

Legend:

 Roads w/ ADT Volumes

0.5 0 0.5 1 Miles



Town of Hingham Master Plan Phase II

Prepared by **BPG** Bluestone Planning Group with John Brown Associates and Bruce Campbell & Associates, Inc.

Figure 8.6
2011 Average Daily Traffic Volumes

prioritize roadway improvements. This transportation section of the master plan contains about 50% of the necessary base information. In order to establish a good base with which to work, traffic volumes should be collected on all arterial and collector roadways where traffic counts are not presently available. Geometric conditions and other necessary information should be collected as well so that v/c ratios can be calculated for all arterial / collector roadways. Traffic projections should be made and then v/c ratios should again be calculated for future conditions. All roadway segments should be sorted by v/c ratios. Those with v/c = 1.0 presently or approaching a v/c = 1.0 in the future should be considered severely capacity constrained. Those with v/c greater than 0.8 should be considered constrained, and so on. Likewise, when the incidence of crashes appears high (such as greater than 2 crashes per million vehicle miles traveled), the affected segment should be considered as having severe safety deficiencies. Also, when the incidence of crashes appears somewhat high (between 1-2 crashes per million vehicle miles traveled) the segment should be considered as having safety deficiencies. In order to prioritize roadway segments needing improvement, both safety and capacity should be evaluated. If a segment is determined to have both severe capacity constraints and safety deficiencies, this segment should be moved up in priority.

It is essential to work closely with both the Planning Department and the Public Works Department to prioritize roadway improvements. The Planning Department would have a sense if the capacity constraints are directly related to a specific development (in which case the project proponent should be held responsible for some of the necessary improvements) and the Public Works Department would know how these priorities would fit into the Town's resurfacing program. It is most logical that a resurfacing project be tied into the roadway improvements.

□ ***Minimize Cut-through Traffic on Residential Streets***

Residents have expressed concern about speeding traffic on their local roadways. Oftentimes commuters will look for the quickest path between their homes and work, and this route might take them through residential neighborhoods. This becomes the shortest route either because the arterials and collector roadways are congested and/or because a local route has a considerably shorter distance. Three ways to minimize cut-through traffic on residential streets are:

- 1) to make the arterial and collector routes less congested, and thus quicker;
- 2) to slow the traffic on the local streets to make this route take longer; and
- 3) to change the network so as to lengthen the local route (through turn restrictions, etc).

If there are specific complaints regarding speeding traffic or cut-through traffic on a local street, a standard process should be in place to deal with the issues. Most effective is a set of steps whereby the roadway is evaluated to determine if there is a "problem" and then specific measures are sought to improve the situation. Most communities deal with these complaints on a case-by-case basis. While this method can certainly achieve results, it is not the most efficient way as there is no way to prescreen the complaints. The most important issue regarding minimizing speeding and cut-through traffic on local streets is the public and neighborhood involvement. Possible secondary effects from the corrective measures could spill over into adjacent streets or negatively impact other locations. Detailed before and after studies and a thorough public process are essential.

Before embarking on engineering solutions to speeding or cut-through traffic problems, the town should re-examine its enforcement policies. In most communities, the police issue citations to speeding motorists who exceed the speed limits by 10 or 15 mph. Some police departments issue citations to motorists who drive over 35 mph in a 20 mph school zone. Neighborhood complaints are generally

directed at the fact that cut-through traffic is speeding and not at the volume of the cut-through traffic. Police enforcement policies should be reviewed, and possibly, modified to a) lower the “grace” range and b) use different standards of grace ranges; a 5 mph grace may be tolerated on residential streets or near schools, and existing policies (i.e. 10-15 mph grace) could be maintained on arterial streets.

□ ***Develop Parking Plans/Ordinances to Prevent Commuter Spillover Parking and Ensure Adequacy of Parking for Commuter Rail and Commuter Boat Services***

Already complaints have been heard that there is an inadequate number of parking spaces for the commuter boat. Perhaps with the commencement of commuter rail service, the demand for parking at the commuter boat will decrease, thereby eliminating the parking concerns at the Shipyard. However, it is possible that the parking demand at the commuter boat will not decrease, or the decrease will not be experienced for a number of years. (Over the past few years, ridership has increased significantly). If ridership continues to increase, additional parking, through a parking deck or satellite lots is warranted. A detailed study of the commuter boat parking should be performed.

Furthermore, the detailed traffic impact study for the commuter rail was performed a number of years ago and conditions have certainly changed since then. It would be valuable to update the traffic and parking study for the commuter rail, in light of the fact that the station plans and the tunnel options are nearing completion. A more definitive impacts analysis should be performed and the parking needs reassessed. Tunnel air rights options should be identified and evaluated.

Improved bus connections to both the commuter boat and commuter rail should be considered as a way to minimize parking needs and traffic impacts in the vicinity of the commuter stations. Presently, the bus connection to the commuter boat is infrequent. Most commuters cannot conveniently rely on the bus as a means of accessing the commuter boat. Since the commuter boat parking lot appears to be nearing capacity, this improved bus service may be a way to extend the life of the existing facility without expanding it.

It is possible that commuter parking will spill over into the community and onto neighborhood streets, which would displace parking for local residents and businesses. If a fee is charged for commuter parking, commuters might opt to park on adjoining streets to avoid the parking fee. The town should develop a comprehensive parking plan which contains measures to minimize or restrict parking spillover. This can be accomplished with on-street parking restrictions (possible time limitations).

The comprehensive parking plan should also consider the parking policies in surrounding communities at transit stations. If relatively high parking fees are charged in adjacent communities at train stations, a similar fee would be appropriate in Hingham; commuters would be more likely to accept a higher fee if a similar fee were charged at adjacent facilities.

□ ***Determine Actual Construction and Post-Construction Impacts on Parking in Hingham Square and Make Recommendations to Ensure Parking Adequacy***

A study should be undertaken to evaluate the true parking impacts of the commuter rail tunnel construction through Hingham Square. Presently a significant number of vehicles park within the MBTA right-of-way. Once tunnel construction is underway, these vehicles will be forced to move and parking within Hingham Square will be further restrained. Furthermore, the primary municipal lot at Station Street will be used for a construction staging area during the tunnel construction which will further limit parking. Working with the MBTA, a plan should be in place to determine the most appropriate use of the tunnel right-of-way and to develop an overall Hingham Square parking plan. The parking plan should

include adjacent parking lots / areas, both town-owned and privately owned. More efficient use of the existing parking locations can be made with proper striping of parking spaces and management of the existing spaces. Availability of loading and service vehicle activity should be identified as part of this study. (Presently dumpsters and other service activity takes place within the MBTA right-of-way. This too, will need to be relocated and will further impact parking activity.) In addition to any parking changes that may be necessary as a result of the tunnel, the details of the roadway network within the Square should be reviewed as well. To decrease cut-through traffic on roadways and though parking areas, consideration should be given to altering direction of some of the Square roadways. When putting together a parking plan, use of one-way streets should be considered.

□ ***Promote Pedestrian Connections/Access to Commuter Boat and Commuter Rail Station, Where Possible***

Several new developments are planned adjacent to the commuter boat and/or commuter rail stations (Brewer Meadows near Nantasket Junction, and the 500 residential units in the Shipyard as examples). Because of the logical use of the commuter rail/bus services for these residents to access their employment in Boston and adjoining locations, good pedestrian and bicycle connections should be constructed.

The town of Hingham should encourage residential development near transit terminals as a means of reducing traffic impacts on its streets. To insure that the residents of these developments do not drive to the facilities' parking lots, convenient and attractive bicycle/pedestrian connections should be constructed as part of the residential developments. Safe bicycle storage facilities should be provided at the transit terminals to encourage bicycle usage.

□ ***Utilize Traffic Demand Management (TDM) Strategies and Promote Transit Use***

Because of the existing and anticipated congestion on Hingham roadways, measures should be taken to minimize traffic impacts of future development and to attempt to reduce existing traffic volumes. As part of the site plan review process, any new development should be required to show traffic demand management strategies (especially those in close proximity to the commuter boat or commuter rail stations). As an example, the new large scale (2000+ units of senior residential units) development in south Hingham should evaluate the feasibility of having a connection to the MBTA Red Line for both residents and especially employees. Such a connection would, most likely, be a shuttle bus service that would operate on a convenient schedule. This type of service would not only reduce the number of vehicle trips but may allow some residents to become a one-car family or to give up private vehicle ownership altogether. If schedules permit, the shuttle service could extend to other nearby developments.

With 2,000 daily users (4,000 trips) of the Hingham Commuter Boat, and the fact that the parking facility is approaching capacity, consideration should be given to establishing a ride-sharing program for the commuter boat. A ridership survey should be undertaken to obtain a profile of ridership commuting patterns, location of their residencies and frequency of travel. With such a large number of daily users, it is likely that many commuters could share rides and carpool. A program could be devised so that the "premium" parking spaces are reserved for those that carpool.

□ ***Coordinate Long Range Transportation Improvements with Adjoining Towns***

Transportation issues do not respect town lines or boundaries. Transportation is a regional issue. Since transportation issues cannot all be resolved by each community alone, the Town of Hingham should work with Hull, Scituate and other adjacent communities on a long-range regional planning basis to address transportation issues of common concern. The pertinent transportation issues are varied, but are those

that will have a spillover effect from one community to the next. Examples of relevant issues and cooperative efforts include:

- Working with adjacent communities on reviewing development projects within one community that impact adjacent communities. The goal is to develop a regional review process that protects neighboring communities. Such a cooperative effort could extend to large-scale projects that would result in regional impacts (Weymouth Naval Air Station reuse, as an example).
- Working with adjacent communities on roadway projects that serve to improve arterial roadways and minimize cut-through trips on lower classified or residential streets.
- Working together with the MBTA to improve bus service to and throughout the subregion in order to promote high occupancy vehicle use, provide feeder service to the MBTA's commuter ferry and future commuter rail stations, minimize transit terminal parking demand, and minimize the impacts of increased passenger auto trips in general.
- Working to extend bus service to the Shipyard and other large-scaled developments into adjacent communities in order to attract the greatest patronage and a larger transit mode share.
- Work to coordinate pricing for parking at the several commuter rail stations in adjacent communities to a similar level so that commuters do not drive from one community to the next to save on parking fees.

Section 9: PUBLIC FACILITIES & SERVICES

I. PUBLIC FACILITIES & SERVICES: INVENTORY & ANALYSES

INTRODUCTION

The Town of Hingham provides a wide range of high quality municipal services to Hingham's citizens and businesses. These services range from public safety services provided by the Police and Fire Departments to roadway maintenance and waste disposal and recycling services provided by the Department of Public Works. Many recreational venues and programs are provided by the Recreation Commission and schools at the town's many playfields, playgrounds, recreation center, and parks. Electric power is provided by the municipally-owned Hingham Light Plant. Of course, Hingham is also strongly committed to providing quality public education and offers one of the Commonwealth's best public school systems as well as an excellent Public Library.

The town also provides a wide range of human services which include the Senior Center/Council on Aging, Health Department services, and counseling and assistance by the town's Veterans Agent. Of course, many required governmental and administrative functions are provided at the Municipal Office Building (e.g. Clerk, Assessors, Treasurer, Building Department, etc.) as well as public meeting rooms and forums for town organizations and groups.

All of these many municipal services must be properly staffed and must be supported by a variety of public buildings and facilities that need to be designed and maintained to support the high quality of services Hingham's citizens have come to expect. To meet that expectation, over the past five years the town has undertaken an ambitious facilities upgrade and expansion program. For example, many municipal services functions (including the Police Department, Senior Center, Recreation Center, School Department offices and Light Plant offices) have been consolidated into the new Municipal Offices Complex and renovated Town Hall. Several schools have been significantly upgraded and expanded. The town's transfer and recycling station has been expanded, and a new expanded Public Library has recently opened.

Typically, a town embarks upon a facilities construction program for one or more of the following reasons: 1) to provide facilities for an expanding population, 2) to remedy existing facility deficiencies, space shortages and overcrowding, and/or, 3) to maintain or increase the quality of municipal services provided to its citizens. In Hingham's case, all three of these motives have driven Hingham's construction program to a degree. Since Hingham's population growth has occurred at only a slow to moderate rate in recent years and the younger age cohorts have actually declined, both in terms of share of population and in absolute numbers, it has been the latter two reasons that have primarily driven its recent facilities improvement program. These two motives will probably continue to drive that program in the near to moderate-term future. However, in the long-run, when full build-out capacity of the land is eventually reached either under current zoning by-laws or the 2001 Guide Plan recommendations of the Master Plan, Hingham's population is expected to grow by an additional 2,257* to 2,913 dwelling units or 6,302* to 6,771 new residents (up to +31% population growth), with an additional 1,300 to 1,467 children. Therefore, *in the long run*, new facilities may be required, particularly additional schools and new recreational playfields.

** Excluding the proposed Erickson senior housing development*

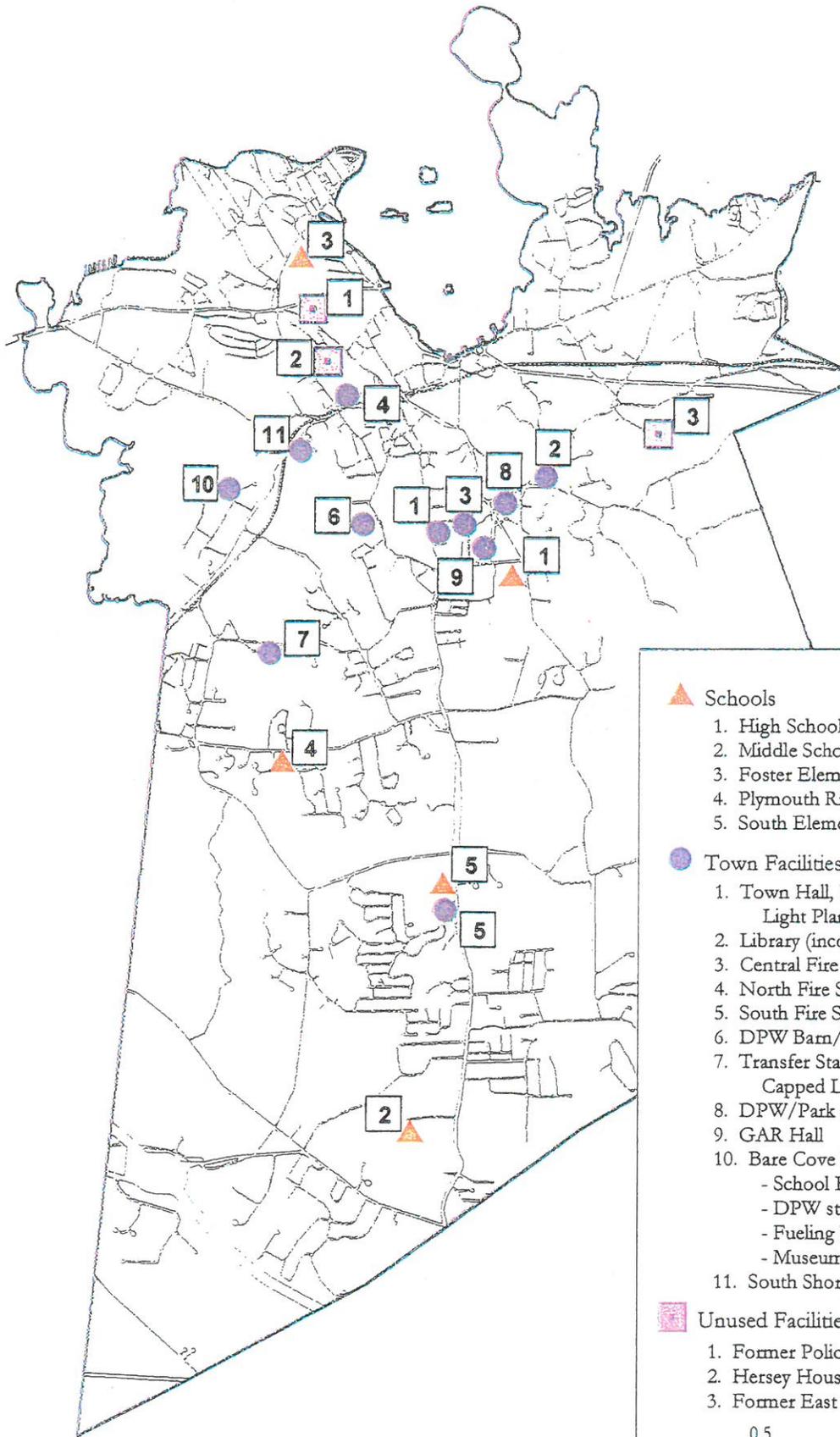
As a result of Hingham's recent five-year facilities improvement efforts, most municipal facilities are today in good condition and sufficiently sized to accommodate Hingham's municipal service needs and population growth for the foreseeable future. This is not to say, however, that Hingham's efforts are complete; additional major capital improvements will continue to be required for the schools, Fire Department, and Department of Public Works. Fortunately, however, plans for these future improvements and the long-range maintenance of Hingham's many municipal properties are already being considered. For example, Hingham's Capital Outlay Committee has recently established a Municipal Facilities Study Committee to 1) identify future and ongoing facility maintenance, upgrade and improvement needs, 2) establish improvement priorities, and 3) determine the budgets required to address those needs. Additionally, the Committee should consider the need for entirely new facilities in the long-run. Hopefully, this chapter of the Master Plan will assist their efforts.

From a capital funding point of view, Hingham has an excellent bond rating of AA1 and is therefore in a strong fiscal position to address further capital improvement efforts. Therefore, Hingham currently approaches its future service and facilities needs from a position of fiscal strength.

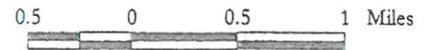
Looking forward, Hingham is fortunate to have several opportunities available to accommodate municipal facility needs in the future. For example, Hingham owns several facilities that are no longer used. These facilities and the sites they occupy could serve Hingham's future municipal facilities needs. These unused properties include the former East Elementary School, the former Police Station, and the Hersey House, which formerly served as the town's Senior Center. Since new schools and recreational venues may eventually be required, although they are not needed today, it is important for Hingham to retain at least some of its currently owned sites for such future uses, if they have not already been committed for sale.

Of course, Hingham's most significant municipally-owned underutilized land asset is Bare Cove Park and the Depot Tracts adjacent to it. These properties offer the potential for a wide variety of passive and active recreational uses, municipal facility uses, opportunities for educational and cultural uses, and possibly affordable housing in the future. At present, these contiguous sites are overseen by several municipal entities – the Bare Cove Park Committee, the Long Rang Planning Committee for Bare Cove Park and Depot Tracts, the Back River Committee, the Capital Outlay Committee, the School Department, and the Selectmen's Office. At times, these multiple oversight roles can appear to be confusing and duplicative. Fortunately, however, the town recently hired a consultant to prepare a master plan for these vast tracts of land. This consultant will address the most appropriate future land uses for Bare Cove Park and the Depot tracts, and should also address the administrative and funding structure necessary to develop and maintain these properties over time.

The following section provides a summary description or inventory of Hingham's existing municipal facilities and the services provided from them. The town's facilities have been classified into four groupings for purposes of this inventory and analysis: 1) general municipal facilities; 2) schools, 3) unused town-owned properties, and 4) Bare Cove Park and Depot Tracts facilities. Recreational playground and park properties were previously assessed as part of the Phase I Master Plan in August 2000.



- ▲ Schools
 1. High School
 2. Middle School
 3. Foster Elementary School
 4. Plymouth River Elementary School
 5. South Elementary School
- Town Facilities
 1. Town Hall, Police, Senior Center, School Dept. Light Plant, & Recreation Center
 2. Library (incorporating former Town offices)
 3. Central Fire Station/Fire Headquarters
 4. North Fire Station
 5. South Fire Station
 6. DPW Barn/Offices
 7. Transfer Station & Recycling Center/Capped Landfill
 8. DPW/Park & Tree Garage
 9. GAR Hall
 10. Bare Cove Park School Tracts:
 - School Bus Depot
 - DPW storage
 - Fueling Depot
 - Museums
 11. South Shore Country Club
- ◻ Unused Facilities
 1. Former Police Headquarters
 2. Hersey House (Former Senior Center)
 3. Former East Elementary School



Town of Hingham Master Plan Phase II

Figure 1

Prepared by **BPG** Bluestone Planning Group
with John Brown Associates
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Town Facilities

GENERAL MUNICIPAL FACILITIES INVENTORY

New Town Hall Municipal Complex

[210 Central Street]

The Town Hall municipal complex opened in 1998 after a complete renovation of the former Central Middle School was completed. The new complex consolidated a number of municipal town functions that had been located at various other sites around town into one location and now provides sufficient and modern space for various departments and programs. All of the programs, meeting spaces, and offices at the complex are fully accessible and compliant with all accessibility regulations and standards. The municipal complex includes the Town Hall, Police Department, Senior Center / Council on Aging, School Department Offices, and Hingham Light Plant Offices. A free standing, one-story indoor Recreation Center is located at the rear of the municipal complex and adjoins outdoor recreational play fields, playgrounds and a tot lot, also all located behind the municipal complex. The Town Hall includes a vacant and unfinished fourth floor space that could eventually be renovated and converted for additional office or storage space if needed in the future.

□ Town Hall Offices

The Town Hall offices, operating from three floors, include the Clerk, Assessors, Treasurer, Board of Health, Recreation Department offices, and the Animal Control Office on the lower level. Located on the second floor is the Building Department, Zoning Board of Appeals, Planning Board, Historic Commission, Conservation Commission, Sewer Commission, Veterans Affairs the Sanborn Auditorium, and central meeting rooms. The third floor hosts the Board of Selectmen, Town Administrator, Town Accountant, the Retirement Board, the Auditorium balcony level, and public hearing rooms. An unfinished fourth floor space could eventually be renovated and converted for additional office or storage space in the future. In accordance with state law, new town record storage vaults were constructed at Town Hall. However, they are not sufficiently large to store all required archived town records. Therefore, an agreement was reached with the Library Board of Trustees to maintain the existing records storage vault at the old Town Hall offices for archival record storage.

□ Police Department Headquarters

The new Police Department headquarters is located in the middle building adjacent to Town Hall. It operates primarily from the first floor with administrative offices on the second floor (which it shares with Hingham Light Plant offices). The Hingham Police Department has approximately 45 officers, 8 civilian dispatchers and 3 clerks / secretaries. This is the same approximate staffing level in place when the Department was located on Lincoln Street.

The upper floor includes offices for the chief, captain, administrative lieutenant, detectives (2), and prosecutors. It also includes record storage, a small conference room and small kitchenette. The lower floor includes the Dispatch / OIC Center (which includes dispatching and enhanced 911 for the Fire Department and EMS), interview room, male and female locker rooms, and squad room (which doubles as the Emergency Operation Center). The secure portion of the lower level includes interview / interrogation room, officers' report writing area, evidence room, armory, booking room, and seven cells (4 male; 2 female; and 1 juvenile). Prisoners enter through a one-bay secured sally port. Parking is provided at the rear of the building for Police Department officers and staff; however, it is not adequate in size – particularly during shift

changes.

Not all functions are accommodated at the new Headquarters. For example, officers do not have their own exercise facility. They have access to the one available at the Recreation Center at the other end of the Town Hall Municipal Complex - although this does not provide the appropriate privacy desired by the officers. Some record storage is made available on the upper level of Town Hall. Stolen bicycles are kept off-site. Patrol cars are fueled at the central fueling facility at the School Department depot. There are no vehicle garages or repair bays.

At present, the facility operates close to capacity and record and evidence storage space is limited. If demand for services and safety programs continues to increase, as they have over the past decade, additional officers may be required in the future.

□ **Recreation Center**

The new Recreation Center at the Town Hall is operated by the Recreation Commission and offers programs for residents of all ages. It is open seven days a week. The Recreation Center includes a game room, gymnasium, activity rooms, game room, indoor toddler area, and a new Hingham Striders Fitness Room. The Recreation Center runs a variety of programs and classes ranging from aerobics, yoga, swing dance and Tai Chi to coaching clinics, arts and crafts, CPR and junior high dances. The game room includes video games, bumper pool, ping-pong, and a CD jukebox. The new Hingham Striders Fitness Room includes aerobics equipment such as treadmills, Stairmasters, and stationery bicycles as well as a variety of weight training equipment. The Recreation Center also hosts birthday parties and family gatherings for a fee.

The Recreation Center overlooks Cronin Field, Burr Field and Haley Fields. Cronin Field includes a regulation ballpark with electronic scoreboard and dugouts. Haley Field includes a Little League Field, and Burr Field includes a Farm League Field. The site also includes a football field, street hockey court, 6 tennis courts, a track, a basketball court, volleyball court, and a playground with swings and slides as well as a toddler's playground. The site includes restrooms and a barbecue area with picnic tables as well.

□ **Senior Center / Department of Elder Services**

The new Senior Center operates from new space adjacent to the Town Offices after having moved from the Hersey House. Because of this adjacency, the Senior Center is able to use the Recreation Department gym and available rooms at town hall when activities exceed the capacity of the Senior Center itself. The Senior Center offers a variety of classes and activities at the Center, meals served at least twice a week, medical screenings, clinics, lectures, musical programs and events, games, support groups, exercise classes, and van rides for medical appointments.

A top priority will continue to be outreach to Hingham's senior citizens. Outreach includes expanding ride program for errands, rides to the Senior Center for activities, and medical visits. A volunteer Friendly Visitor Program for visiting elders in their homes without close family or homebound elders is also expanding.

Hingham Public Library (including former Town Office Building)

[Leavitt Street]

The Hingham Public Library was recently renovated and expanded. It is expected to meet and exceed state standards for required library seating capacity for a town of Hingham's size and even accommodates the Town's needs for the next 25 years.

The reconstruction project includes a renovation and redesign of the existing Public Library and the conversion of the adjoining old Town Office building to library use. The two buildings are linked to form one complex by a two-story enclosed pedestrian connector. This connector includes an art gallery and small café. The connected buildings enclose an outdoor court, which will host seating areas, a performance space, and a lighted "nightscape". All spaces will be entirely compliant with state and federal accessibility standards and regulations. The new Library is 49,000 square feet in size compared to the 25,000 square feet available in the old Library. Despite the doubling of space, the staff size, upon opening, will remain the same as that in the old facility.

The new Library includes a greatly expanded Children's Department (including Young Adults) as well as Audio Visual, Reference, Circulation, Technical Services, and Administrative Departments. The Library will have open stack areas, reading rooms, and computer stations for over 150 (expanded from 50 stations in the old Library). Renovated and new meeting rooms (including a meeting room for up to 70 people) are provided for use by various groups and organizations. As mentioned above, the Library also includes a new art gallery, historic collections rooms, café, and outdoor courtyard / performance area. Additionally, the existing records storage vault at the old Town Hall offices will be maintained for town storage of official archived town records.

On-site parking is provided for 100 spaces and curbside parking will provide an additional 25 spaces. These 125 spaces will provide several more than previously provided at the site. More importantly, however, these parking spaces will no longer need to be shared with town hall functions that formerly took place at this location. Therefore, sufficient parking spaces should be available to accommodate almost all Library demands.

The Hingham Public Library in FY 2000 has been actively utilized with a total circulation of 432,174 items and is one of the busiest libraries in the state. The Commonwealth classifies Hingham Library by population categories, into a group with all libraries serving towns of 15,000 to 24,999 in population size. In FY 2000, Hingham ranked near the top in its category for reported activities – e.g. Hingham ranked number one among its population group's 54 libraries throughout the state for "total activity" – defined as the number of items circulated to borrowers directly and to and from other libraries via all forms of inter-library loan. Hingham also ranked number one within its category in per capita transactions. In addition, 10,000 Hull residents enjoy access to the Hingham Library through a special agreement with the Old Colony Network.

It is predicted that library services, cataloging, and collections will continue to grow both physically and digitally as "virtual collections". Therefore, the Library will continue to need the hardware and software upgrades, digital networks, and increased technical support staff to operate well in this digital and virtual environment. As the popularity and demand for Library services continue to grow, staffing increases will probably be necessary to both provide expanded demand for service, particularly computer and networking capabilities, as well as to provide better service and custodial coverage within this more sprawling facility. However, in spite of these technological trends toward the increasing virtual environments, the Public Library will continue to be a "local" institution and community-gathering place, providing a forum through which Hingham's citizens can interact through the use of its collections, meeting spaces, and programs.

Table 9.1: Enrollment History and Projections (1)

School Year	Grades												TOTAL	
	K	1	2	3	4	5	6	7	8	9	10	11		12
97-98	243	280	314	311	314	256	268	263	248	204	215	205	198	3319
98-99	264	248	288	319	308	316	253	269	262	218	208	213	199	3356
99-00	287	269	255	292	316	310	313	254	268	231	222	206	207	3430
00-01	299	293	277	259	289	318	307	315	253	236	236	220	200	3502
01-02	284	305	302	281	256	290	315	309	313	223	241	234	213	3566
02-03	290	290	314	307	278	257	287	317	307	275	227	239	227	3615
03-04	0	296	299	319	304	279	254	288	315	270	281	225	232	
04-05	0	0	305	303	316	306	276	255	287	277	275	278	218	
05-06	0	0	0	310	300	318	303	277	254	253	283	272	270	
06-07	0	0	0	0	307	302	315	305	276	224	258	280	264	
07-08	0	0	0	0	0	309	299	317	303	243	228	255	272	

(1) Source: NESDC

School Facilities & Properties

Hingham has recently completed the largest capital improvement project ever undertaken in town – the \$39,000,000 renovation and expansion of the High School and South School. The School Department maintains all of its buildings and playgrounds. Grass is cut at school properties by the DPW.

Table 9.2: School Facilities Summary

Facility	Building Sq. Ft.	# Classrooms	Total Acreage	Playfield Acreage
High School	211,000	66	59.5	27.0
Middle School	120,000	46	31.0	3.0
South School	78,700	32	28.3	1.0
Foster School	73,570	27	39.6	2.5
Plymouth River School	65,600	28	49.5	3.0
Former East School	37,775	20	12.5	4.0

Source: School Department

Hingham High School [Grades 9-12] [17 Union Street]

The High School was recently renovated and expanded in several phases. That expansion is now complete. The High School now has excess capacity to accommodate expected growth as a large enrollment cohort moves from the junior high school to the high school in the next several years. A state-of-the art multi-media language lab was added. The Art Department's available space was also significantly expanded, as was space for the Family and Consumer Science Department. Additionally, every classroom has at least one computer for student and teacher use. The Auditorium, Gym and Social Studies and Science Wing were also renovated. The last phase of work included the renovation of the cafeteria and kitchen as well.

Hingham Middle School [Grades 6-8] [1103 Main Street]

The Middle School was renovated and expanded in 1996. At that time, the sixth grade was also moved to the Middle School. As a result, the Middle School now serves grades 6 through 8. Although the Middle School has had excess capacity to accommodate growth over the past

several years, it is expected that it will again approach capacity next year when a large enrollment cohort "bulge" moves through the sixth through eighth grades. The restraint on capacity is derived primarily from limited "core program" capacity such as the gymnasium or cafeteria (e.g. there are now three lunch shifts) rather than classroom capacity. After that cohort bulge moves through the Middle School, however, student population at the Middle School will stabilize. A very gradual decrease in enrollment in the following years is then projected.

William L. Foster Elementary School [Grades K – 5]
[55 Downer Avenue]

An amount of \$250,000 has been appropriated for general building improvements in FY 2002. An additional \$695,000 has been earmarked in the FY2002 Five Year Capital Plan for window replacements in FY 2003, although this money has not yet been approved. These scheduled improvements do not provide for expansion of capacity. However, the Foster School is in need of a new "cafetorium".

Plymouth River Elementary School [Grades K-5] [Including Shelter / Pavilion]
[200 High Street]

AN amount of \$250,000 has been appropriated for general building improvements a roof replacement in FY 2002. The FY 2002 Five Year Capital Budget projects the need for a \$425,000 window replacement project in FY 2004.

South Elementary School [Preschool- Grade 5]
[831 Main Street]

The South School was recently renovated and expanded to accommodate greater enrollment capacity at the elementary grade levels. The newly expanded facility was reopened in the fall of 1999. Additional capacity for approximately 150 students was provided. The Integrated Preschool, which serves about 45 three and four-year-olds, is located at the South School. In this program, children with special needs are integrated with non-special needs preschoolers.

School Department Offices
[220 Central Street / Town Municipal Complex]

The School Department and Superintendent's Office operates from new office space at the renovated and expanded town offices municipal complex.

UNUSED/ UNDERUTILIZED TOWN -OWNED BUILDINGS INVENTORY

The Town of Hingham and the Hingham School Board own several facilities and properties, which are either currently unused, underutilized, or reserved as temporary “swing” or “transition” space. These properties are important town-owned land assets – the long-term use of which must still be determined.

Former East Elementary School

[Collins Street]

The former East Elementary School, owned by the School Committee, was closed in 1995. The East School, since its closing, has served on occasion as “swing” or “transition” space. For example, in the 1998-1999 school year, South School students occupied the East School while the South School underwent renovation and expansion. The East School has also been used by other groups such as the South Shore Educational Collaborative, and recently served temporarily as the Public Library while the Public Library building was being renovated and expanded.

The long-term future of the East School is now unknown. There have been several options proposed for its reuse that have been considered, however. For example, there has been consideration given to leasing it to the South Shore Charter School. This would allow the current zoning of Official and Open Space to continue and provide a “grandfathered” status if the town eventually needed the facility for a public school in the future. If that should prove to be the case, the East School remains a good site for such a school facility. However, the existing East School building itself may be inadequate to serve modern educational needs and may need to be eventually replaced. In any case, there is strong rationale for the town to retain ownership of the site, for whatever purpose it is put to eventually, since the town may again need the site in the future for either school or other municipal purposes.

Former Police Station

[169-171 Lincoln Street]

The former Police Station on Lincoln Street was vacated in 1998 when new facilities became available for the Police Department at the renovated Municipal Facilities Complex on Central Street. The building and site are now unoccupied and are available for reuse or sale. The site had included fueling pumps for police vehicles. Since the building’s closing, however, the underground tanks have been removed. Additional ground clean up may still be required, however.

Per a Town Meeting vote of 1999 to sell the property to finance costs of the New Town Hall construction, the site is scheduled to be offered for sale in order to help reduce the financing debt incurred for the renovation of the Town Office Complex, which was completed several years ago. However, to date, no new use or disposition of the property has yet been definitively decided upon by the town.

Hersey House & Barn [Former Senior Center]
[229 and R229 North Street]

The Hersey House, built in 1750, and its barn were formerly used as the town's Senior Center and office of Elder Affairs. It was closed in 1998 when the Senior Center was relocated to the new Town Hall municipal complex and is now unoccupied. The property includes the historic Hersey House, a two story wood-clad colonial Greek Revival structure, and a three-story barn / carriage house located at the rear. The site includes approximately two acres of land. The site has been proposed for housing use. Sale of the property for such use may then be used to help cover the financing debt incurred for the renovation of the Town Office Complex which was completed several years ago. To date, the disposition of the property has not yet been decided upon by town officials. In any case, however, the historic Hersey House should be preserved.

Former Town Offices
[7 East Street]

The former town office building was closed in 1997 when the new Town Hall offices were reopened in the new municipal complex at the former Central Junior High School. For the past several years it was not in use. Currently, however, the former town office building, adjacent to the Public Library, is being renovated as part of an expanded Public Library complex.

BARE COVE PARK / DEPOT TRACTS TOWN - OWNED PROPERTIES & BUILDINGS INVENTORY

After the US Naval Ammunition Depot was decommissioned and closed in 1971, the 695-acre military site and buildings located there were transferred by the federal government to the town to be used largely, but not exclusively, for recreational, cultural, and educational purposes. The property was transferred from two federal agencies - the US Department of the Interior and the US Department of Health, Education and Welfare (HEW). The full use of the property by the town was conditioned on the successful completion of a site clean-up process to remove or remediate contaminated soils left there as a by-product of its use as an ammunition depot. That process has taken many years to accomplish and continues today. Bare Cove Park and the Depot Tracts are today owned by the Town of Hingham through the Office of the Selectmen.

Soon after the initial land transfer was completed, a 170-acre portion of the site was sold by the town for the private development of a light industrial and office park. Also, a small site was sold for use by the South Shore Conservatory and Project Turnabout. Since then, other tracts along Beal Street were sold for multi-family housing. A portion of the property (Depot Tracts) was originally set-aside for the construction of a new school; however, that project never materialized.

Today, the Depot Tracts are used for a variety of municipal purposes. In the future, the Depot Tracts may either be used for any municipal purpose or may be sold in total or in part by the town. The remaining 460 acres of the site (Bare Cove Park) is to be maintained and developed as recreational land in perpetuity.

A variety of town committees have overlapping jurisdictions over the Bare Cove Park parcels. The Bare Cove Park Committee has taken responsibility for the operations and maintenance of the site over the years - largely by a small but dedicated group of volunteers. The Back River

Committee has taken on responsibility for monitoring and protecting the environmental quality of the Back River basin / ACEC. The Long Range Planning Committee for Bare Cove Park and the Depot Tracts has been charged with preparing a long-range master plan for the park's reuse and development.

Over the years since the federal facility was closed and then transferred to the town, a variety of interim uses have been established at the site, particularly on the Depot Tracts portion of the property. Of the various structures transferred, a number of former military buildings have been put to reuse by the town to serve as garages and storage areas for school buses and for DPW vehicles. The town's central fueling depot is also located here. Other buildings have been converted to study centers and museums by various private or non-profit organizations and clubs, while still other buildings remain abandoned. Additionally, Army National Guard or Reserve military trucks and vehicles are also stored on or adjacent to the town depot. Recently, some structures have been demolished as part of the clean-up effort for the site in cooperation with the US Army Corps of Engineers.

In the fall of 2001, the town and the Long Range Planning Committee for Bare Cove Park and Depot Tracts selected a consultant to prepare a Master Plan for the reuse of the site. That master-planning process is expected to identify appropriate future uses of the property. Under the mandate that the Bare Cove Park portion of the entire property be largely used for recreational purposes, much of the Park will be preserved in perpetuity for recreation and conservation purposes. The Depot Tracts portion of the site, however, may be appropriately developed for either active recreational and sports fields, continued use as storage and maintenance garages for various town departments, space for a variety of learning centers and museums, or any municipal purpose. These Depot Tracts may also be sold by the town and developed for other purposes – such as housing.

Several specific ideas for the use of portions of the Depot Tracts property have been suggested in recent years. These suggestions include a new DPW facility, a lighted recreational high school football field or stadium, a large play field recreational complex, a skating rink, a skateboard park or facility, a "beautified" landscaped entry road to the park from Fort Hill Road, and even a commuter parking lot for the planned adjacent commuter rail station on the restored Greenbush Commuter Rail Line.

Other suggestions are that older unused and dilapidated buildings, bunkers and the observation tower be torn down since they now potentially provide a threat to safety in their current state of disrepair. Also, a portion of adjacent property along Beal Street and adjacent to the Back River inlet is owned by the State. The exterior walls of an unused building there have been covered by unsightly graffiti which is highly visible to motorists driving on the Route 3A / Lincoln Street bridge over the Back River inlet at this "gateway" into Hingham. This graffiti-covered wall provides an unattractive image for Hingham and Bare Cove Park. It has therefore been suggested that the town work with the state to remove this graffiti, or, preferably, acquire the property.

As appropriate new uses are identified for Bare Cove Park and the Depot Tracts, it will be important to identify environmentally sensitive uses for land immediately adjoining the Back River Basin and ACEC.

At present, the primary facilities located at Bare Cove Park include:

Depot Tracts / Central Fueling Depot

[25 Fort Hill Street, adjacent to Bare Cove Park]

The Depot Tracts adjacent to Bare Cove Park include five buildings which total 58,000 gross square feet: a school bus garage and yard, Fire Museum, two warehouses, a warehouse / vocational education program, the New England Wildlife Center, and a gatehouse hosting a municipal employees Credit Union. The site also includes the town's central fueling depot for all town vehicles. Additionally, Army National Guard or Reserve military trucks and vehicles are stored at this site.

Building 104 / DPW Cold Storage Building Garage

Building 104 is currently used by the DPW for seasonal storage of its equipment. For example, its snowplows are stored at this location during warm weather months. The building is in need of extensive repairs.

NE Wildlife Center & Animal Hospital

The Wildlife Center and Animal Hospital had until recently leased /occupied two buildings from the town. The animal infirmary has now relocated elsewhere. However, one building is to be retained by the Wildlife Center as an education center and dormitory for graduate students who will also teach environmental programs in Hingham's public schools. The Wildlife Center would like to acquire from the town the land it now leases/occupies.

Building 51 / South Shore Model Railway Club and Museum

A non-profit organization / club operates a model railroad exhibit at this facility and is slowly restoring this building. In 1998, the Club moved to Building 51 – a 10,000 square foot facility in Bare Cove Park. The building now includes 7,500 square feet for a large model railway display area and 2,500 square feet for offices, meeting rooms, a library, and museum.

Bare Cove Fire Museum

A private organization sponsors an exhibit on fire fighting history, including old fire fighting apparatus.

II. PUBLIC FACILITIES & SERVICES: GOALS & RECOMMENDATIONS

A set of goals and recommendations is suggested below. These recommendations are based upon: 1) the inventory and analyses of municipal facilities and services prepared by the Master Plan Committee's consultants and described in the previous section, 2) conversations with Department Heads, 3) suggestions from the Master Plan Committee, and 4) comments from Hingham's citizens at public meeting in the fall of 2001.

As described earlier, Hingham has made significant strides in upgrading, expanding and replacing outmoded and undersized municipal facilities and schools over the past five years. In the near to moderate range future, although population growth will be modest, other facility improvements will nevertheless be necessary to both meet Hingham's demands for high standards of service and to upgrade aging facilities. In the long-run, new facilities - especially schools and expanded services for seniors - may be required to meet increasing population growth.

GENERAL GOALS

- ❑ *Goal 1: Continue to provide an excellent standard of municipal services for all of Hingham's citizens. Assure that adequate facilities and staffing are available to fulfill this goal.*
- ❑ *Goal 2: Continue to provide an excellent educational system for all of Hingham's children and youth. Maintain the current student per classroom average ratio.*
- ❑ *Goal 3: Expand recreational and cultural opportunities to meet growing recreational demands for all age levels.*
- ❑ *Goal 4: In the long run, retain municipal ownership of at least some presently unused or underutilized town-owned properties to provide sites for new municipal facilities, schools, or recreational venues that may become needed in the future.*
- ❑ *Goal 5: Continue to plan for and anticipate future major capital facility construction needs and prepare forward-looking capital budgets accordingly.*
- ❑ *Goal 6: Coordinate responsibility for the maintenance of various town-owned facilities, properties, and recreational venues – the responsibility for which is now divided among a number of line departments and sometimes based on informal understandings.*
- ❑ *Goal 7: Plan comprehensively for the future of Bare Cove Park and the Depot Tracts, which are Hingham's greatest available land assets, to meet future municipal facilities, recreational, or affordable housing needs.*

RECOMMENDATIONS

Goal 1: Continue to provide an excellent standard of municipal services for all of Hingham's citizens. Assure that adequate facilities and staffing are available to fulfill this goal.

□ *Renovate and Expand the town's Fire Department Headquarters and Satellite Stations and Plan for Increased Staffing in the Future If Demand for Services Warrant*

The town's Fire Headquarters and the North and South Fire Stations, all built over 60 years ago, require renovation and expansion to remedy current space shortages and dimensional restrictions, as well as to accommodate increasing emergency call demands in the future. As population grows and a significant number of new housing units are eventually built at the Hingham Shipyard to the north and the Erickson senior campus development to the south, emergency calls can be anticipated to grow - perhaps significantly. Additional modern fire-fighting apparatus will be needed to meet these growing demands. Additional staffing may also be required in the future to meet this increased demand for services.

Renovations are anticipated to begin this year at both the North Fire Station and South Fire Station to remedy space shortages, outmoded facilities, and code deficiencies. Additionally, close to \$3,000,000 has been budgeted in the FY 2003 Capital Plan to renovate or expand the Central Fire Station, although this money has not yet been authorized by Town Meeting. As plans for upgrading the Central Station move forward, renovation, expansion, or even the reconstruction of an entirely new replacement facility should be investigated at the current Headquarters site. In any circumstance, a new or renovated facility must be sufficiently sized for modern fire-fighting apparatus, which the current station is not.

□ *Seek a Permanent Solution for Providing Adequate Facilities for the DPW Barn, Storage Depot, and Offices*

At present, the DPW Barn - its yard, garages and office on Hersey Street - operates from outmoded facilities on land the Town leases, in part, from an adjacent private property owner. Because it leases a large portion of the present site, the Town has no long-term rights to operate from much of this land. As a result, improvements to the facilities or property have not been made. Additionally, the DPW's Building 104 / Cold Storage Building at the Depot Tracts, which is used for equipment storage, is in need of major repairs.

To remedy these shortcomings, the town should consider two options to provide a permanent home for the DPW Barn. The first option is to purchase the land from which the facility now operates, and then make the necessary capital improvements - such as a renovation of the offices, and construction of necessary garages and a Salt Shed. The second option would be to plan for the permanent relocation of the entire DPW Barn to the Depot Tracts at Bare Cove Park.

□ *Plan for the Possible Eventual Expansion of Police Headquarters*

The Police Department now operates from fairly new high-quality facilities at the recently renovated Municipal Office Complex. Presently, however, it already operates at or near capacity. In the intermediate to long-range future, additional space may be needed. Therefore, the Town should plan ahead and be sure not to foreclose options to eventually expand Police administrative offices - perhaps to the rear of the building in a new addition or in now vacant and unfinished fourth floor space in Town Hall.

□ *Plan for the Eventual Expansion of Services & Programs Provided by the Senior Center*
Although Hingham's total population is growing at only a slow rate, the senior population of Hingham is the fastest growing population cohort. Therefore, Hingham's senior population is expected to grow significantly in the future. Additionally, if the proposed Erickson senior housing campus is constructed, the new senior population there may very well want to take advantage of some of the excellent programs offered at the Senior Center - even though the Erickson project's proponents promise extensive and comprehensive senior services on-site. Therefore, the Council on Aging should plan, eventually, for expanded services and additional staff (or volunteers) at the Senior Center to provide for a larger clientele. Possibly, an expansion of space to accommodate this increased demand for their services will also be required.

□ *Complete Phase II of the Land Fill Capping Process*

□ *Expand the Recycling Operation at the Trash Transfer Facility Site*

Goal 2: Continue to provide an excellent educational system for all of Hingham's children and youth.

By means of renovation, expansion, and a grade reorganization over the past five years, the Town of Hingham has provided additional capacity at the High School, Middle School, and South Elementary School. Therefore, for the foreseeable future, sufficient facility capacity is now available at all grade levels to meet Hingham's currently-anticipated enrollment projections. Space deficiencies and building systems' deficiencies still remain at Hingham's two other elementary schools. In the long term, additional school capacity will eventually be required as well.

□ *In the Immediate-Range Future, Implement Planned Renovations at the Foster Elementary School and at the Plymouth River Elementary School*

Using the currently appropriated \$250,000 for general building improvements in FY 2002, provide for needed renovations at the Foster Elementary School. In the following fiscal year, seek to replace windows. Eventually, appropriate monies to provide a new "cafetorium". At the Plymouth Elementary School, make similarly needed renovations and replace windows. Neither of these efforts will expand capacity. They will, however, provide for the modernization of these facilities and provide for needed system upgrades.

□ *In the Moderate-Range Future, Continue to Provide Additional Expansion Space as Enrollments Modestly Increase in order to Retain Desired Classroom Sizes*

As enrollments start to increase modestly over time, these increases may possibly be accommodated by either further grade reorganizations or increasing the ratio of students per classroom without providing additional space. This latter solution would contradict, however, the School Department's goal of maintaining high teacher-to-student ratios per classroom. Therefore, modest expansion of the number of classrooms at various schools may have to be considered.

□ *In the Long-Run, Retain Certain Underutilized Municipally-owned Land to Provide Sites For Potentially-needed New Schools*

As Hingham continues to grow, and new residential subdivisions continue to develop,

it is now projected that the school system's enrollment could *eventually* increase by as much as 30% in the long-term if the town approaches its current "build-out capacity" allowed under current zoning. If such projections in fact come to pass, Hingham will need to greatly expand existing facilities or construct entirely new school(s).

If future grade reorganizations can be structured to sufficiently accommodate enrollment growth among the Town's existing schools, it may be possible that some of this anticipated growth can be accommodated by such reorganization, or, by a combination of reorganization and an expansion of existing school facilities. However, if such solutions are not sufficient, then, entirely new school facilities may be needed. Since new schools may be required in the future, the Town should retain certain presently-owned unused or underutilized sites to provide sites for these future school facility needs. Candidate sites include the East School property or a portion of land in the Depot Tracts adjacent to Bare Cove Park.

Goal 3: Expand recreational and cultural opportunities to meet growing recreational demands.

□ *Prepare Plans for Bare Cove Park and Depot Tracts to Provide Additional Active and Passive Recreational Opportunities As Well as Cultural Venues*

As demand for an increased number of playfields and other recreational venues grow, potentially available land at Bare Cove Park could meet most of the town's future recreational needs for the long term-future. Therefore, a master plan for Bear Cove Park and the Depot Tracts should be prepared which envisions the recreational venues and cultural venues that may be located there and defines which town Department will be responsible for its operations and maintenance. To advance this recommendation, the Town recently selected a consultant to prepare a Master Plan.

□ *Consider Using Portions of the Capped Land Fill for Recreational Opportunities*

Some communities have successfully reused closed and capped land fill sites for new passive and active recreational venues after they were seeded, loamed and landscaped. Hingham may want to investigate the reuse of a portion of its capped landfill for recreational opportunities in the future, as was recommended in the Town's Open Space Plan dating back to 1978. Although the topography of the landfill site may be steep, several other Massachusetts communities have now successfully converted their former landfill sites, with steep topographic approaches, to new recreational uses.

□ *Identify Properties in the Underserved Southern Portion of Town for New Recreational Sites* [See "Section 6: Active Recreation" chapter of the Hingham Master Plan prepared in August, 2000.]

Goal 4: In the long-run, retain town-ownership of certain presently unused or underutilized Town-owned properties, if not previously committed for sale, to provide sites for new municipal facilities, schools, recreational venues, or affordable housing which may become needed in the future.

□ *Retain Certain Town-Owned Underutilized Municipal Properties*

At present, the town owns several sites which are either unused, underutilized, or currently occupied by temporary uses. These sites include the East School property, the Hersey House

property, and the former Police Station headquarters on Lincoln Street. The Hersey House site and former Police Station Headquarters are scheduled for eventual sale. Although the uses for these several properties have not yet been clearly decided upon, they could be used to meet Hingham's affordable housing needs. The town should retain ownership of the East School site to meet inevitable municipal facility needs or housing demands in the future – including possible demands for new schools, recreational playfields, or affordable housing. If new municipal need for this former school property is not immediate, the town may consider leasing it to others until a municipal need warrants its reuse.

Goal 5: Continue to plan for and anticipate future major capital facility construction needs and prepare forward-looking capital budgets accordingly.

□ *Continue to Plan for Long-Range Future Capital Facilities Needs*

The Capital Outlay Committee annually prepares a five-year capital improvement budget that anticipates expenditures needed to maintain, repair, and expand existing municipal facilities as well as to meet major new equipment needs. Budgeted items typically include major new equipment, vehicles, building system repairs and upgrades, recreational play field and play court improvements, and major building renovations. In practice, the forward time horizon for anticipated facility improvement and equipment needs of this Committee is five years.

Recently, the Capital Outlay Committee established a Municipal Facilities Study Committee to identify longer-range improvement needs, establish improvement priorities, and determine the budgets needed to fund those priorities. This Committee is anticipated to take a longer-range view of facilities needs and priorities than that of the five-year time horizon used by the Capital Outlay Committee. The work of this newly-established Committee should be strongly supported.

□ *Coordinate Future Facility Need Assessments Between the Selectmen, Capital Outlay Committee, the Planning Board, the Master Plan Committee and their newly-prepared Comprehensive Master Plan, the School Board, and the Bare Cove Park and Depot Tracts Long Range Planning Committee*

The various Boards and Committees mentioned above are all involved in planning for Hingham's future facilities needs. On an annual basis, representatives from these various Boards, Committees, and line offices should convene with the Selectmen's Office and Town Administrator to identify and coordinate capital facilities needs for the purpose of providing long-term guidance for establishing priorities and capital budgets for facility improvements.

Goal 6: Coordinate responsibility for the maintenance of various Town-owned facilities, properties, and recreational venues – the responsibility for which is now divided among a number of line departments and sometimes based on informal understandings.

□ *Coordinate and Formalize Maintenance Responsibilities for Municipal Facilities, Properties and Recreational Play fields*

At present, the responsibility for maintenance of municipal facilities, street trees, roads, and especially recreational play fields, is divided among several line departments – the DPW's Highway Division and Parks & Trees Division, the Recreational Department, the School

Department, and the Bare Cove Park Committee. For example, the maintenance and operation of recreational programs at some recreational play fields are the responsibility of the School Department while others are the responsibility of the Recreation Department, while still others are accomplished by volunteers at Bare Cove Park. Maintenance of some properties, such as the Public Library, are accommodated informally by the DPW.

Although maintenance is generally good, there is evidence that staffing is insufficient to provide the desired levels of maintenance. In part, it is difficult to establish proper staffing levels since there is uncertainty as to which Department is responsible for which maintenance items. Perhaps, then, maintenance could be accomplished more efficiently and with clearer lines of responsibility if maintenance schedules and procedures could be coordinated on a more formal basis between responsible departments.

Goal 7: Plan comprehensively for the future of Bare Cove Park and the Depot Tracts, which are Hingham's largest available land assets, to meet future municipal facilities, recreational, or affordable housing needs.

□ *Prepare a Coordinated Master Plan for the Future Use of Bare Cove Park and the Depot Tracts That Addresses Future Uses, Assignment of Clear Governmental Jurisdiction, and Maintenance and Operating Responsibilities*

At present, the jurisdictional and management responsibilities for the use and operation of various portions of Bare Cove Park and the Depot Tracts is somewhat confusing and divided among several responsible town departments and committees— including the Selectmen, the Bare Cove Park Committee, the Long-Range Planning Committee for Bare Cove Park, the Back River Committee, the Capital Outlay Committee, the School Department, and the DPW.

Additionally, the most desired future uses for Bare Cove Park are somewhat unclear. Therefore, a new Master Plan should be prepared that identifies: 1) priority uses, 2) specific sites where these uses should be constructed, 3) unsafe properties where safety is an issue and correspondingly, which of these unsafe properties or buildings should be demolished, 4) jurisdictional responsibilities, 5) maintenance and operating costs, 6) policies for future disposition or sale of Depot Tracts lands to developers to insure adequate environmental protections and adequate buffers between these private uses and the passive recreational uses established at Bare Cove Park, and, 7) acquisition of state lands by the town of adjoining Bare Cove Park near Route 3A for recreational purposes. To this end, the Town recently hired a Master Plan consultant to prepare a plan, which was completed in draft form in December, 2001.

APPENDIX 9-1: FY 2002 FIVE YEAR CAPITAL PLAN

The Town's Capital Outlay Committee regularly prepares a five-year capital improvement budget for the town's various facilities. Updated annually, the plan largely addresses major improvements or repairs, which are foreseen. Attached as Appendix 9-1 is the current FY 2002 Five Year Capital Plan.

FY2002 Five Year Capital Plan

Department/Category	FY2002	FY2003	FY2004	FY2005	FY2006
SELECTMEN:					
GAR Hall Renovations and Repairs	\$40,000				
TOTAL SELECTMEN	\$40,000	\$0	\$0	\$0	\$0
ACCOUNTING/MIS:					
Information Technology Assets (20% replacement)	\$35,000				
GIS Base Map & Software	\$75,000				
Information Technology Assets (20% replacement)		\$35,000			
Information Technology Assets (20% replacement)			\$35,000		
Information Technology Assets (20% replacement)				\$35,000	
Information Technology Assets (20% replacement)					\$35,000
TOTAL ACCOUNTING/MIS	\$110,000	\$35,000	\$35,000	\$35,000	\$35,000
POLICE DEPARTMENT:					
Police Cruisers 7 (replace 2000's)	\$147,000				
Hanguns (replacement)		\$23,000			
Police Cruisers 7 (replace 2001's)			\$156,000		
Protoble Radios (replacement)			\$20,000		
Police Cruisers 7 (replace 2002's)				\$161,000	
Protoble Radios (replacement)				\$20,000	
Police Cruisers 7 (replace 2003's)					\$170,000
Protoble Radios (replacement)					\$20,000
TOTAL POLICE DEPARTMENT	\$147,000	\$23,000	\$176,000	\$181,000	\$190,000
FIRE DEPARTMENT:					
Engine #1 (replaces 1986 Engine #1)	\$276,000				
A.L.S. Ambulance Equipment (replacement)	\$7,000				
Fire Hydrants 12 (replacement)	\$24,000				
SCBA's (replacement)		\$80,000			
Fire Prevention Vehicle #43 (replaces 1993)		\$32,000			
Fire Alarm Vehicle #50 (replaces 1987)		\$68,000			
Command Vehicle #41 (replaces 1994 sedan)		\$32,000			
Building Repairs (Central Station)		\$2,850,000			
Fire Hydrants 12 (replacement)		\$24,000			
Command Vehicle#44 (replaces 1998)			\$37,000		
Rescue #46 (replaces 1990)			\$138,000		
Fire Hydrants 12 (replacement)			\$24,000		
Utility Vehicle #49 (replaces 1999)				\$37,000	
Radio System (new)				\$130,000	
Spare SCBA Tanks (new)				\$6,000	
Fire Hydrants 12 (replacement)				\$24,000	
Engine #2 (replaces 1991 Engine #1)					\$276,000
Fire Hydrants 12 (replacement)					\$24,000
TOTAL FIRE DEPARTMENT	\$307,000	\$3,086,000	\$199,000	\$197,000	\$300,000

FY2002 Five Year Capital Plan

Department/Category	FY2002	FY2003	FY2004	FY2005	FY2006
HARBORMASTER:					
Outboard Motor Pumpout Boat (replacement)		\$5,000			
Harbormaster Boat Engines (replacement)			\$12,000		
TOTAL HARBORMASTER	\$0	\$5,000	\$12,000	\$0	\$0
PUBLIC WORKS (HIGHWAY):					
Superintendent Vehicle#1 (replaces 1993)	\$32,000				
Dump Truck w/Sand & Plow Package#5 (replaces 1988)	\$97,500				
Rodding Machine	\$26,000				
3/4 ton truck#37 (replaces 1990)	\$26,000				
Leavitt Street Bridge (replacement)	\$90,000				
Gardner Street Sidewalk Engineering(new)	\$30,000				
3/4 ton truck#2 (replaces 1994)		\$23,000			
Dump Truck w/Sand & Plow Package#14 (replaces 1990)		\$95,000			
Holder C-500 Tractor#26 (replaces 1992)		\$69,000			
DPW Windows (replacement)		\$20,000			
Exterior Lighting Highway Barn (replacement)		\$10,000			
Roadsweeper#22 (replaces 1996)			\$94,000		
1 ton dump truck#4 w/plow (replaces 1996)			\$39,000		
3/4 ton truck w/plow #9 (replaces 1994)			\$28,500		
Highway Barn Roof (replacement)			\$50,000		
Compressor #35 (replaces 1989)				\$17,000	
3/4 ton truck w/plow #3 (replaces 1997)				\$26,500	
Front End Loader #10 (replaces 1994)				\$80,000	
White building (replacement)				\$70,000	
Catch Basin Cleaner #12 (replaces 1998)					\$100,000
Salt Shed (replacement)					\$20,000
TOTAL PUBLIC WORKS (HIGHWAY)	\$301,500	\$217,000	\$211,500	\$193,500	\$120,000
PUBLIC WORKS (LANDFILL):					
Forklift (replaces 1989)		\$27,500			
Granulator (replaces 1991)		\$44,500			
Landfill Closure Costs		\$340,000			
Transfer Station/Bailer Building (renovations)			\$350,000		
Baleclamp (replaces 1994)			\$14,000		
Forklift (replaces 1996)			\$26,000		
Fuel tank			\$20,000		
Bale Strapper (replaces 1981)				\$25,000	
TOTAL PUBLIC WORKS (LANDFILL)	\$0	\$412,000	\$410,000	\$25,000	\$0

FY2002 Five Year Capital Plan

Department/Category	FY2002	FY2003	FY2004	FY2005	FY2006
PUBLIC WORKS (RECREATION):					
Dump Truck#27 1 ton w/plow (replaces 1993)	\$60,000				
Sander (new)	\$8,000				
3/4 ton truck w/plow (replaces 1988)	\$28,000				
Centrifugal Pump (new)		\$12,000			
1 Ton Roller (new)		\$12,000			
Reconstruct Tennis Courts 6 (Plymouth River)		\$120,000			
Infield Reconstruction		\$10,000			
Mower w/6' Deck (replaces 1996)			\$17,500		
Reconstruct Tennis Courts 6 (Foster)			\$90,000		
Infield Reconstruction			\$10,000		
Dump Truck#28 1 ton w/plow (replaces 1996)				\$37,000	
Reconstruct Tennis Courts 6 (Central)				\$70,000	
Infield Reconstruction				\$10,000	
Ford Tractor #29 (replaces 1994)					\$34,000
TOTAL PUBLIC WORKS (RECREATION)	\$96,000	\$154,000	\$117,500	\$117,000	\$34,000
PUBLIC WORKS (TREE & PARK):					
Dump Truck#16 1 ton w/plow (replaces 1992)	\$60,000				
Tree & Park Building Repairs	\$10,000				
Dump Truck#18 (replaces 1995)		\$49,500			
Tree & Park Building Repairs		\$10,000			
Aerial Bucket Truck#20 (replaces 1995)			\$79,000		
Tree & Park Building Repairs			\$10,000		
3/4 ton truck#9 w/plow (replaces 1994)				\$25,000	
Tree & Park Building Repairs				\$10,000	
Brush Chipper					\$26,000
TOTAL PUBLIC WORKS (TREE & PARK)	\$70,000	\$59,500	\$89,000	\$35,000	\$26,000
SEWER DEPARTMENT:					
Pump Station Replacements	\$150,000				
Pump Station Replacements		\$105,000			
Pump Station Replacements			\$200,000		
TOTAL SEWER DEPARTMENT	\$150,000	\$105,000	\$200,000	\$0	\$0
HARBOR DEVELOPMENT:					
New Harbormaster Office and Bathrooms		\$150,000			
Build New Park			\$200,000		
TOTAL HARBOR DEVELOPMENT	\$0	\$150,000	\$200,000	\$0	\$0