

Nantasket Beach Two-Way Conversion and HRA Land Transfer



Nantasket Beach Reservation Master Plan
Hull, MA



June 2014

dcr MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION



Board of Selectmen Meeting May 31, 2018



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N NELSON
NYGAARD

 Nantasket Survey
Engineering, LLC

TEC

Public Meetings



2015/2016 – STUDY PHASE

- 4 public listening sessions and presentations

2017 – PRELIMINARY DESIGN PHASE

- Business visits and 5 HRA & BOS public meetings, including October 12 Traffic Commission hearing



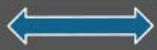
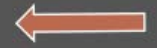


Two-Way Flow Study

Current Street Flow



Proposed Street Flow



-  Existing Two-way
-  Existing One-way
-  Future Two-Way, Existing Street
-  Future Two-Way, Proposed New Street



Two-Way Benefits

- Improves pedestrian safety and access between beach and businesses:
 - Reduces the “speedway effect” between Water Street and Phipps Street;
 - Safer, more comfortable crossings will encourage residents and beach visitors to patronize local businesses
 - Provides an engaging walking and biking experience that will connect the Surfside and Kenberma commercial districts



Two-Way Benefits

- Eliminates current traffic bottlenecks
 - Better protects the Samoset Ave neighborhood
 - Improves access to businesses, parking, and Hull itself
 - Provides balanced patron flows north and south through Surfside that may otherwise not want to recirculate



Two-Way Benefits

- Improves emergency access
 - One-way system provides no efficient alternative route
 - Two-way system provides quicker emergency vehicular access and response route alternatives



Two-Way Benefits

- Realize Nantasket Beach's potential
 - Land exchange provides a significantly better land configuration for HRA's redevelopment potential
 - Improves tax base with a larger development parcel size
 - Encourages year-round economic activity
 - Allows flexibility for street closures and large festivals



Two-Way Benefits

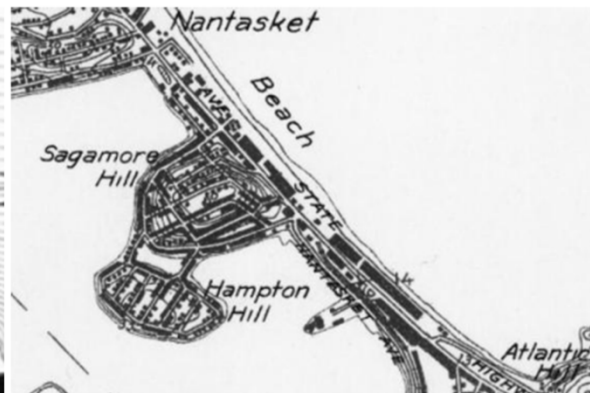
- Enhance existing businesses and create jobs
 - Capitalize on Nantasket's history as a regional destination
- Respond to Town's changing demographics
 - Retirees and new residents seeking more walkable environment and "car-lite" living

1892

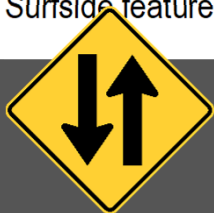


Surfside features a train and several hotels

1936



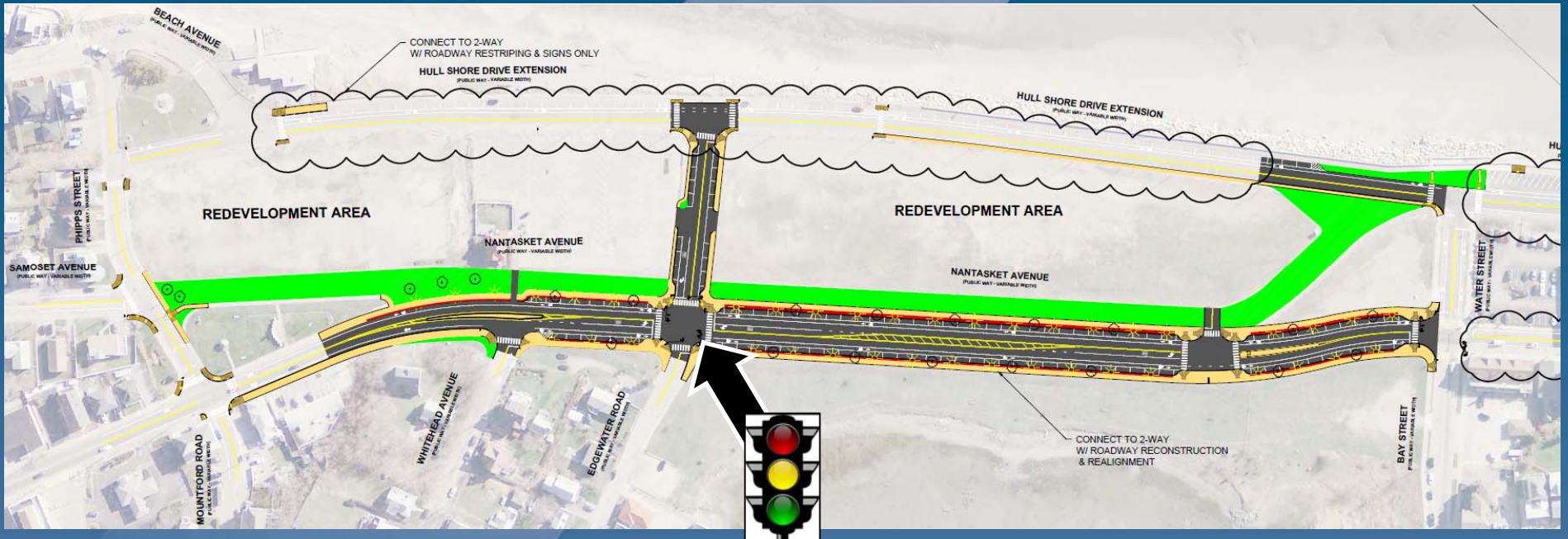
Surfside's Heyday



Two-Way Design – Northern End

New cross street to circulate beach traffic without going through Samoset Ave neighborhood

Limited signs & roadway striping on certain segments



Traffic signal at Edgewater Rd provides egress for beach traffic and a safer neighborhood pedestrian crossing

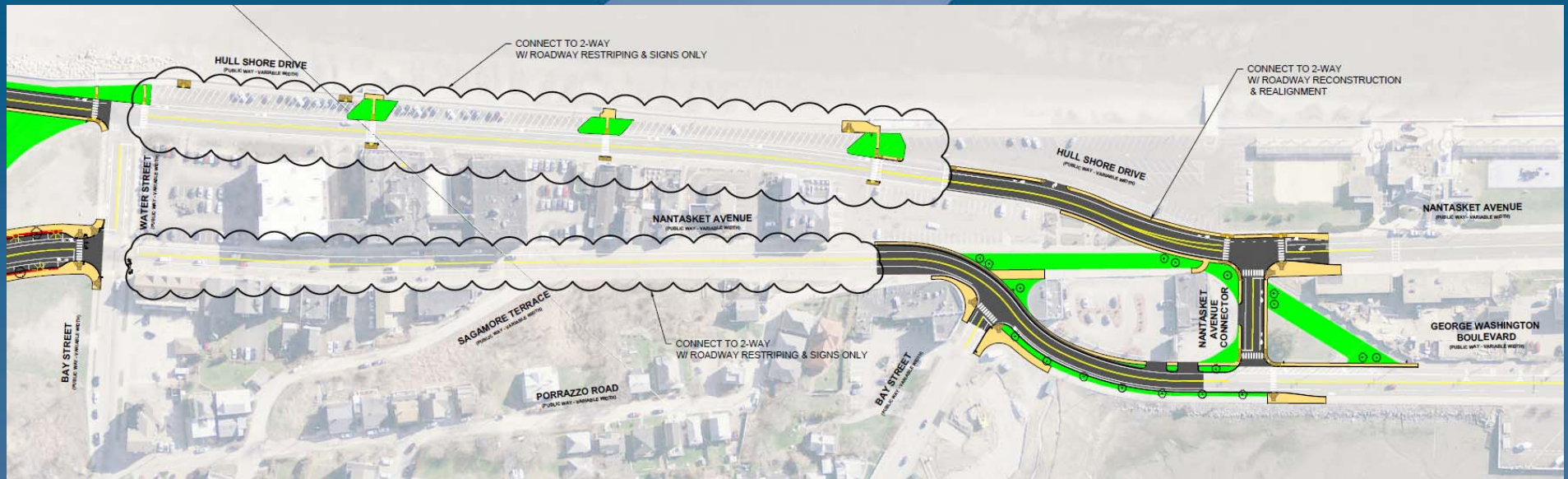
Increases on-street parking on Nantasket Ave



Two-Way Design – Southern End

Provides greenspace and pedestrian zone within Nan Ave segment to be removed

Improves sidewalk connections and changes parking to back-in angled for bike safety



Limited changes to signs and striping in Surfside retail area

Slows beach traffic moving through Miller's Crossing and provides greener streets



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Summary of Two-Way Flow Benefits

- Improves the safety and quality of pedestrian spaces
- Allows for the “right-sizing” of Nantasket Avenue
- Eliminates current traffic bottlenecks
- Improves access for businesses / emergency services
- Transfer of surplus land to HRA will allow new roadway design to activate pedestrian space and knit together Surfside and Kenberma



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Consideration for “Testing” Two-Way

- Certain intersections require physical modifications to give it a fair test (Anastos Corner & North of Water St)
- Many signs, temp pavement markings, and police details would be necessary
- A one- or two-week trial period will not provide a reasonable time frame for traffic to adjust
- When trial period ends – costs and potential safety challenges with going back to one-way



Next Steps

- Consider 2018 MassWorks grant application
- Submit 25% Permit plan set to MassDOT District 5 for preliminary review
- Provide scope to HRA for final design tasks and advance final design for Town jurisdiction areas
- Review environmental permitting needs associated with final design detail and roadway changes, if any



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Article 11 Exhibit



PURPOSE

THE PURPOSE OF THIS PLAN IS TO DIVIDE HULL ASSessor'S MAP LOT 27-035 INTO PARCEL A AND PARCEL B AND TO DIVIDE HULL ASSessor'S PARCELS 27-036 INTO PARCELS C AND PARCEL D. LAND WILL BE EXCHANGED BETWEEN THE DCR AND THE HRA ACCORDING TO THE CHART LABELLED LAND EXCHANGE. THIS PLAN ALSO INCLUDES THE FUTURE DISCONTINUANCE OF HULL SHORE DRIVE EXTENSION. PARCEL C WILL REMAIN WITH THE DCR. PARCEL B WILL REMAIN WITH THE HRA.

APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED.

DATE _____

REGISTRY CERTIFICATION

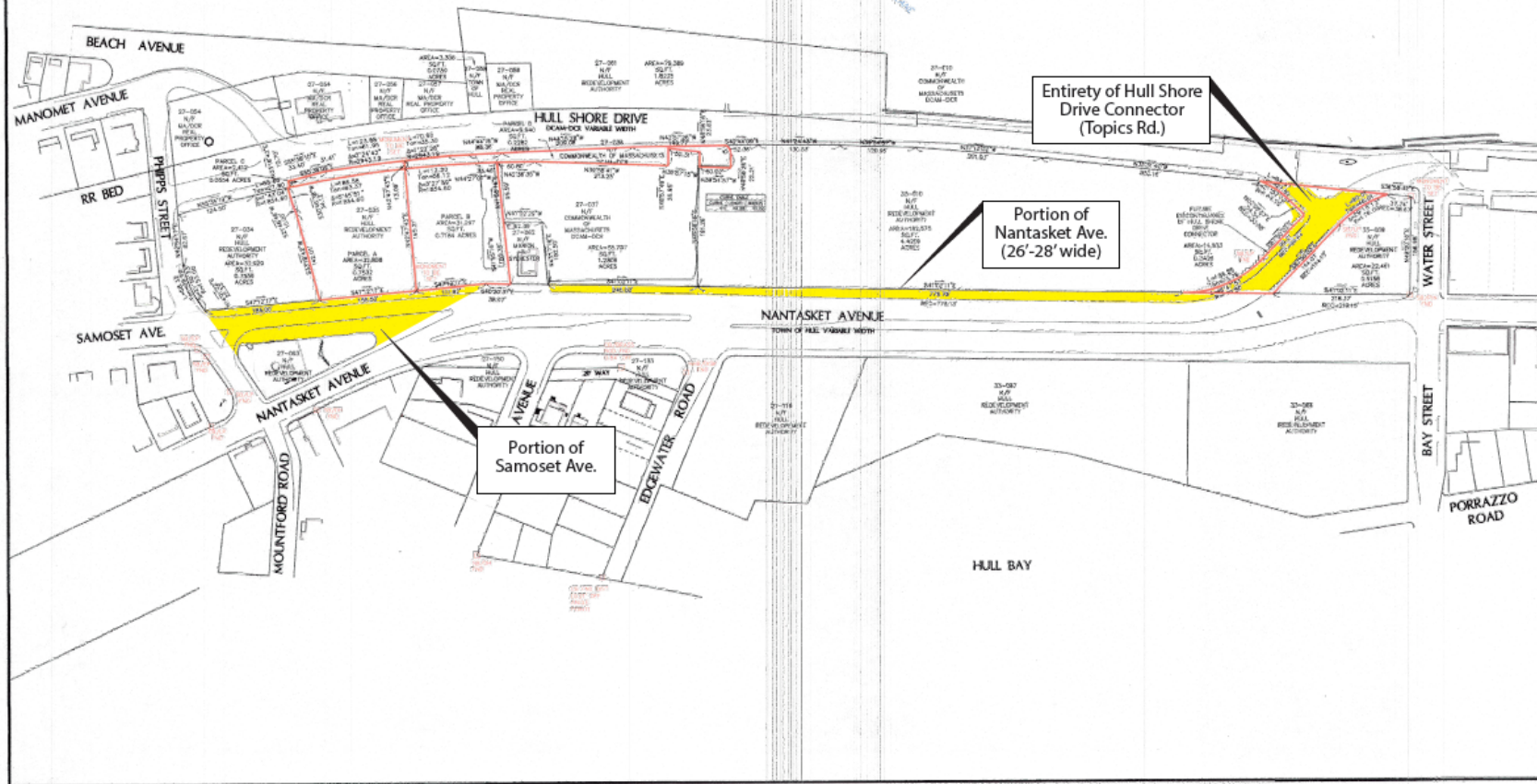
This plan conforms to the rules and regulations of the Registrars of Deeds.

Signed: _____

Date: _____

HULL PLANNING BOARD ENDORSEMENT OF THIS PLAN DOES NOT CONSTITUTE AN INTERPRETATION OF ZONING.

LAND EXCHANGE			
PARCEL	OWNER	PRECEDENT	AREA
27-034	HRA	DCR	0.7559 ACRES
PARCEL A	HRA	DCR	0.7532 ACRES
TOTAL HRA TO DCR			1.5091 ACRES
27-037	DCR	HRA	1.2809 ACRES
PARCEL D	DCR	HRA	0.2282 ACRES
TOTAL DCR TO HRA			1.5091 ACRES



FOR REGISTRY USE ONLY
Project Address
HRA TWO-WAY ROADWAY DESIGN
Hull
Massachusetts

Drawing Title
ANR, LAND EXCHANGE, & CONSOLIDATION PLAN

Prepared For
Hull Redevelopment Authority with TEC, Inc.
65 Glenn Street
Lawrence, MA 01843

DRAFT
David G. Roy #35412

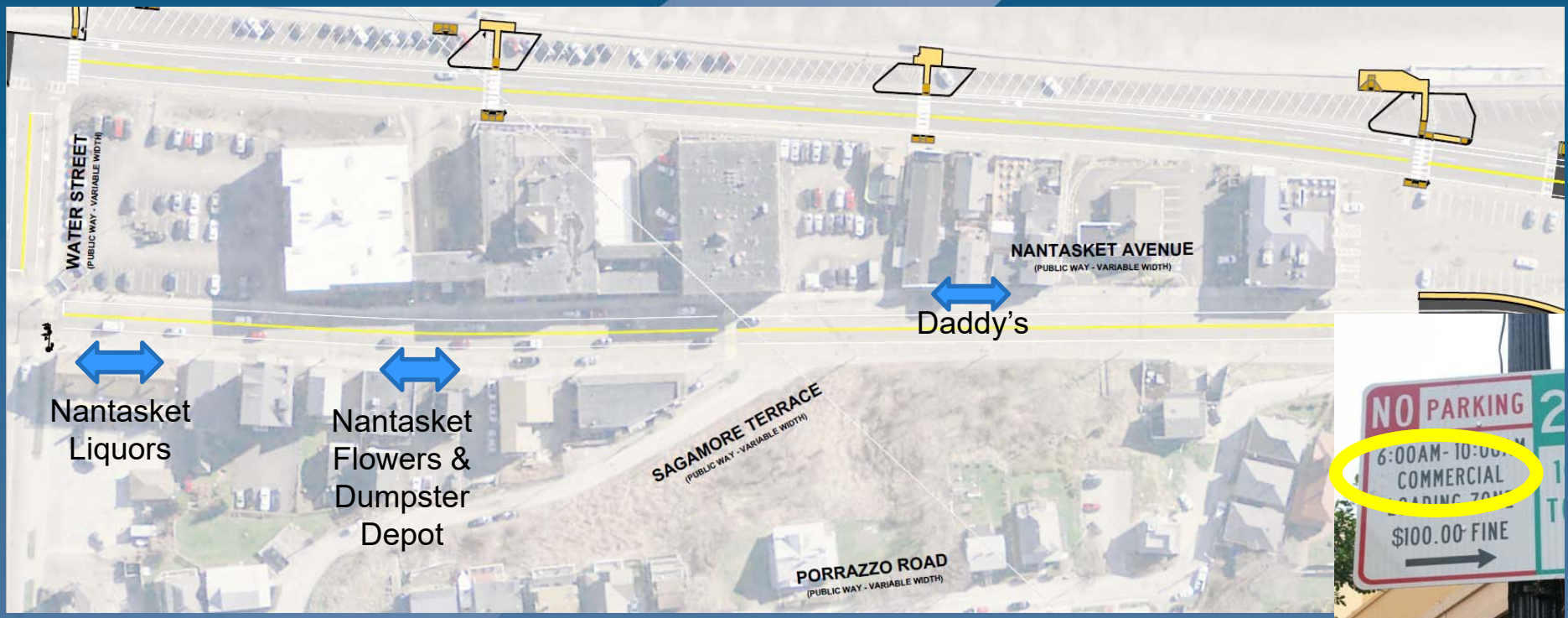
Nantasket Survey Engineering, LLC
40 Edgewater Road, Hull, MA 02045
(781) 733-1701 (781) 733-1702 (fax)
www.nantasketurvey.com

Scale: 1"=30'
0 10 20 30 Feet

Revisions
Date: 1-31-2016 Drawing: **1**
Proj. Mgr. DGR
Design: N/A
Check: DGR
Drawn: AMY DGR
JOB # 1-1993 of 1

Recommended Loading Zones

Time of Day (Morning) Loading Zones



Most on-street stalls available during mornings now



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