

## List of Topics: Comments and Discussion

### HRA Urban Renewal Plan

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Prepared by SCD&P and JM Goldson

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This compilation organizes the public comments and questions that have arisen about the HRA parcels and their future during public forums sponsored by the HRA and held earlier this year. They include input and questions submitted in the "Zoom Chat" for the online meetings. The meetings included a combination of in-person and online meetings and were held in February and March. Summaries with the comments and presentations have also been prepared and are separately available on the HRA website. The list is organized by major topic areas, and is then divided into subtopics. The order of the topics generally follows the frequency of the comments, and also recognizes that some comments covered multiple topics, in which case they may appear in multiple categories. This summary notes responses that were made to questions during the sessions.

#### Topic List

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## Uses

Open Space

Housing

Hotel

Conference/Event Space

Shops and Restaurants

Civic Uses and Public Events

Municipal Uses

Other Uses

## Open Space

- More attractive and community useable open space.
- 70-80% open spaces
- I would really like to see a plan that is 75-100% open space w/little to no development.
- More open space than is in either plan so far. Thoughtful planning of open space.
- Be realistic about the bay side open space.
- Limit over-building; leave more space open
- Open space has been a very loud theme
- Open space except for small development on bayside
- I would really like to see a plan that is 75-100% open space w/little to no development.
- More open space
- Develop the space for recreation, trees, picnics and family fun.
- Limit buildings
- Preserving more open space than either of the two options offered
- More open space, less development
- Concern about open space
- Maintain open space bay to sea
- Large open space
- Maximize open space (rather than corporate profit)
- Expansion of open space
- Expand open space
- Increase open space plan
- Larger size open space than proposed
- More curated open space
- More open space
- This is the last open space opportunity in town and should be preserved as much as possible.
- like the concept of the open green space in the middle of the development...it can be marketed as the Nantasket Beach Town Center.
- More open space
- To develop the land with open space! We can find a happy medium!
- Open space plan; parking not counted as open space
- I'd like to see nothing built in these spaces.
- More open space.
- Open space
- Lots of open space with access to ocean and bay views
- Parking is not open space.
- What is your vision for open space?

- If buildings are built around greenspace new residents won't like it. It won't be a community green space.
- First thought- love seeing Bay and Ocean. But now excited to see how space could be used.
- Different % of open spaces- Opportunity to have even more open space
- Has 3 parks - good
- Basic concept with the central park is awesome.
- Want community fire pit all year.
- How about an ice skating rink?
- Also, other passive recreational space – like Miami Salt Beach has an outdoor fitness area. Can see this in commercial spaces along the central green. Then instead of only facing the central park will have 3 sides of green space and open space.
- Want a skating area too.
- Maybe get up to 80 percent open space
- I love the green space incorporated
- Sad to think we will create a one-acre view from sea to bay as a way to maintain the unique value of this space. Open space is a commodity that communities are clamoring for.
- Struggling to think why all the open space is on the Bay side. Want to see if there is a way to open this view up from the Bay to the sea and expand this.
- Can't we please leave that incredibly special open space open. If parcel 2 was open and you moved the hotel to the way other side close to the left of the parking areas. The beauty of their town is that there is a place on the planet where you can see bay to ocean.
- We want to see a lot more emphasis on open space.
- Whenever this comes up so many people get upset by the proposal to fill that with open space. Now I'm concerned too.
- This is right up against the shoreline and is in the tide zone. Counting this land as usable space that is under water every day. Draw that back so people can see that even if you expand the road – let's be honest about how much open space there is.
- Appreciate the comments on open space. Would like to see an open green space. Understand why we have these plans, though and that it takes money to do the open space. Despite this it still feels like too much development. Want less development and larger green space. Don't want to overbuild.
- Has there been consideration of leaving a MUCH LARGER area open? Parcel 2 completely open next to HRA parking lot .
- I would like to see an Option 3 that maintains much more open space. Move boutique idea to far left. Make Parcel 2 totally open net to parking lot. The current green space is the middle is much, much too small.
- Seems approx. 20% of public space presented is in the sea tide zone. Quite misleading in terms of open space available for open use..... or do you plan to fill that in?
- On the Bay side, I mean. The public space presented is quite underwater by the tide.
- How about leaving the HRA land totally or mostly OPEN with a Hatch Shell Stage and Park like in Boston. Inviting performers all summer long. Talk about a destination!! In the winter, fill it with an Ice Rink (think Frog Pond), sell hot cocoa, rent skates. Again... bring folks and investment and \$\$ into town with something that adds to the community and character — and the local businesses.
- In the diagram with general areas encircled, the open space between mixed use areas was larger - in subsequent diagrams, the hotel area was enlarged and that open space shrank!! That open space between surf and bay should be LARGER!
- Another comment by a resident - the diagrams include tidal flats as part of the public open space!! It looks like these diagrams are deliberately misleading.
- Has heard recognition of environmental concerns and climate change/sea level rise but wants to point out that they haven't heard anyone talk about the weather at the HRA Parcel. Encourages the

consultants to visit the property during a Nor'easter to understand that you cannot walk through the property. Rocks and sand come up from the beach from the tide.

- Would like more open space. Would like to see the project be 90 percent open space/parking and ten percent building footprint, thinks this can be achieved through eliminating light blue townhouses.
- Would like Parcel 3 and 4 to be open so the wide space from the bay to the ocean remains open with the view. Would like to flip the design.
- Parcel 6 is open space by default, as it is an Area of Critical Environmental Concern. This is protected property and the HRA should not be looking to increase use of the property. It is not flat and therefore is not conducive for the types of activities proposed. Would like the HRA to go back and reconsider what is counted as open space in their calculations. (Response: With the two-way road changes, Parcel 6 will grow by 22-27 feet in width, making it larger and more user friendly.)
- This is one of the most beautiful strips of land and it is painful to think the skyline and terrain will be marred. Routing for as much open space as possible.
- Please honestly show Parcels 6 and 7 next time you show it as being underwater except during low tide. OPTION 2 presentation is disingenuous.
- More Open Space is needed for the entire town.
- We do have an issue, when people own whether it be a condo or a home the new residents start to claim the open space as residents only, how will you prevent this from happening?
- Would like a little more open space. I like the pedestrian walkthrough, green parking lot & bandstand in the bayside park.
- Desire to keep it 100% open; really one of the last open spaces in Town
- "Development" doesn't have to be buildings; could be open space development
- If it cannot all be open space, the open space should be continuous to maximize open space
- Keep space between the bay and ocean open
- Intergenerational open space
- Fountains (like the Greenway in Boston)
- Semi-permanent outdoor recreation games (e.g., cornhole, kan jam, chess tables)
- Open space doesn't just have to be grass
- Can we see more renderings/designs for open space options?
- Is the beach part of the open space and its percentage?
- Concern about counting beach/tide zone/Weir River as open Space
- Open space is "development"
- Change parcel 1 to open space and parking; tie into Samoset Road
- The HRA needs to take seriously the idea of Open Space as a viable program and engage a landscape architect to do a comprehensive open space analysis and design
- Hull is one of the most densely built communities in all of Mass. And this is the only open parcel, it needs to be preserved.
- Bayside open space is not programmable due to its ecological condition. It has value to the community as a wild place rather than the setting for passive or active recreation.
- Alternative open space not considered like Lawn on D, Arsenal Park, etc.
- Uniquely open space in Hull is not available in any other community - why disturb it?
- Mudflats — not really any use - should not be part of 68% open space
- The open space should not be split up into segments, but be contiguous
- The open space calculation should not include the beach that the HRA owns
- It is important to be able to see what the open space would actually look like, with a more advanced design.
- Don't develop any residential uses, leave the site entirely as open space.
- The open space should include active recreational facilities like basketball courts, a skatepark, or a spray pool.

- This open space should provide active alternatives when the beach is narrow at high tide and only the boardwalk can be accessed.
- This is one of the most beautiful beaches in New England.
- The HRA should engage an event planner to activate the space.
- Parcel 2 should not be developed, but add to a continuous band of open space.

## Housing

- Workforce housing but 70-80% open spaces
- Replace hotel with low height housing
- No luxury condos ...more affordable condos.
- Limit residential buildings.
- Replace 76 residential places (not studios) and no more.
- Smaller housing units that fit our Town.
- More affordable housing
- Reduce the number of housing units to reflect the number of housing units that were demolished 50-60 years ago... not an increase.
- Less residential space
- I'm glad to see a more options for people who don't prefer to live in single family homes.
- Dedicated housing for seniors
- Replace hotel with low height housing.
- Do not prioritize condos/apts/townhouses!!
- Don't have to have housing
- Want opportunity for more affordable housing especially senior housing (Housing Authority)
- Plan 15% requirement for affordable
- Existing senior housing is pitiful - if we have any housing it should be senior
- Suggest considering the development of workforce housing – not just the 15 percent affordable. 1/3 market; 1/3 moderate; 1/3 low income. Mixed income will better serve the town on this land. The town and the people could get behind a greater mix of affordability and that would serve economic development.
- Workforce housing – want to see this. Also like the idea of going beyond the standard for affordable housing.
- Even underlying zoning would allow 150 units but would be good if keep it under 100.
- Makes sense for bay side to be deed restricted because ACEC on bay side. All open space should be deed restricted.
- Bay side park is sloped and narrow and rarely enjoyed by the beach going public. Half of the day the tide is out and it's muddy and you can't get into the water. Used more for dog walkers and geese.
- Bay side park – she lives near there. Grassy area not affected by the tide. There is still an area for open space and community interaction. It's not that small and it will get larger in this plan. That is a lovely space. Sometimes the east wind can get very cold and you want to move off the ocean side then you go to the bay and better. Looking at World's End and the sunsets – are fantastic. She thinks it's a great spot for open space.
- What's the story w that random private house there?
- Disappointed to see Parcel 1 taken out; thought townhouses were particularly attractive, offering different housing options.
- Decrease residential units... decrease housing. We have enough units in town.
- Is there a way to ensure the residences can be sold to year-round residences. I feel to make the businesses work, you need these residences to not empty out in the winter. In addition, many long time rental residents like myself struggle to buy due to so many homes being snatched up by seasonal home owners.

- Please take out the homes on shore drive.
- The condo's will be sized for only as you called a "transit" market base patrons.
- Affordable senior housing in North Parcel and Parcel 1; others concerns about seniors living here during storms
- Is there a way to require zero-step entrance/accessible housing?
- Should go somewhere else, maybe where the town hall used to be.
- Affordable housing — how much is being built? Is this the right location? Where? Town Hall
- Rebuild neighborhood/single-family houses
- Affordable housing — fear of flipping/deed restrictions; over 10 units --> require 10%
- 36% housing distress
- Housing problem — how/where solve?; hugely important; not on the HRA site
- 11 participants in one breakout group voiced a preference for no housing development. 1 participant voiced a preference for including housing development.
- What is the purpose of more housing?
- Affordable housing should not be included for people who haven't worked hard all of their lives. Why would they get to occupy the new buildings?
- "Affordable" housing vs. "low income" housing
- Price point not targeting the "average job" for condos
- How do senior housing units get incorporated into place?
- Eminent domain removed housing so it needs to be reinstated
- What is meant by "affordability" for the housing?
- What will be the unit sizes for the housing?
- Could the housing contribute to the goals established through the MBTA process?
- Could the affordable housing be provided off site?
- There should not be any more housing here.
- If there is housing here, it should be rentals, not condos.

## Hotel

- Replace hotel with low height housing
- Occupancy numbers for existing hotels should be readily available
- Careful consideration of hotel/event space/parking.
- Do surveys/studies with local large companies to understand their interest in meetings on weekdays.
- Inn Hotel yes.
- I would like to see a hotel.
- Hotel only.
- Hotel- If want economic stability - will get it from hotel guests- support restaurants + room tax
- Like the idea of new growth and hotel idea.
- Can we revisit option 3. Removing the hotel?
- Get rid of hotel. Why a hotel?
- Hotel is going up on piles?
- Hull residents have commented several times they don't want another Hotel.
- 65 units is not boutique.
- Canvass the other hotels to get their opinion on numbers, etc.

## Conference/Event Space

- There should be numbers from existing hotel of when there is an event such as a wedding how many people can they not accommodate and where do they send them
- Careful consideration of hotel/event space/parking.

- No more conference space. The resort doesn't even use theirs
- What about hotel/ inn space with a conference center and an indoor sports complex that's only 30 feet tall at max? Something very similar to The Weymouth Club. Swim lessons, indoor tennis, physical therapy, private trying lessons, music lessons, bistros and cafes and small clothing shops. With the surrounding towns being sneaky developed why not give them a place to come and spend their money? \$150/hr. fir private lessons wither sports training or music or therapy. Monthly memberships tax revenue to town and the entire community can use the facility if they want. New money is moving to the south shore, let's give them a place to spend it!
- I would like to see convention space.
- Commercial and restaurants in town are already having trouble staying afloat, how will this new retail and restaurant space do?

### Shops and Restaurants

- Increase business at Hull shops and restaurants.
- Too much retail/with so many vacancies
- Cafe yes.
- Small food trucks
- Shops struggle staying open nobody comes to Hull to shop
- Commercial aspect not huge-few shops and restaurants
- Important that commercial is near commercial and residential near residential. Keep it separate. We have commercial vacancies in town. This may have the same vacancy problems that we have throughout the town.
- Food truck area
- Have a food truck row/farmer's market in the space.
- Not have a permanent structure on the site, allow for transient activities.
- Don't add commercial space until the existing empty storefronts along Nantasket are filled up

### Civic Uses and Public Events

- Love the idea of a hatch shell event space with solar roof!
- Community fire pit for gatherings year-round vs 1-day bonfire
- Recreational area planned on bayside is not adequate. Beach side is preferable for most
- Amphitheatre with a solar array over it
- I wish the space was used for SUBSTANTIALLY more open space like a Hatch Shell in Boston filled with concerts and acts to bring tourism to town and customers for business.
- Outdoor music
- More emphasis to community space
- Something that helps the community and draws neighboring towns such as sports complex
- Recreational area
- A bandstand offering shade, an elevated viewing platform, picnic tables, a playground, resources for food trucks.
- Stage for concerts at Phipps end w open lawn area bordered by low hedges / seagrasses to discourage geese.
- Benches.
- Game tables (chess/ checkers).
- A community fire pit (gas) as a gathering place, which can be used throughout the seasons instead of a 1-day/year bonfire.
- Splash pad for all ages, esp. toddlers and seniors (who might not be able to use the beach).
- How about a big roller coaster?
- Community sports complex (possibly as part of Inn)

- Don't want to lose Bonfire and Carnival Space
- Still want to have fire pit.
- Could have a few acres for the carnival and park and connections.
- Disagree to have the carnival on the residential side.
- Think an outdoor amphitheater with solar ray high above with parking lots with electric vehicle parking and skate park around the amphitheater.
- Concern about dual use for events and parking, questioning where people will park during events. (Response - Parcel 7 could be used for parking during events/festivals, could also direct parking on the grass for occasional events/festivals.)
- Interest in adding public restrooms and/or outdoor showers to the plan to accommodate intended density and use of the space. (Response: DCR does have bathrooms currently and the HRA is willing to consider this addition moving forward. DCR's 2016 Master Plan lists a new bathhouse at Nantasket Beach that would be fully funded by the state.)
- Public events there? I think not...residents do not want public gatherings nearby.
- Place for the community; Community fire pits
- Public common or square for the town
- Music, theater, art (like the rose Kennedy greenway)

### Municipal Uses

- Blue area - set aside for municipal use. Not part of development concept.
- Municipal use site. Concerned it may be a building. Want it to be open space- game tables, shade features...
- Let's be really thoughtful about the communal space.
- Would like to explore Parcel 9 and inquire about the intention for municipal use. Feeling that there is a secret plan that is not being shared with the public about what municipal use will be, like the senior housing at Town Hall that is being hidden from the public. Need the HRA to put their cards on the table for what is being considered. There is limited space to build what we need for the community. If we need to reserve that space for the community, then the HRA needs to tell the community that. (Response: Parcel 7 is designated for municipal use to show the size and scope of what could go there. It's a idea with no hidden agenda, just providing what the possibilities are. There is no plan for Town Hall yet, just some conversation about potentially moving it to the Middle School but there is no secret plan.)
- Is there thought to putting a community building up? Is there really a need for another hotel so close to the existing hotel? What is the timeline for the project? (Response: A community building is something to consider, potentially with public restrooms.)
- Please take the municipal use out of parcel 7.
- What municipal use would be used on Parcel 7?
- Community center (two-stories)
- Community center
- Senior facilities
- Municipal uses if built should focus on community, seniors, fitness, green space - useful amenities like a dog park, basketball or tennis etc.
- Add a community center for public meetings and other uses

### Other Uses

- I would like the HRA to explain why they already negotiated a long-term lease on the Bay Street lot. It takes an important parcel off the table for the master plan.
- General question about parking leased to hotel in Parcel 5 and why that is considered parking on these renderings



- Drive in movie theater in the parking area
- Recreation/commercial use

## Circulation

Cars

Pedestrians

Bicycles

Shuttles, Buses, and Transit

Revised Two-Way Street Network

### Cars

- Careful consideration of hotel/event space/parking.
- Safe car traffic
- Traffic light?
- Circulation — Edgewater ext. — parking egress
- What about traffic impacts of adding housing?

### Pedestrians

- Safe pedestrian
- Great place for some level of traffic control including Pedestrian Phase
- Traffic lights? (Responses: at playground; traffic lights will usually green except when pressed for pedestrian crossing)

### Bicycles

- Safe bike
- Bikes lanes- what type?
- Make sure the section that the HRA at Hull Shore Drive extension is able to be widened enough to incorporate the 2- way bike lane along with the board walk and enhancements in the DCR master plan.
- Start working on an option 3 and eliminate all structures along Hull Shore Drive to widen that and coordinate so the 2-way bike lane can go the whole way past the Red Parrot so board walk can be widened.
- Like the bike lane and that it's going to be wider.
- Is there a plan for bike paths?
- Hope you include bike racks for bikers!

### Shuttles, Buses, and Transit

- Frequently looping "airport-type" shuttles buses for non-residents.
- Add Solar Personal Rapid Transit
- Interested in solar personal rapid transit. 24/7 station – every hour of the day and every day of the week. It is a big piece of the solution to what's happening to the climate. It's hugely important. Can cut 43 percent emissions in MA from transportation and make this a safer place.
- I'd like to suggest asking the two companies developing Solar Personal Rapid Transit to make presentations to the HRA and its planners to see how it might create vitality and allow use of Parcel 1 for residential use rather than parking and support all of the proposed uses. The two companies are JPods and Transit X. I can also provide info. Judeth Van Hamm 781-635-7749 one@hullportside.net
- Solar Personal Rapid Transit would also make the road ways safe for pedestrians and bicyclists as well as improve access to the site.
- For Solar Personal Rapid Transit contacts go to [www.jpods.com](http://www.jpods.com) and [www.transitx.com](http://www.transitx.com) Also for a quick introduction, enjoy the Solar Mobility Song YouTube. Thank You for your work!
- Concerns that satellite parking is not being considered enough. Because the MBTA Communities law is being forced on Towns, the state should provide funding for local transportation to increase connectivity. There are whole parts of Hull that are not on bus routes or near the train. People are

disconnected. (Response: Agreed, satellite parking is great. The HRA historically provides funding for trolley busses around Town. The Town is looking at ways to extend an MBTA bus line through the area or use a local trolley/ferry system to increase access.)

- This is a concept people are familiar with in other tourist-destination area. Like when someone goes skiing, they don't park on the mountain. There is a system to get them there. People are familiar with the concept and know how to use it. (Response: Connection from DCR parking lot to Front Beach. The HRA wants to explore more shuttle busses from commuter boats and train service.)
- Bus depot/drop-off
- Why isn't there a ferry link to Nantasket Pier? (answer from another participant: because it is too expensive to dredge a channel).

#### Revised Two-Way Street Network

- Two-way traffic doesn't seem to be the solution to traffic. May make it worse.
- The two-way road solution omits considerations that were brought up tonight, re: parking holdups and emergency vehicle passage.
- Concern about traffic patterns
- No roundabouts
- Two-way road – showed how stopped at Water Street. DCR supposed to do this area all over.
- Will these traffic changes – can they happen regardless of if the development happens? (Response - Yes, there is independent utility from the 2-way flow so it can happen without the development. Some significant funding can be an opportunity with the development.
- Traffic is a major concern. The one-way traffic or days of beach days we often have problems with the traffic problems in the community. The traffic plan presented tonight is inadequate – the short streets that go left in both directions, that is not the case when you are trying to pull into traffic on a rainy day. This is a major concern.
- Questions about the 2-way road plan. The block where the hotel is – if people are parallel parking won't people have to wait and that backs up traffic more. How will emergency vehicles get through? Corner at Nantasket – moving cross walk – all people getting out of town will still be able to go. If moved to other side of street everyone can move across Cumberland Farms and cross safely. How many people 5,000 s.f. would attract. The other spaces would suffer if all parking spaces taken up for a convention. Could make it inaccessible to those places. The area by Phipps Street could be fixed up with plantings that could be moved. Doesn't have to be empty and bare with telephone poles. Should improve the look in the interim.
- (Response to previous comment - 2-way flow and parking maneuvers – today there is double parking issues but when we convert to 2-way then there may be occasional lapses where folks have to wait for a parking maneuver to occur. There are certain areas that would be unimpeded for outside flow. We would have potential for one parking lane to have some impacts to traffic flow but they would be sporadic.
- Response to previous comment - (Emergency – any of the new signals would have Opticom to give them a green light and this would allow other flow benefits.)
- Can the road plan include a look at making BAY/Hampton Circle one-way? The way town does it during severe snow storms. In at Dunking Donuts, out at Breadbasket Bakery. Would reduce congestion in our little streets and card driving up new sidewalk edges/new roads.
- What happened to the transportation arguments to make old streets from two-way to current one-way? What's the relevance to today's arguments?
- The conversion of Hull Shore Drive to a busy 2-way street raises concerns about pedestrian safety.
- Why are we changing the roadways now if Hull Shore Drive was a solution to the wide Nantasket Avenue problem?

## Parking

Seasonal Parking

Resident Parking

Parking for New Uses

Other Parking Comments

### Seasonal Parking

- How many parking spots for tourists to visit Hull?
- Parking for residents only. Partner with state to utilize parking at trains stations (Cohasset & Nantasket Junction) with frequently looping "airport-type" shuttles buses for non-residents.
- Satellite parking - Cohasset
- Lose the dirt lot
- Chase more beach parking
- Force non-residents to park in satellite areas.
- The parking is really going to be detrimental to our community. We need a lot more people to share our beautiful town – when you say 500 parking spaces it's 2,000 people coming and bringing in trash. They are not as kind when not their home.
- What is the status of DCR parking lot. Would be a key parcel to have under control. (Response: DCR does not want to give up parking here.)
- Satellite parking at the train stations (increase train station parking revenue)
- Parking designated for residents only based on the resident stickers.
- Concern about parking that is being taken away (existing)
- 225 would have to move to GW lot.

### Resident Parking

- How many parking spots for residents?
- Clearly identify parking available to residents and where that will be.
- Residents and guests of the developments?
- Less concerned about it for residents or not.
- Parcel 3 is very small and will be overrun by residential units parking.
- Would residents get free parking at GW lot or another beachside lot?

### Parking for New Uses

- Loading zones and truck parking, dictate time of day, should be off road, specific locations identified
- Would the function facility have adequate parking? (Response: The development is self-sustaining with its own parking. Option 2 would retain roughly 200 parking spaces. The peak need is 8-10 days in the summer. Managing the parking on those busiest days is recommended as well as better public transportation.)
- There is already a hotel that doesn't have enough parking and the Town had to rent the hotel a portion of Parcel 5. How do we know the next hotel will have enough parking to meet its needs?
- The existing hotel lease a parcel you have in your plan, at this time the hotel is leasing parking off the HRA, parking demands why do you think with a new hotel these same issues won't arise?
- Do the current parking quotes include the residential/commercial parking? How many public vs private/reserved parking spaces will be in Parcel 2 & 4? How many spots will be publicly available?

### Other Parking Comments

- More parking
- Why not lease out some of the parking? Why does it have to be all or nothing?
- Ok, if it reduces some parking spots because it will increase pedestrian, biking, and public open space.

- Want bike storage.
- Parking needs to consider electric vehicle charging station.
- The HRA's 2020 report states that the HRA lot was 900 spaces and the DCR lot was 122 spaces which contradicts what this presentation stated about parking spaces and net loss. (Response: The maximum number of parking spots was reduced to 500 when COVID began. The Select Board has made this Will the HRA revisit/revision its mission? This shouldn't be led just by economic interest. The vista is priceless, decision permanent and so net loss was calculated using this number. Option 11 would allow for 275 new spaces above what is required for the development based on zoning.)
- What is the on street parking mean? Are you using on street parking for your additional parking spaces?
- Having a multi-level private parking structure that can help finance the open space and leaves more open space. (No fee for residents, also includes solar panels and green space on the roof.)
- Permeable parking - great idea

## Environment

Sustainability

Resiliency and Climate Change

Impacts

### Sustainability

- The HRA area was impacted by flooding which led to the degradation of the area.
- Protection of surrounding neighborhoods from flooding and environmental impacts.
- Net Zero
- Passive house buildings
- Creating clean energy
- Public spaces with solar panel pavilion
- Look at resilient award winning community designs from Aga Khan
- People long after us will have to live
- Should be flexible resource rather than fixed spaces
- Pilot beach nourishment plan too.
- There is a huge opportunity to lead with sustainability such as with passive house standards.
- There is only one other passive energy hotel in the nation.
- This would give you a great opportunity for grants and it's helping the environment.
- If it is self-sustaining, it would have power when electric power goes out in rest of town and can really benefit the community.
- There is a ton of money in green infrastructure, and this could help the town.
- Appreciated the comments about future thinking and sustainability and charging spaces.
- Grass, where's the water coming from to water it? There were trees before but died. Irrigation?
- We need plants/planting that survives the environment and follows the character of the area.

### Resiliency and Climate Change

- Focus on resiliency.
- Development that supports the beach and is flexible to climate change
- Rising sea levels will continue to be a threat.
- Improve coastal resilience of entire area
- Work with other Town Boards on resilience
- Resiliency that exceeds state requirements
- Adaptive space that can work with water coming in
- Prioritize resiliency
- Concerned about flooding and resilience
- Woods Hole Report: report not favorable of how this would work well
- Why put people in places that will flood?
- Can have a dune system and segway into town area.
- There is a major climate adaptation project going on in Hull. We are struggling with tides that are raising water across the playground 3 feet and isolates people on a peninsula. Idea we will get through this looking at commercial work arounds for environment by raising buildings feels short sighted. Let's slow this down and take what we've been trying to do so.
- Appreciate the comments about open space and the rising tide/global warming comments. Looking at how much development happens on that site and that is being done is important.
- An ice rink in the winter you could offset the waters that are flooding in the neighborhoods when there is a storm, and this could help the entire town by building that kind of infrastructure.
- Why pursue this plan if Woods Hole says it's not viable?
- Look at high tide percentages.

## Impacts

- So they will have foundation will be down to the ground, that can effect the flooding of abutter's homes.
- What are the traffic impacts for supporting families and visitors, etc.?

## Economics and Funding

Economic Impacts

Costs

Funding and Revenues

Feasibility

### Economic Impacts

- Have any cost-benefit assessments been done?
- Consider how the Town can attract visitors and revenue
- Add financial impact, consult Mass Developers with ties to town, density on south side
- Economic development
- Strain on infrastructure is concerning, the town has needs for new police, fire, and town hall development.
- I would like to see disposable income.
- Economic Development is needed. This parcel could set the tone for what the town becomes.
- Economic Development opportunity- activity
- Entrée to get developer to do this
- Increased value for properties
- Tourism, Resorts - economic development
- This will help us with the property taxbase - tourism dollars.
- Want to move forward with option 2
- Can't we build something that brings in more economic growth-give them place to spend money, lots of wealthy people- train kids- music lessons, baseball
- Tax revenue- property tax benefit
- This development is giving revenue to the town. It would be good to know how much. That could help justify the project.
- Question regarding the projected revenue streams to the Town based on this development proposal, suggesting that it is difficult to ask the Town to support a project when they don't have the full picture including that infrastructural costs the Town will be responsible for and what revenue development would generate for the Town. (Response: The HRA has not yet done this analysis as they are waiting to finalize the Urban Renewal Plan to accurately estimate revenue, but estimates \$30,000-40,000 per unit. All infrastructure costs will be bore by the development. Both light and water have stated they have the capacity for development in Hull.)
- I disagree with Bartlett's assessment of infrastructure impacts. The developers will pay for impacts and increases? No. We will. Impacts of overdevelopment to sewer / water and town services are understated.
- There are 3 of us online here. If option 1 enables the town a better balance of revenues to support the other needs described, then I think that should be back on the table. I support more housing and shopping, balancing views of course, which would provide year round use as opposed to parking which will most likely be used for the busy beach days (which were described as approx. 3 per year). Thank you for all of the hard work put into this.
- When you complete your development who takes the profits from the sale. HRA? Town? Would you be open to selling open space to conservation?
- Clarify whether we need new development to fund transportation efforts.
- What are the tax consequences of this development to current residents?
- Why is there more pressure to have this land create tax revenue when the current homes/home sales are bringing in tax revenue?
- Generate money from tourism (needs parking)



- Utilities demand of the planned development already strained with Hingham growth (sewer/electric/water)
- Highest, best use
- There needs to be a blend of open space and other uses to create revenues to support public improvements and benefit the Town

#### Costs

- Identify all costs to town vs loss of money from parking revenue
- What was the cost to the town to acquire the land back in the sixties?
- Developers pay HOA fees or other fees to maintain open space.
- Will the development and funding resources be adequate to pay for the infrastructure, such as the sewer capacity?
- What are the maintenance costs?

#### Funding and Revenues

- In terms of developing this at all- why can't the money that has been received for the HRA and allow it to be open and recreational space.
- Concerts alone could provide the revenue for the building and maintenance while still getting grants for the new traffic patterns.
- The money & time that has been spent on planning - could just be a flexible space!
- But who would pay for it? (Response plan provides cross subsidies for the public amenities with over 60% open space)
- Like the idea of a developer pay for these improvements.
- Seems like the developers involved with this plan (consultants, town officials and HRA members) are all enthusiastic about maximizing developer profits and tax revenue.
- Maura Healy announced plans to increase DCR budget and participant noted that Senator O'Connor recently read a letter from DCR in regard to the agencies goals, stating that the DCR intends to fulfill the 2016 Master Plan. Participant called on others to advocate to the state and DCR for funding for Nantasket Beach bathhouse upgrades.
- Concern about waiting for the plan to be finalized to conduct revenue analysis. Revenue streams need to be calculated before finalization to inform decision-makers. There needs to be enough money to create the property and maintain it. (Response: Looking to provide a baseline for the April meeting, hoping by then there will be a better idea of the total unit count.)
- So a net loss of 225 parking spaces? What does that represent in revenue??
- "More open space will be funded by development" — managed by Town Staff? Recreation Dept? That statement needs clarification.
- Please address the revenue stream to the town.
- "Development" doesn't have to be buildings; could be open space development
- This is going to cost money, where does the money come from?
- How self-sustaining will the buildings be? (insulation, energy, water, etc.)
- Money for open space; parking paid
- Financial analysis — market value, critical to evaluate
- What uses can pay for open space? What will the financial analysis say?
- What is the percentage breakout between open space and revenue generating space?
- Alternative revenue generation from open space rather than housing
- Minimize the development and have just enough to support the open space.
- There should be a balance of funding sources so that the public space is dependent only on revenues from the site uses and development.

- The financial evaluation is extremely important, to determine how much development is needed to support the open space.
- What is the assessed value of the HRA property?

### Feasibility

- Put plan in context of market needs
- Financial underpinnings
- Market studies?
- How optimistic is the board that this development can happen? (Response - Feel very optimistic because it meets the town's goals. We took 30B path before and now going the Urban Renewal Plan path and this provides more of a program.)
- There are 2 hotels. What is the occupancy rate of those over the past 10 years. Does it justify this.
- Does the existing data on occupancy rate of those existing hotels support the need for these hotel rooms?
- The project is interesting, unsure if the Trustees will support because everything will be blocked. There are at least three other large condo projects going on in Hull (old restaurant, old aquarium, boardwalk). With 300+ condos slated to be built in addition to this project, what study has been done and completed by the HRA or the consultants that indicates more housing is necessary, welcomed, and will attract people to the Town by implementing this project? to the Town by implementing this project? )Response: Only one of the three condo projects listed has gone through the permitting and development process, the other two have not reached that stage yet. They might become condos, but together would only total 180 units. There is a housing shortage in Massachusetts. Right now the HRA parcel is zoned to allow for 300 units. The HRA is trying to prevent 300 units from being built on the site. Through the URP they can determine what can and can't be built there. The URP is one of the few projects in Town that is going to require affordable units. There was also a consolidated work plan done in 2020 for Nantasket Beach that discusses housing.)
- General question about the vacancy/use rates of the existing hotel and commercial spaces. Is there a documented need for more?
- Was there a real-estate company hired to do a study to calculate real-estate values and revenue for the town? Was that information biased?
- What's the supply and demand for the hotel and housing?
- Is mixed-use feasible?
- Has there been an accurate analysis of the hotel vacancy rate?
- What pending developments of new units? Is there actually a need for more condos?

## Design

Views

Character

### Views

- Increase view of bay to sea than what was shown today
- Revisit sight lines affecting existing residential spaces, relocate potential development to lowest impact points.
- Maintain the view of ocean and bay simultaneously, this is the only significant open view inside the town and is more important to our future than buildings and a few hundred more residents.
- Viewshed - see horizon from Bayside - buildings will block view
- The only parcel that should be developed is the main parcel so not overbuilding in front of neighborhoods or destroying any neighbor's views.
- Leave that incredibly special open space open. If parcel 2 was open and you moved the hotel to the way other side close to the left of the parking areas.
- Would like Parcel 3 and 4 to be open so the wide space from the bay to the ocean remains open with the view. Would like to flip the design.
- We have to protect the vista because it's part of the character and the barrier beach.
- Redistribute the development space to preserve the views.
- The views that go across the entire parcel, harbor to bay, are extremely valuable and should be preserved.

### Character

- Limit build size- small buildings and heights.
- Plantings.
- Promenade looks like it's not on the ocean. Tying the area with trees does not work. Trees in front of houses is not adequate
- Limit size of buildings and be careful not to overbuild in the space.
- Make open space more attractive
- Limit height
- Shorter buildings.
- Only use the southern parcel for development
- Rethink the density of all building development
- Hugely reduced building
- Limit height to 3 stories - limit residential and commercial development
- Zero/Green construction
- Don't have to have 50' of housing
- Limit size of any buildings to be much smaller and shorter than described.
- An intense focus on natural beauty
- Height? Does it have to be 50'? Could this space have limits?
- Continue the fabric of the community across the vacancy.
- Create a center of town
- More focus on trees, gardens with benches, less pavement more green
- Develop the Bayside space instead of ocean front
- Build by Phipps Road if anything needs to be built
- Want to bring back a neighborhood, not a high rise
- Want something attractive not parking/dirt/goose droppings
- Why not move development to Bayside and take off ocean side?
- Want all the buildings to see through like Arches (Boston)

- Keep height lower than 30'
- Density – putting on the south side makes more sense where you already have the hotel and views that are elevated and not encroaching upon the neighborhood.
- I think 4 stories (maximizing the height limit) is too high - barricade-like. The photo examples for residential and mixed use buildings are 3-stories - NOT 4!!
- The housing architecture does not look very modern. I get it has to fit with the town but it already looks dated (early 2000s look) and hasn't even been built yet. Consider more modern look like the Berkeley apartments.
- Condo canyon?
- Who will be responsible for designing/building these lush green elements you are showing photos of. Public gardens. trellises. Developer would decide, correct? Who would manage the open space/theatre etc. Town?
- Your use of open space is misplaced. If you must have some development have it be in parcel 1 and parcels 2, 3, and 4 should be left open.
- Would like to see the housing move towards the north end of the lot & the commercial or event space moved towards the south end, leaving the entire middle open for open space event areas that can connect the two areas with walkways, etc....
- Keep space between the bay and ocean open
- 50 ft is way too high; two stories max.
- Design guidelines — no boxy buildings
- Shaded
- Landscape guidelines — pollinator gardens, native plants, gardens
- Develop North & Parcel 1 only, keep everything else open space
- Development location — Phipps vs bay - either end?
- Parcels 2,3 and 4 should be combined into one contiguous open space.
- Parcel 1 is the best place to build buildings if that is necessary
- The "green" will be shadowed, windy and too narrow
- Beautify property
- Preserve aesthetics of the space
- How will the HRA guarantee that the actual designs will look like the illustrations, and not turn out badly?
- The big issues don't seem to be about whether the range of uses isn't appropriate, but it depends on where and how big they would be
- The low, open areas between buildings create a wind tunnel; we need to be realistic that conditions can be extremely severe here.
- The best approach would be to cluster some development to the north and south ends, adjacent to where there are existing buildings.
- The idea of "bookend" development limited to the north and south ends would leave the middle as continuous open space.
- Having some green within or on the edge of seasonal parking on Parcel 1 would provide flexibility to stage events.

## Process

Community Participation

HRA

Information

Related Plans

Previous Development

Previous Proposals

## Community Participation

- I thought it was a great presentation.
- Better meeting leadership
- More community involvement of continuous beauty of Hull
- Timetable? Process?
- Do the people want to get to vote on this?
- Likes the presentation overall.
- Thrilled seeing what the presentation entailed.
- This Zoom includes a TINY percentage of Hull residents - no doubt because Hull officials only inform them via the Hull Times (except Irwin Nesoff who emails an excellent newsletter). Hull officials OBVIOUSLY want to limit the number residents involved with HRA decisions (and local government generally) - only their business partners, friends and relatives. If MOST residents were notified about these meetings and invited to give their opinion, I'm sure they'd agree with the few non-developer residents speaking this evening. They say - Don't fill that open public space with large scale residential and commercial development!!!!!! I doubt the consultants hosting this meeting will acknowledge these issues. Obviously the HRA board won't - the web site boasts of huge resident participation.
- Ranked choice voting would be a more valuable polling method with all these choices!
- THANK YOU all for your hard work, Please listen to the loud chorus of "open space" — also... suggestion for future Zoom meetings. A 2-minute timer for question/comments.
- Thank you for a very clear presentation. Going so fast.
- General question about the theoretical renderings for what development could look like. Is there a way to provide a rendering that incorporates abutting properties to see how the space would blend with the existing area if it were to be developed?
- Would like rendering with existing buildings for scale and Parcel 5 noted as leased to the hotel.
- The future of the land should be taken to a vote by the entire town.
- Poll numbers don't tell the story. They need to be dissected more closely by someone with expertise.
- We should use the polling method from the last meeting and ask participants about what they would want, parcel by parcel.
- Can the HRA create/compile existing plans into something readable for the general public instead of referencing long documents?

## HRA

- I'd love to see a section on the website where people can submit questions + have the answers posted.
- Turn the land over to the town and dissolve the HRA committee.
- Option 3 open passive recreational space with small conference hotel
- I would like to see option 3 that the HRA board proposed but didn't go forward
- Doing nothing IS an option
- Option 3
- Will one developer develop? - (Response: likely, yes.)
- Not opposed to development but want to consider this 3rd option
- Another option- more recreational/passive- perhaps with only a hotel as the development

- Need Select Board to help figure out how this can work
- Do Site visit with "layout"
- Are there parcels to look at. (Response - these are the parcels in control of the HRA)
- These options look too official
- Want option 3+4
- Appreciate how thoughtful the HRA has been thinking of this.
- Wonder if it's a time to pause and rethink this effort to develop this.
- There has been a culture shift from the folks that have been working on this. It would be unwise to run this through. Don't think it will go through like it is.
- The amount of push back will be greater this year and even greater next year.
- Should consider the options if you are highly motivated to do something like this.
- Need to be modest about the amount of development and really promote open space.
- Local developers that have ties to the town – Steve Samuel, Ted Ty from National Development. Could have a consulting board of developers that could add 2 cents.
- Appreciate the hard work and effort to bring forward from 60 years ago the desire from the community.
- The world is a different place now.
- Shared frustration that there is a fifth HRA member who was appointed to the board a few months ago and he has not attended when there were other suitable candidates. If members are not attending it is up to the committee themselves to act accordingly to ensure participation. (Response: The HRA is aware of the situation and working to rectify it.)
- There is no cooperation from DCR in regard to the Town of Hull. The Reservation is blighted. The fact that there are no year-round businesses has to do with DCR. DCR needs to step up and improve. (Response: We do not have control over DCR.)
- I'd like to see an Option 3....add more open space!!!! More passive recreation and increase view space....Open space development would be funded by Development??? Huh?
- Great job, plan looks good.
- Who owns the land and will they sell or lease the parcels/land? Who maintains the open space?
- Will the HRA continue to exist if this plan is executed? Are they able to sell the open space later down the line? Will they have any power at all?
- Will the HRA revisit/revision its mission? This shouldn't be led just by economic interest. The vista is priceless.
- Have 2 more plan options that propose no housing and another that keeps the open space altogether.
- Is the schedule self-imposed or state-mandated? Can we push it back?
- Site visit — stake out footprints
- Can there be an Option 3 based on feedback?
- Would like to delay spending \$30k on revenue/financial analytics to create an Option 3

#### Information

- Notify ALL Hull residents and invite them to participate - don't count on everyone reading the Hull Times to find out what the HRA is deciding to do.
- Clarification on potential DCR land swap

#### Related Plans

- The Urban Renewal Plan seems to be being done in isolation of the entire peninsula. There are plans for the property but not addressing the entire picture. There is no Master Plan this fits into. Hull needs a Master Plan.
- Woods Hole report is only about the property itself but does not study the impacts of the abutting properties. Is there a plan or study how development on the HRA parcel will impact surrounding neighborhoods? The Massachusetts Office of Coastal Zone Management includes Nantasket Beach and

the HRA site in a 2012 report indicating that development in this area would be detrimental to the landscape and flood zone. (Response: The Urban Renewal Plan is an idea of what the community would like to see on the parcel but it is not a specific development proposal. Any future development would have to go through the proper permitting process, including CZM and environmental planning. Impacts of future development would need to be calculated and reported by future developers at that stage. Development will not be approved if it does not meet certain standards in the permitting process.)

- Is there coordination between the HRA and DCR to coordinate between the URP and the DCR Master Plan? ( Response: DCR has participated in the process through the utile revitalization plan. A major funding initiative in the DCR master plan is to improve the Nantasket Beach sea wall and other infrastructure.)
- A consultant referred to the Town's Housing Production Plan stating that it supports the HRA's plan. Participant would like to clarify that the Housing Production Plan mentions affordable housing but it is just a suggestion not a requirement. The HRA should not reference the Housing Production Plan which does not specifically call for affordable housing on the HRA Parcel. (Response: While the Housing Production Plan did not call out this property specifically, it is by nature a plan to develop affordable housing. The Urban Renewal Plan will enable Hull to create more affordable housing through imposing a 15 percent inclusionary zoning requirement for development.)
- When a builder is chosen is there a guarantee that they can not change the plans
- Need to look at a "big picture" plan for Hull
- How does the URP fit into Hull's Master Plan?
- Town-wide plan and context for HRA condos as a part of that
- Potential town-wide master plan
- Part of the town Master Plan
- How does this plan relate to the greater Master Plan? When is there an opportunity for the town to talk about a Master Plan?
- Why is the HRA Urban Renewal Plan not overlayed on the DCR Master Plan?
- Where is the transportation (MassDOT) plan? Traffic Lights? Crosswalks?

#### Previous Development

- Options 1 and 2 – By 1970, 76 properties taken by eminent domain. Assuming less than 70 were housing units. Now proposing 145 housing units and 117 for option 2. Why the increase. Why put that much density. (Response - There were 76 homes taken by eminent domain.)
- Participant read Charlie Gould's letter to the editor, "Development of HRA land will fulfill promise to the original owners"
- It's clear things that have changed in town. The original property owners are gone. They were paid and moved on. Things have changed and an overwhelming number of residents want to preserve as much open space as possible.

#### Previous Proposals

- World different then
- Sometimes things change. It was a long time ago that the HRA acquired this. Schools, aging population, climate, care for utilities and roads. All plays in a lot.
- Glad Star Market was not put on this space.
- Despite the letter read in the beginning of the meeting, trying to make good on a 60-year old promise, is this proposal still worth it? A lot has changed in 60 years, understanding that this is environmentally not a good location for development. Hopes the HRA is not moving forward based on an outdated promise.

## Regulations

Zoning

Building Codes

State Regulations

Other Regulations

### Zoning

- Will development be kept in line with the height of other properties in town? Will there be a limit? (Response: The underlying zoning actually allows for up to 70-feet through flexible zoning but the HRA did not want this. The HRA advocated for the Nantasket Beach Overlay District to impose a 40-foot maximum, though there is additional 10-foot consideration for flood resiliency).
- Who in the Town is responsible for ensuring the development is cohesive? There is an article up for vote in Hull right now to increase height maximums, would that impact this property? (Response: All development would have to go through the Site Plan Review process with the Planning Board. there are eyes on this project, the public has a say. Nantasket Beach has special design guidelines that prescribe what development should look like but by finalizing a URP the HRA can impose additional design guideline on the property. The current article to Town Meeting impacts C Zone, this property is not in the C Zone.)
- How tall will building be allowed to be?
- How does the Urban Renewal Plan compare to the underlying and overlay zoning? Which will developers have to meet?

### Building Codes

- Will future development have solid foundation walls? Based on the quote read earlier from the CZM manual it sounds like their concerns for development on the site were contingent on solid foundation. (Response - You might have some solid foundations, some may have pile foundations. Any development will need to meet flood compliance. You cannot build in such a way that negatively impacts the environment or abutters, any future developers will need to propose development that is appropriate for the area.)

### State Regulations

- Concern about constructing a hotel on a barrier beach and coastal dunes. How far do you have to dig down into the soil/sand for pilings? This will compromise the land. (Response: Any development would need to go through the permitting process. The how far depends on the size of the building and would be calculated by an engineer.)
- The Planning Board does not seem as sold on the MBTA Communities law as the HRA does (Response: MBTA Communities is separate from this project and really designed for multi-family development near transit stations. This area will not qualify as part of the MBTA Communities Overlay zone because it is in a DEP Flood Zone. Hull is working with state-provided technical assistance but ultimately, if the Town does not comply it will lose funding. )
- A lot of towns are opting out of the MBTA housing plans. We still have the option to opt out.

### Other Regulations

- What municipal body is responsible for making sure developers meet the URP?
- Affordable housing doesn't fit because it's a flood zone.
- Coordinate with DCR to create a unified plan; connect town overall
- It feels like an assault on the community to build here.
- The Town Conservation Commission will require permeable surfaces, so their requirements should be taken into account.



## Other Topics

- Complete land swap of DCR parking lot and Fort Revere parcel.
- Fewer coolers...less trash...
- The world has changed since 1962-1970. It's OK, to create a plan that reflects 2023 and beyond rather than 1970 fiscally, environmentally, aesthetically.
- Keep as much public land as possible - don't sell most of it to private developers
- Excellent idea for Meschino and O'Connor to rethink DCR participation.
- Meschino and O'Connor should bring DCR to table
- Senior friendly
- Plan for future flexibility
- Definitely a lot of confusion around impacts on infrastructure
- To safely age in communities
- What are your x,y,z?
- Redevelopment doesn't make sense here
- All or nothing? -Development or open space
- Wants vitality here.
- Feels like a waste that we have this area we could do something with.
- If we can have something attractive like the Vitamin C cart.
- Would love to see more advertising to let people in Boston know they can take the ferry and free shuttle to the beach.
- We don't get water from Hingham? Just Cohasset? Is that because they are continuing to build out Linden ponds? We paid for the Hingham water plant and we had a major water bad last summer. I fear a water band every year.
- Bart, you stated that our sewer infrastructure is upgraded enough to ask Cohasset and Hingham to connect to Hull Sewer plant, so the sewer plant doesn't need anymore infrastructure repairs.
- As per Pat O'Connor and Joan Mescinio that they schools use would best be used to introduce the trades like Weymouth and Marshfield. If the town hall need a lot of upgrades where are the grants, the CPA application.
- Agree a lot of Hull has changed with all the additional condo build outs within the town.
- Why is the property broken up into multiple parcels instead of being looked at as one development site?
- Parcel 6&7: Part not buildable
- Percentage developed
- Infrastructure needs for town
- Who is responsible for the sea wall?
- Are the existing condos already fully occupied?
- What is the square footage of each individual parcel?
- Is the DCR lot the best use of that space?
- Whatever is done, the HRA parcel should not be simply left the way it is today.
- Is there enough sewer capacity?
- Is there enough electrical capacity to service the development?