfield properties for future use
9. Town Hall renovation
10. Construct new police and fire station
11. Construct a new public library
12. Construct up to four additional off-shore wind turbines to enable energy self-sufficiency
13. Systematic replacement of outdated sewer pipes and distribution system
14. Create additional affordable housing through use of accessory apartments and potentially subdividing underused housing
15. Develop accessory apartment amnesty program
16. Create more attractive pedestrian environment in Nantasket Beach area
17. Develop a Community Center
18. Develop a Storefront and Sign Improvement Program for town centers/Central Business Districts
19. Establish a bike path
20. Develop linkage plan to improve transportation within town
21. Develop new beach management plan to include addressing long-term issues
22. Create a school resource office position
23. Affordable transportation options for low and moderate income residents
24. Provision of adult education programs
25. Obtain funding to construct a desalination plant for municipal water supply