



TOWN OF GEORGETOWN COMMUNITY DEVELOPMENT PLAN 2004



Prepared for:
Georgetown Planning Board

Prepared by:
Georgetown Master Plan Committee

With assistance from:
**Merrimack Valley Planning Commission
Community Design Partnership, Inc.
LDS Consulting Group, Inc.**

and with funds from:
**Massachusetts E.O. 418 Community Development
Planning Program: Department of Housing and Community
Development, Executive Office of Environmental Affairs,
Department of Economic Development, Executive Office
of Transportation and Construction**

June 2004

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ACKNOWLEDGEMENTS

Appreciation is extended to the following individuals and organizations for their participation and assistance on the Georgetown Community Development Plan:

Georgetown Master Plan Committee

Charles Brett
Douglas Cannon
Nora Cannon
Elizabeth Davidson
Stephen Horne
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Jacki Byerley, Town Planner

Merrimack Valley Planning Commission

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Community Design Partnership, Inc.

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LDS Consulting Group, Inc.

Lynne D. Sweet

Special thanks are extended to the State E.O.418 Community Development Planning Program agencies for their financial support for the Plan:

E.O. 418 Agencies

Massachusetts Executive Office of Environmental Affairs
Massachusetts Department of Housing and Community Development
Massachusetts Department of Economic Development
Massachusetts Executive Office of Transportation and Construction

1. INTRODUCTION

1.1 Georgetown at a Crossroads

The Town of Georgetown is an attractive semi-rural community in the Lower Merrimack Valley/Upper North Shore region of Massachusetts. Lying squarely within one of the fastest growing areas of the Commonwealth, Georgetown has been able to remain, in some respects, a quintessential New England “small town” – a community with a compact town center surrounded by an appealing blend of historic and low-density residential neighborhoods and semi-rural outlying areas, including several active farms and woodlots, forestland, meadows, and freshwater ponds and wetlands all knitted together by winding country roads.

The town’s ability to retain some of the special features that make it unique in the face of dramatic *regional* change is more than just blind luck. It is at least partly the result of deliberate local policies and practices – ranging from protective zoning bylaws to prudent spending decisions – that have been instituted in years past and more recently. And yet, as regional growth pressures – *housing construction, business expansion, traffic generation* – continue to mount in neighboring Greater Haverhill, Greater Newburyport, and nearby southern New Hampshire, Georgetown will need to do even more if it is to remain the scenic small community its residents cherish.



1.2 Plan Overview and Contents

The Community Development Plan is a guidance document for the town officials and residents of Georgetown. It builds on and complements information, analyses, and recommendations of the current Georgetown Open Space Plan, Affordable Housing Plan, and other town planning documents. The Community Development Plan was developed by the Georgetown Master Plan Committee under the direction of the Planning Board. Assistance was provided by the Merrimack Valley Planning Commission, Community Design Partnership, and LDS Consulting Group. The Plan was funded primarily by a \$30,000 grant from the State Executive Order 418 Community Development Planning Program. Additional funds were provided by the

Town of Georgetown Highway Department and MVPC. This plan is considered to be an evolving plan for action. Over the next several months, the Master Plan Committee will continue to work to refine and supplement this plan in order to create a complete Master Plan for presentation to the Planning Board.

The Community Development Plan is organized around and focuses on five main topics of vital interest to the town: *Open Space, Recreation, and Natural Resources; Historic Resources; Housing; Economic Development;* and *Transportation*. It also contains a discussion of *Community Assets & Liabilities and Visioning*, which lays the groundwork for the above five topics.

1.3 How to Use This Plan

The Community Development Plan, like the town Open Space Plan, is a *guidance* document – not law. It will be up to the town’s various legislative and executive bodies, such as Town Meeting, the Board of Selectmen, the Planning Board, and other boards and commissions, to further evaluate and implement the Plan’s recommendations over the coming months and years. To this end, the Community Development Plan contains recommended implementation strategies and actions for each of the five topics of open space, recreation, and natural resources; historic resources; housing; economic development; and transportation. Where possible, the local entity(ies) responsible for carrying out each action are identified, along with a suggested timeline and potential cost and funding source(s).

In order to ensure that this Plan, and ultimately the full Master Plan, are incorporated and employed consistently in future town deliberations and decision-making, the town should consider establishing a standing Master Plan Implementation Committee under the supervision of the Planning Board. This committee would be responsible for monitoring and reporting the town’s progress toward implementing the various action recommendations contained in the Community Development Plan/Master Plan.

One way to ensure consistency in this Plan’s and the Master Plan’s use by town boards and commissions (for example, in priority-setting for funding or in reviewing and permitting of development proposals), would be to require each board to evaluate whether their actions are consistent with the Plans; and, if they are not, to state in writing why such divergent actions were taken. This would serve the dual purpose of encouraging consistency in local decision-making among town boards while at the same time making the reasons for their decisions more transparent to and understandable by the public.

1.4 Guiding Principles for Smart Growth

The Community Development Plan is forward-looking, offering action recommendations that embrace principles of “Smart Growth” and are conducive to sound and sustainable community development. Simply stated, smart growth is sustainable development that simultaneously serves the community, the economy, and the environment. It changes the terms of the development debate away from the traditional (and often *adversarial*) growth/no-growth question to “how and where should new development be accommodated?” Smart growth is development that provides and supports:

- A strong and distinctive “sense of place”.
- A range of housing options for people of varying age and income levels.
- A mix of thriving local businesses, including resource-based businesses such as farming and nursery operations that are important to the character of the town, the conservation of open space, and the livelihood of local residents.
- A variety of transportation alternatives, including non-motorized travel options that are achieved by developing new paths and trails, linking existing paths and trails, and making roadways and intersections more pedestrian-friendly.
- A vibrant, attractive, business- and pedestrian-friendly town center that offers a mix of uses and services.
- A clean and healthy environment that accommodates growth while preserving water resources, open space, and critical habitat.
- Compact building design, where practicable, to limit sprawl and its attendant impacts and to preserve natural resources.
- Development decisions that are predictable, fair, and cost effective.

“The goal of smart growth is not no-growth or even slow growth. Rather, the overall goal is sensible growth that balances our need for jobs and economic development with our desire to save our natural environment.”

Parris Glendening
Governor, State of Maryland

As Massachusetts state grant and loan programs begin to more actively embrace and reflect smart growth and sustainable development principles, priority funding consideration will be given to those local development proposals, plans, and practices that do the same. Beginning in FY 2005, the Massachusetts Office for Commonwealth Development (OCD) will begin targeting state capital spending programs to: a) *projects* that are consistent with sustainable development principles, and b) *partnerships with municipalities* that advance the Commonwealth’s interests in those principles. Priority Commonwealth interests include: redevelopment of previously developed areas; housing production; protection of farms, forest, and other open space; and protection of drinking water supplies. Municipal funding requests made through the Commonwealth Capital Application process will be given added weight if the municipality has implemented, or makes a binding commitment to implement, a wide array of sustainable development measures. These measures include but are not limited to:

1. Current Open Space Plan
2. Executive Order 418 Community Development Plan
3. Adoption of the Community Preservation Act
4. Master Plan (adopted or revised within previous five years)
5. Brownfields inventory
6. Zoning directing new development to existing water and sewer network
7. Mixed-use zoning in one or more downtown or civic districts
8. Zoning for transfer of development rights
9. Zoning for accessory units
10. Cluster zoning
11. Zoning for agriculture and/or forestry uses (>10 acres per dwelling unit)
12. Water resources protection plan
13. Agricultural commission or comparable entity.

For a more complete description of the Commonwealth's sustainable development principles and draft capital spending programs and criteria, please consult Appendix A.

2. VISION STATEMENT AND ASSETS & LIABILITIES

2.1 Introduction

The Georgetown Master Plan Committee, assisted by the Merrimack Valley Planning Commission (MVPC) and Community Design Partnership (CDP), organized the first stage of public participation in the Community Development Plan process: *creating a vision for Georgetown's future*.

Development of a Vision Statement is an essential early step in creating a Community Development Plan or a Master Plan. The vision statement becomes a guiding image for a community as it faces challenges and makes decisions in the future. Vision statements focus attention on a community's



values, sense of identity, and aspirations. In order to focus on a vision, community residents also need to understand current conditions on a community-wide level. They need to identify and understand the assets of their community – what is valued, what is working well – and the liabilities – the less attractive aspects of the community and the problems that need to be solved. The process of creating a vision statement is an occasion for residents to agree on a desired future and commit themselves to working towards that ideal.

2.2 The Visioning Process

MVPC and CDP personnel met with the Georgetown Master Plan Committee and the Town Planner to discuss the purpose and organization of a public forum to develop a vision statement and list of community assets and liabilities. In that meeting, the Master Plan Committee members gave their views on the some of the opportunities and challenges facing the Town. In order to understand more about the town and create a brief presentation on current conditions, MVPC and CDP reviewed existing data and studies about Georgetown and visited and photographed the Town. At the same time, MVPC's geographic information systems (GIS) staff created a set of large format (38" x 44") maps showing existing environmental and land use conditions.



The Visioning Forum was broadly advertised throughout the community via a press release and color flyers that were distributed at popular local gathering spots (Town Hall, Library, stores and shops, etc.) The press release and flyer are shown in Appendix B.

The Visioning Forum was held on November 13, 2003 at the Georgetown High School Cafeteria. Approximately 50 town residents and local public officials attended. Before the meeting began, the GIS maps were displayed on the wall for participants to view and discuss, and refreshments were provided. Alan Macintosh of MVPC introduced the session by offering opening remarks and reviewing the agenda. Larissa Brown of CDP gave a brief slide presentation focusing on natural resources and open space, housing, economic development, and transportation conditions in town. (See Appendix B for the slide presentation.) The participants then separated into five smaller groups, each provided with one or two facilitators, a big paper pad to record comments, and a base map for reference and to record ideas. At the end of the meeting, each of the smaller groups reported back to the group as a whole. Despite some differences, there proved to be considerable overlap and convergence of views among the groups. (The results from each of the groups are summarized in Appendix B.)

The following sections contain the Vision Statement and Assets & Liabilities List prepared by CDP in consultation with MVPC and the Master Plan Committee. They represent a distillation and synthesis of the many views and opinions expressed by the Forum participants.

2.3 Town of Georgetown Vision Statement

“In 2023...

Georgetown remains a predominantly residential and family-oriented community with a semi-rural, small town identity. Through careful planning, the Town has retained much of the visual character of its rural heritage of fields and woods balanced by a lively historic downtown and a small sector of clean industry. Georgetown has an involved, civic-minded population and an excellent school system. The Town has been successful in shaping change to protect its livability and natural beauty while accommodating growth and reflecting the community’s essential values:

- ***Protecting and Enhancing Georgetown’s Natural and Cultural Heritage*** – *Georgetown has protected its natural resources, especially its water resources, and its semi-rural character through permanent protection of critical open spaces, creative cluster development, and public understanding of how to manage private landscapes to avoid pollution of rivers, streams and ponds. The Town’s wellfields and aquifers are well-protected and water quality and quantity has improved significantly from only a few decades ago. Public parks are well-maintained and a pedestrian network of trails and sidewalks links all neighborhoods with open space, town facilities, schools and the town center. The Town’s most important historic resources have been identified and given landmark protection. CPA funds have been effectively deployed to protect historic as well as open space resources.*
- ***Living in Georgetown*** – *In addition to Georgetown’s neighborhoods of single family homes, the Town now offers a greater variety of housing choices, including condominiums and rental apartments affordable to long time residents and seniors who wish to downsize their housing, young people starting out in life, and town employees. The town continues to achieve state goals for affordable housing through housing development that complements*

Georgetown's character, aided by CPA funding. Zoning standards and guidelines ensure that new construction is sensitive to the surrounding landscape and neighborhood.

- ***Supporting Economic Development*** – *A mixture of small-scale shops, offices, housing, and town services brings more vitality to the town center. Apartment dwellers living over shops thrive and keep an eye on the downtown activities that include new family-style restaurants, a bakery and other businesses organized in a downtown business association. Antique shops have grown in number and have become a stable tourist attraction for the town. Patrons park in landscaped parking lots located behind buildings. The downtown is safe and appealing to pedestrians, with streetscape improvements and traffic controls to enhance walkability. A Town Economic Development committee has been successful in identifying and attracting new light industry to the industrially-zoned lands near I-95, enhancing Georgetown's tax base.*

- ***Moving Around Georgetown*** – *In addition to Georgetown's pedestrian network of sidewalks and trails in open space areas, bicycle and pedestrian routes have been created on abandoned railbeds and on utility line rights of way. Improvements in traffic management at key intersections and physical improvements combined with enhanced enforcement have made local roads safer and eased congestion. Enforcement actions have made truck traffic less noisy for residents along truck routes.*

- ***Civic Georgetown*** - *The Town has built a state-of-the-art school combined with a community center serving all ages of town residents. New or upgraded town buildings for the library and public safety departments have been completed. A comprehensive wastewater management program is being implemented.*

Through wise stewardship and community commitment, Georgetown is shaping change by careful planning, protection of the Town's resources and natural environment, effective regulation, and incentives to enhance quality of life and opportunity for everyone who lives in Georgetown."

2.4 Community Assets and Liabilities

| ASSETS | LIABILITIES |
|--|---|
| Overall Community Character and Issues | |
| <ul style="list-style-type: none"> ▪ Semi-rural character ▪ Rural roads: narrow, winding, green, stone walls ▪ Good place to raise children ▪ Good community involvement with high Town Meeting attendance ▪ Strong volunteer base - most boards have members and many civic organizations ▪ Safe and crime free community ▪ Location provides easy commute to employment centers | <ul style="list-style-type: none"> ▪ Rural character is diminishing and suburban character is increasing ▪ Too much mixture of residential and industrial uses throughout town ▪ Need to drive everywhere ▪ Need more lively downtown ▪ Insufficient communication between town government and community groups ▪ Too much dependence on a residential tax base ▪ Not-In-My-Backyard (NIMBY) attitudes |
| Natural and Cultural Resources | |
| <ul style="list-style-type: none"> ▪ Generally proactive policies in natural resource protection ▪ Lufkin's Brook ▪ Parker River ▪ Wheeler Brook Farm ▪ Hampshire Woods ▪ Local ponds ▪ Historical buildings ▪ Theater groups and art galleries | <ul style="list-style-type: none"> ▪ Concern about development around water supplies/aquifer ▪ Residential septic failures and nonpoint source pollution degrades ponds ▪ Pentucket Pond is overrun with geese ▪ Encroachment on wetlands: potential danger to water supply ▪ Wastewater management needed in town center ▪ Not enough recycling ▪ Drinking water quality for one well needs improvement (currently underway) ▪ With increasing population will need a new well(s) ▪ Currently have shallow wells ▪ Cost of treatment v. cost of drilling a new, deep well ▪ Limited water supply needs attention for future |
| Open Space and Recreation | |
| <ul style="list-style-type: none"> ▪ Adoption of the Community Preservation Act ▪ Camp Denison ▪ Pond for swimming ▪ Public golf club and country club ▪ Tennis courts ▪ Summer concert series ▪ State Forest Land ▪ Town parks like American Legion Park and Harry Murch Park | <ul style="list-style-type: none"> ▪ Open space/parks not well managed, poor access, few trails, not well publicized ▪ Geese impacts on pond detract from swimming ▪ Lack of public access to open space ▪ Trying to find space for more fields |
| Housing and Residential Development | |
| <ul style="list-style-type: none"> ▪ Quality and variety of attractive housing styles and sizes ▪ Historic homes | <ul style="list-style-type: none"> ▪ Growth hasn't been "done right" ▪ Need tools to manage and shape growth ▪ Tearing down small houses to put up big ones – |

| ASSETS | LIABILITIES |
|--|--|
| <ul style="list-style-type: none"> ▪ Town will reach 10% 40B goal with current rental project | <p>trend towards "mansionsization"</p> <ul style="list-style-type: none"> ▪ Road frontage almost all developed ▪ Zoning & by-laws create higher housing costs - difficult permitting system ▪ No multi-family zoning ▪ No apartments downtown ▪ Even with the 40B project, housing for middle income households remains scarce |
| Economic Development | |
| <ul style="list-style-type: none"> ▪ Civic buildings in the town center ▪ Good base of buildings and businesses in the town center ▪ Industrially-zoned land available for development close to I-95 ▪ Center antique shops | <ul style="list-style-type: none"> ▪ Lack of business tax base ▪ Not much employment in town ▪ No program to attract business to available industrial land ▪ No organization for small business Downtown ▪ Mixed uses not allowed downtown ▪ Need for more retail/restaurant options ▪ No apartments downtown ▪ Not aesthetically pleasing – need façade improvements ▪ Not walkable; Need to drive everywhere – no good pedestrian access to downtown ▪ Not enough and/or not fully utilized parking ▪ Wastewater disposal constraints |
| Transportation | |
| <ul style="list-style-type: none"> ▪ Good Access to I-95 and other major arterial roads ▪ Park-and-Ride lot for commuter bus | <ul style="list-style-type: none"> ▪ Location and easy road access means a lot of traffic traveling through Town to other destinations – growth in other towns will contribute to traffic in Georgetown ▪ Traffic congestion in center during commuter rush and at the end of the school day, 3-6pm ▪ Speeding and lack of enforcement ▪ Truck traffic along Route 133 ▪ Congestion on Route 97 East in the morning ▪ Parking scarce downtown ▪ Cud-de-sacs impede through circulation and create congestion on major roads |
| Community Facilities | |
| <ul style="list-style-type: none"> ▪ Good school system: locally controlled (not part of a regional school system), small classes, 100% MCAS pass rate for graduating seniors (2003) ▪ Volunteer Fire Department ▪ Local electric company with good rates/service | <ul style="list-style-type: none"> ▪ The library needs more space - it is in danger of losing certification ▪ No place for teenagers to hang out ▪ Cost of schools and need for space ▪ No youth or senior center ▪ Need for a comprehensive wastewater management program |

3. OPEN SPACE, RECREATION, AND NATURAL RESOURCES

3.1 Introduction

In 2001, Georgetown drafted an Open Space Plan in compliance with the guidelines established by the State’s Division of Conservation Services. This plan provides a comprehensive analysis of Georgetown’s natural environment, as well as a detailed strategic plan for protecting the Town’s natural resources and open space. Much of the material in this section is drawn directly from that plan, with updated information included where available.

The 2001 draft Open Space Plan documented the rapid and intensive growth that occurred in the Town with the loss of agriculture and the influx of suburban dwellers. In general there have been three major periods of change, the first being the transition from woodland to a working, agricultural community. In 1840, almost 70 percent of the town was open or in agricultural use. By 1950 these figures had almost completely reversed themselves, with 70 percent of the town again covered by forest. This reflected the second major period of change, the decline of agriculture as Georgetown’s primary mode of living. The third period of change has been briefer but no less dramatic, and that is the rapid suburbanization of the town between 1951 and the present. During this period, over 1300 acres of forest, farms, and wetlands have been developed, largely for the purpose of single-family residential dwelling.



In November 2003, the town conducted a strategic planning initiative in which town officials, leaders, and concerned citizens participated in a critical analysis of the town’s assets and liabilities. The results of this initiative were subsequently summarized in a “Vision Statement and Assets and Liabilities” report prepared in January 2004. The following table derives from this report:

| ASSETS | LIABILITIES |
|---|--|
| Natural and Cultural Resources | |
| <ul style="list-style-type: none"> ▪ Generally proactive policies in natural resource protection ▪ Lufkin’s Brook ▪ Parker River ▪ Wheeler Brook Farm ▪ Hampshire Woods ▪ Local ponds ▪ Historical buildings ▪ Theater groups and art galleries | <ul style="list-style-type: none"> ▪ Concern about development around water supplies/aquifer ▪ Residential septic failures and nonpoint source pollution of ponds ▪ Pentucket Pond is overrun with geese ▪ Encroachment on wetlands: potential danger to water supply ▪ Wastewater management needed in town center ▪ Not enough recycling ▪ Drinking water quality for one well needs improvement (currently underway) |

| ASSETS | LIABILITIES |
|--|--|
| | <ul style="list-style-type: none"> ▪ With increasing population will need a new well(s) ▪ Currently have shallow wells ▪ Cost of treatment v. cost of drilling a new, deep well ▪ Limited water supply needs attention for future |
| Open Space and Recreation | |
| <ul style="list-style-type: none"> ▪ Adoption of the Community Preservation Act ▪ Camp Denison ▪ Pond for swimming ▪ Golf and country club ▪ Tennis courts ▪ Summer concert series ▪ State Forest Land ▪ Town parks like American Legion Park and Harry Murch Park | <ul style="list-style-type: none"> ▪ Open space/parks not well managed, poor access, few trails, not well publicized ▪ Geese impacts on pond detract from swimming ▪ Lack of public access to open space ▪ Trying to find space for more athletic fields |

The 2001 Open Space Plan established three broad ranges of Goals & Objectives:

- Protect and expand open space land
- Protection of water resources including public drinking water supply, wetlands, wildlife habitat, fisheries and recreational waters.
- Improve public access to conservation lands for passive recreational usage.

The Five-Year Action Plan developed in that plan is as follows:

- Educate the community and town boards on benefits of open space and gain support to establish land bank.
- Work with the Selectmen, FinCom and Town Counsel to establish a Georgetown Conservation Land Trust.
- Determine best preservation strategy specific to each identified unprotected parcels of interest as open space.
- Work with Planning Board and Master Plan Committee to integrate preservation strategy with zoning-bylaws
- Begin contacting landowners. Inquire as to protection/acquisition.
- Educate landowners about easements, deed restrictions, and fee simple gifts.
- Educate town boards about overlay zoning, subdivision control and regulations, trade-offs and scenic historic districts, etc.
- Establish contact between town board and 61A property owners to allow discussion among boards when property becomes available.
- Continue to draft, implement, and uphold local wetlands regulations in support of the Georgetown Wetlands By-laws.
- Work with defined Boards to establish a working relationship and defined responsibilities on applications with impact across functions.
- Integrate the separate Preservation and Water Quality strategies into a single prioritized control plan. Lands of high resource value which also impact on the quality of water supply must be given highest priority for protection.

- Make a list of areas needing ADA accessibility and initiate a strategy to create ADA accessibility for designated areas.
- Develop a written Trail Plan, defining available trails, trail expansion, and trail maintenance requirements.
- Investigate the feasibility of using Youth Corps work programs to build and maintain trails, structures and facilities on conservation lands. If feasible, implement a Youth Corps program in Georgetown.
- Work in conjunction with the Georgetown Historical Society and Georgetown Historical Commission to initiate a program for presentation at schools, senior center, Scouting organizations, etc.

3.2 Unique Resources and Environments

The following table contains several important scenic and cultural sites in Georgetown.

| Georgetown Historical Sites | | | |
|---|---------------------|----------------------------------|-------------|
| The * indicates those properties that are also culturally significant. NR denotes listing on the National Register. | | | |
| Key | Address | Name | Date |
| 1 | Andover St. 27 | Nathaniel Nelson House | c. 1839 |
| 2 | Andover St. 241 | Thurston-Spofford House | c. 1725 |
| 3 | Andover St. 337 | Eleazer Spofford House | c. 1765 |
| 4 | Baldpate Rd. 85 | Baldpate Inn | 1725 |
| 5 | Brook St. 21 | (no title) | c. 1840 |
| 6 | Central St. 2 | Odd Fellows Hall | c. 1840 |
| 7 | Central St. 21 | Universalist Church | 1832 |
| 8 | Central St. 67 | (no title) | c. 1860 |
| 9 | Central St. 237 | Lovering House | c. 1800 |
| 10 | Central St. 302 | Adams-Herrick-Howe House | c. 1800 |
| 11 | Central St. 154-156 | Chaplin Shoe Factory | c. 1860 |
| 12 | East Main St. 10-24 | Union Building | 1886 |
| 13 | East Main St. 25 | Memorial Church Parsonage | c. 1840 |
| 14 | East Main St.34 | Dunbar Tavern | c. 1810 |
| 15 | East Main St. 35 | Prescott Poor House | c. 1880 |
| 16 | East Main St. 108 | Capt. Brocklebank House (museum) | c. 1660 * |
| 17 | East Main St. 108 | Hill School #3 (museum) | c. 1828 * |
| 18 | East Main St. 225 | Hazen-Kimbal-Aldrich House | c. 1720 |
| 19 | Elm St. 5 | Adams Hall | 1835 |
| 20 | Elm St. 8 | Nathaniel Nelson House | 1797 NR |
| 21 | Elm St. 13 | Rev. Braman Parsonage | c. 1820 |
| 22 | Elm St. 81 | Jseph Nelson House | c. 1738 |
| 23 | Jewett St. 170 | Dickinson-Pillsbury-Witham House | c. 1700 NR |
| 24 | Library St. 1 | Town Hall | 1905 NR |
| 25 | Library St. 33 | (no title) | c. 1840 |
| 26 | Lincoln Park | Georgetown Peabody Library | 1907 * |
| 27 | Lull St. 1 | Oliver Tenney House | c. 1750 |

| | | | |
|----|-------------------|----------------------------|------------|
| 28 | Middle St. 23 | (no title) | c. 1840 |
| 29 | Nelson St. 91 | Solomon Nelson House | c. 1800 |
| 30 | North St. 24 | Dr. Richmond B. Root House | c. 1820 |
| 31 | Park St. | Marston Shoe Factory | 1876 |
| 32 | Pleasant St. 7 | Dr. Raymond Root House | c. 1870 |
| 33 | Pleasant St. 14 | Walter M. Brewster House | c. 1872 |
| 34 | Pond St. 61 | (no title) | c. 1840 |
| 35 | Union St. 5 | Dresser House | c. 1800 |
| 36 | West Main St. 28 | White Shop | 1820 |
| 37 | West Main St. 34 | Brick School | 1854 |
| 38 | West Main St. 38 | (no title) | c. 1840 |
| 39 | West Main St. 55 | (no title) | c. 1870 |
| 40 | West Main St. 93 | Adams-Clark House | c. 1725 NR |
| 41 | West Main St. 153 | Jeremiah Dodge House | c. 1750 |
| 42 | West Main St. 175 | Harriman-Weston House | c. 1780 |

Sites of Special Interest

| | | | |
|---|-----------------------------|-------------------------------------|-----------|
| A | Andover & Central Sts. | Civil War Monument | 1874 |
| B | Central St. | Harmony Cemetary | 1831 |
| C | East Main St. | Union Cemetary | 1732 |
| D | Library/Union/E. Main | Harry Murch Park | c. 1925 |
| E | Andover St. (near West St.) | John Spofford, 1st settler (marker) | (no date) |
| F | North St. (near Lull St.) | Goodrich Massacre (sign marker) | 1692 |

3.2.1 Regional Resources

The Town of Georgetown occupies approximately 13.1 square miles and is centrally located in northern Essex County. It is bordered by Boxford, Groveland, Newbury and Rowley. The Town's major natural resources are the upper Parker River, many of its major tributaries, the River's only Great Ponds, and many associated wetlands that have known or potential ecological significance as a rare and endangered species habitat.

To the Northeast of Georgetown, the coastal area around the Parker River's mouth has been designated an Area of Critical Environmental Concern (ACEC) by the State. At the heart of this ACEC is the Parker River National Wildlife Refuge, located on and around Plum Island. The Refuge is nationally, if not world, renowned for the observation of migratory, resident, and visiting birds, many of which are very rare.

Georgetown shares several important natural and recreation resources with neighboring towns. The Georgetown-Rowley State Forest offers hiking, cross-country skiing, mountain biking, and wildlife observation opportunities to residents of Georgetown and neighboring towns. Rails through the Georgetown-Rowley State Forest are part of the bay Circuit Committee's efforts to link Georgetown with 50 other Massachusetts Communities through an interconnecting trail

system of 200 miles. Efforts are also underway in Georgetown to create a recreational Bikepath using 4.6 miles of unused railroad and utility easement corridors within the town.

Georgetown possesses a small, but thriving, business center where residents can buy the necessities of life, as well as enjoy an afternoon shopping the antique stores. Yet traveling half a mile in any direction rewards the soul with quiet country lanes through mature forest, along pristine streams, marshes, ponds, and one of the highest peaks in Essex County.

The very features, which make Georgetown a desirable place to call home, create the need to continually evaluate and assess the town's open space needs. During the last 50 years the town has experienced a population explosion, along with a building boom of single-family houses. Unfortunately, much of the remaining land is marginal for development due to proximity to wetlands, and continued construction could have a negative impact on the values provided by these areas.

Various wildlife species thrive in this rural habitat, from native songbirds to wild turkeys. Beaver and deer populations are expanding as well. Generous conservation lands, and greenways providing travel corridors, are necessary to preserve harmony between the town's human and wildlife populations. The need to preserve these natural treasures is further enhanced by the Georgetown Water Department's wellhead area in the Lufkin's Brook conservation area on the western side of town. The town's residents are acutely aware of the need to preserve the quality of the groundwater in this area.

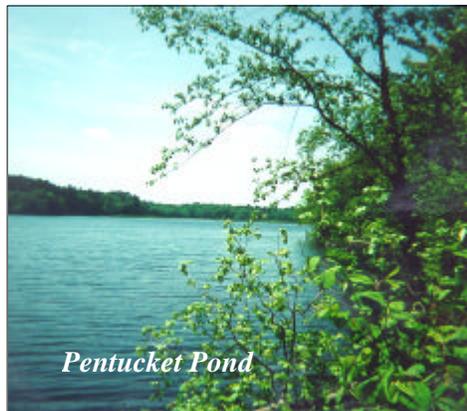
3.2.2 Scenic Landscapes and Unique Features

The landscape of Georgetown is dominated by its wetlands and large tracks of open space. The low, rolling topography means that no single feature overwhelms the others. Every turn in every road brings a new view. The Town has been fortunate in being able to preserve, throughout much of the community, the appearance of a traditional New England village dominated by mixed deciduous and pine woods and stretches of swamps, stream and ponds. There are many old houses and other buildings in the Town Center, as well as set within the woods and fields of the Town. Nelson St. has been designated as a scenic road.

In many New England towns, the fall foliage is noted for the bright oranges, yellows and reds of Sugar Maples. This is not the case in Georgetown. Instead, many areas throughout the Town are ablaze with the brilliant scarlet foliage of Red Maple swamps in the Fall. In addition, these tree provide another visual gift in the Spring when they are covered with scarlet flowers before their leaves are fully out, and then by scarlet fruit mixed among the fresh green leaves. Although there are apparently no groves remaining of pre-colonial forest, there are many trees that are more than 100 years of age, primarily oaks and White Pine.

Two ponds of notable size are Rock Pond and Pentucket Pond located respectively, to the south and north of West Main Street. These are linked by the Parker River, are the river's only Great Ponds. They serve as major recreation attractions for boating, fishing, and nature observation. At 57 acres, Rock Pond is the smaller and more developed of the two ponds. Its is almost entirely

surrounded by residential areas except for a one-acre parcel where a Public boat ramp is located along West Main Street. Pentucket Pond covers 85 acres and has Conservation Land on its northwest end, a park and beach on its southeast end, and a 4-H summer camp on the south side.



At 385 feet, Baldpate Hill in Georgetown is the sixth highest point in the Essex County. Just a few miles west of the coast, it may be only one of a few points on land from which one can see the full length of Plum Island and the Parker River ACEC.

3.2.3 Geology and Soils and Topography

Situated on the Atlantic coastal plain of New England, Georgetown has a low and gently rolling topography. The glaciers of the Pleistocene era carved and shaped the landscape, leaving depressions and drumlins of unsorted till deposits. Glacial meltwaters left layered deposits of sands and gravel forming level outwash plains.

Generally, the southern part of town is dominated by relatively steep drumlins, such as Baldpate Hill and Little's Hill, with elevations ranging between 150 and 300 feet above mean sea level (MSL). Lower elevations of 70 to 110 feet MSL characterize the central and northern sections.

Over thousands of years, the actions of weather, erosion, changes of river beds, and the processes of life and decay have further changed the surface of land, adding or stripping topsoil, silts and organic material. As a result, the topography of Georgetown includes a complex pattern of fields, swamps, marshes, bogs, pools, small hills, and large and small ponds and streams.

According to Soils and Their Interpretation for Various Land Uses (US Soil Conservation Service, 1975), the general soils of Georgetown fall primarily into four major classes:

| SOIL GROUP | APPROX. ACREAGE | PERCENT |
|----------------------------------|------------------------|----------------|
| Canton-Hollis | 1,533 | 19% |
| Muck-Deerfield-Wareham-Ridgebury | 1,642 | 20% |
| Windsor-Hinckley | 1,751 | 21% |
| Paxton-Woodbridge | 1,318 | 16% |
| Total Surveyed Area | 6,244 | 76% |
| Excluded Area | 1,980 | 24% |
| TOTAL | 8,224 | 100% |

Based on the detailed soils map and report prepared for Georgetown, several observations can be made about the general suitability and limitations of the soils to development. Seasonally high water tables exist in over 1,189 acres or 17.6% of the Town. Soils with bedrock within two feet of the surface comprise another 397 acres, or 4.8% of the Town. Due to slow soil percolation rates 2,319 acres or 28% of the Town is rated severe for septic tank sewage disposal systems. Ten

percent or 831 acres have soils with a hardpan layer which prevents deep penetration of infiltrating water. Steep slopes cover an additional 792 acres or 9.6% of the Town.

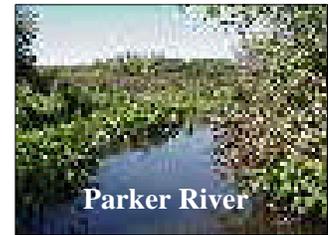
Over 75% of Georgetown's land has soils with poor drainage, topography with relatively steep slopes or is within 100 feet of a wetland or within 200 feet of a perennial river or stream, or is within an Estimated Rare and Endangered Species Habitat range. These factors pose constraints on the new placement of septic systems and the new construction of structures, roads and driveways. Most of the Town's existing built lots face these constraints as well.

3.2.4 Water Resources

Surface Water

Over 99% of Georgetown is within the Parker River Watershed. The Town's many protected wetlands help reduce the effects of local development on the River's water quality. The Town's many streams help maintain the River's flow during periods of drought. This is especially true of Penn Brook, flowing almost in its entirety through Georgetown.

Georgetown is divided into two major watersheds: the Parker River and Mill River (a major tributary of the Parker). The Parker River Watershed is the larger of the two, totaling some 8,000 acres in Georgetown and covering almost 90% of the Town. The Mill River drainage area is limited to about 384 acres in the east corner of the town where its headwaters occur in the Georgetown-Rowley State Forest.



Within these two drainage areas there are a number of smaller tributary streams, ponds, and wetlands which together provide important fish and wildlife habitat, diverse recreational opportunities, groundwater recharge, and flood control.

Major tributaries to the Parker River are:

- Penn Brook, which originates at Baldpate Pond in Boxford, flows northward through the center of Town, and joins the Parker River between Pond Street and North Street;
- Wheeler Brook which rises from wooded wetlands southwest of the intersection of Jewett Street and Interstate 95; and
- Jackman Brook, which is fed by wooded wetlands bounded by Jewett Street, Tenney Street, and Interstate 95, and joins Wheeler Brook north of Jackman Street before entering the Parker River in Newbury.
- Lufkin's Brook flows northward to the Parker River in the western part of Town.

In recent years the Parker River has suffered from somewhat diminished streamflows. A study of the River and its accompanying watershed, conducted in 2003 by the Parker River Clean Water Association in conjunction with the Executive Office of Environmental Affairs Massachusetts Watershed Initiative, reported the following:

“Based on the overall magnitude of its (water) withdrawals relative to other users, and the significant rate of increase in its withdrawals over time, Georgetown Water

Department (GWD) appears to have the greatest impact on Parker River streamflows. GWD's annual withdrawal volume has risen consistently between 1990 and 2001. Daily water use in Georgetown increased steadily from 0.49 MGD (million gallons per day) in 1990 to 0.72 MGD in 2001, an increase of 48%. During this same period, the population of Georgetown grew by 16%."

"It is recommended that a safe yield analysis, relative to groundwater supply withdrawals, be conducted within the study area, as well as the remainder of the Parker River watershed. Safe-yield is the total quantity of groundwater that can be artificially withdrawn from an aquifer for water supply; and which naturally discharges to a stream without exceeding the aquifer recharge value for the area of consideration. Identifying and maintaining safe yield withdrawals will prevent long term and short term aquifer depletion, and in turn prevent streamflow capture (i.e., excessive loss of streamflow from groundwater pumping). An additional component of the safe-yield analysis should include an instream flow study, which will assist in determining appropriate seasonal minimum streamflow levels necessary to sustain aquatic habitat in various sections of the river."

Source: 2003 Parker River Low-flow Study prepared by Gomez and Sullivan, Engineers and Environmental Scientists

A smaller stream, named Plough Brook, issuing from wetlands just east of Georgetown center between North Street and East Main Street, also flows north to the Parker River, joining the Parker near the abandoned gravel pits south of Thurlow Street.

Muddy Brook, a tributary of the Mill River, originates in wetlands near the southbound entry ramp to Interstate 95 at Route 133. It is joined by the North Branch tributary south of Long Hill and flows into Upper Millpond in Rowley where the Mill River is partially impounded. Great Swamp Brook flows east of Warren Street into Rowley's Mill River.

Two ponds of notable size are Rock Pond and Pentucket Pond located the south and north of West Main Street. These are linked by the Parker River, and are the river's only Great Ponds. They serve as major recreation attractions for swimming, boating, fishing, and nature observation.

- At 57 acres, Rock Pond is the smaller and more developed of the two. It is almost entirely surrounded by residential areas except for a one-acre parcel where a Public boat ramp is located along West Main Street.
- Pentucket Pond cover 85 acres and has Conservation Land on its northwest end, a park and beach on its beach on its southeast end, and as 4-H summer camp on the south side.

The Massachusetts Surface Water Quality Standards (WQS), found at 314 CMR 4.00 and last published in 1996, assign all inland and coastal and marine waters to classes according to the intended beneficial uses of those waters. For example, Class A waters are designated as the source of public water supplies and, where compatible with this use, should also be suitable for supporting aquatic life, recreational uses such as swimming and boating, and fish consumption. Class B waters are not water supplies, but are designated for all of the other uses cited above for Class A. Finally, Class C waters should be suitable for aquatic life and recreational uses where contact with the water is incidental, such as boating and fishing, but may not be suitable for

swimming, diving, or water skiing. Inland waters are also subcategorized as to fishery type (“cold water fishery”, “warm water fishery” or “aquatic life”) based on the waterbody’s natural capacity to support these resources. Massachusetts’ coastal and marine waters are assigned to classes (i.e., SA, SB and SC) that distinguish shellfish harvesting and recreational uses while providing suitable habitat for wildlife, fish and other aquatic life. In any case, minimum criteria (e.g., dissolved oxygen, temperature, etc.) are specified for each class based on the most sensitive use designated to that class. Additional criteria that apply to all surface waters are also included in the WQS.

Assessing surface waters (305b) and listing impairments (303d) is inextricably linked to the Surface Water Quality Standards, as they define the uses that are to be evaluated for any given waterbody. In addition, the accompanying criteria provide the basis for determining whether or not the designated uses are, in fact, supported.

In preparing 303(d) lists States are required to assemble and evaluate all existing and readily available data, including but not limited to the most recent 305(b) report and 319 nonpoint source assessment report, dilution calculations or predictive simulation models, and reports by government agencies, members of the public, or academic institutions. When preparing individual watershed assessment reports the MADEP relies on these and additional information sources as described earlier in this document. In turn, these reports provide the documentation for the assignment of each waterbody to the appropriate Integrated List category. The development of the 2004 Category 5 (i.e., 303d) list began with a review of Category 5 waters contained in the 2002 List as well as the six watershed assessment reports completed since the 2002 list was published. Previously unlisted waterbodies that were determined to be impaired for one or more uses because of pollutants (see below) were added to the 2004 303(d) list. Waters listed in Category 5 on the 2002 303(d) List, for which no new assessment has been made, are retained in Category 5 of the 2004 Integrated List. Waters were listed in Category 5 if they were identified as impaired (i.e., not supporting one or more intended use), the impairment was related to the presence of one or more “pollutants”, and the source of those pollutants was not considered to be natural. In most instances, finding an impaired waterbody in the watershed assessment report led directly to its inclusion in Category 5. Nonetheless, some differences do exist between the assessment reports and the 303(d) list. For example, segments for which incomplete or anecdotal information suggests the possibility of use impairment are assigned “alert status” in the watershed assessment reports so that they may be targeted for monitoring and follow-up assessments during the next round of the basin cycle. However, these segments are not listed as impaired on the 303(d) list because the MADEP believes there is insufficient data to support listing decisions.

Section 303(d) of the CWA and the implementing regulations at 40 CFR 130.7 require states to identify those waterbodies that are not expected to meet surface water quality standards after the implementation of technology-based controls and to prioritize and schedule them for the development of a total maximum daily load (TMDL). A TMDL establishes the maximum amount of a pollutant that may be introduced into a waterbody and still ensure attainment and maintenance of water quality standards. Furthermore, a TMDL must also allocate that acceptable pollutant load among all potential sources. The formulation of the 303(d) List includes a more rigorous public review and comment process than does reporting under section 305(b), and the final version of the list must be formally approved by the EPA.

Pentucket Pond (Segment ID-MA91010_ 2004) was listed as a Massachusetts Category 5 Water (Waters requiring a TMDL) and was found to have –“Metals -Pathogens- Exotic species”. Rock Pond (Segment ID-MA91012_ 2004) was also listed, however only for “Metals”, in the “Massachusetts Year 2004 Integrated List of Waters” Proposed listing of the condition of Massachusetts’ waters pursuant to Sections 303(d) and 305(b) of the Clean Water Act.

Source: April 2004 report prepared for the Commonwealth of Massachusetts Executive Office of Environmental Affairs by the Division of Watershed Management Watershed Planning Program. (<http://www.mass.gov/dep/brp/wm/tmdls.htm>)

The mainstream of the Parker River has local Conservation Land and Water Department land along most of its upstream reaches in Georgetown. Downstream sections border Conservation land and state Fish & Wildlife land.

Lufkin’s Brook has large areas of protected lands along its upper portions from where it exits Half Moon Meadow Conservation Area as well as the Lufkin’s Brook Conservation Area, north of Andover Street (Route 133) up to West Street where the Georgetown Water Department has extensive holdings from West Street north to the Parker River. There is also Conservation Land east of West Street and north of the Parker River. These dedicated open spaces are particularly important because they provide significant protection to the Town’s public water supply. They also serve as important habitat areas for plant and animal species of interest, though not state protected. The Lufkin’s Brook Conservation Area is noted for a large population of Ruffed Grouse, the tracks of Eastern Coyote have been observed, and there is a colony of Large Cranberry.

Conservation Land, state forestland and town-owned school land protect upstream portions of Penn Brook. Wheeler Brook is without public protection.

3.2.5 Flood Hazard Areas

The most significant flood hazard area in Georgetown is around the meeting of Skunk Point (a drainage ditch in the Bulford Brook floodplain), Bulford Brook, and Penn Brook at Library Street from Route 97 to Route 133 and a few hundred feet further east where Penn Brook crosses under Route 133.

Chronic Flooding Areas:

Parker River Crossing Route 97 West Main Street
Bulford Brook, Library and East Main Streets
Parker River at West Street

3.2.6 Wetlands

The Massachusetts Wetlands Protection Act applies to activity within 100 feet of bordering wetlands (wetlands bordering ponds, streams, the ocean and other water features) and within certain isolated wetlands as well as within 200 feet of perennial rivers. The Georgetown Conservation Commission administers this law, and considers applications for activities in

wetlands and buffer zones. In wetland buffer zones work can sometimes be allowed subject to an Order of Conditions from the Conservation Commission. The Wetlands Protection Act does not provide protection for many small isolated wetlands, or for many vernal pools.

The Town of Georgetown Conservation Commission has adopted local wetland protection bylaws to supplement the State Act. The purpose of these regulations is to provide additional protection for isolated wetlands not included in the State act, to allow additional control over proposed projects in the buffer zone, and to give greater review authority to the local Conservation Commission. The Conservation Commission continues to work on the local wetlands protection bylaw to strengthen the Town's ability to protect water resources and wetlands.



Rivers Protection

According to recent scientific studies, the area within 200 feet of a riverbank can play an important ecological role by serving as the recharge area for rivers; providing a complementary habitat for riparian species requiring upland resources; and allowing riparian corridors to serve as effective migration into the Massachusetts Wetlands Protection Act in 1996, regulates development within 200 feet of perennial rivers and streams.

3.2.7 Aquifer Recharge Areas

Complementing the town's diverse surface water sources is a major groundwater reservoir, or "aquifer", located in the western part of town. This consists of an expansive deposit of highly permeable sand and gravel which yields significant quantities of groundwater. The town's municipal water supply is obtained entirely from this source. According to the USGS study of the Water Resources of the Parker and Rowley River-Basins (1967), there are no other groundwater sources in town of comparable yield, so the protection of this particular resource is of paramount importance.

A more recent study conducted by the Parker River Clean Water Association in conjunction with the Executive Office of Environmental Affairs Massachusetts Watershed Initiative recommended the following of the now second largest entity in the town that withdraw water from the aquifer:

"GCC (Georgetown Country Club) began withdrawing water for irrigation purposes in 1997. Based on the research conducted during this study, it does not appear that GCC has been required to report their water use. The need for GCC to obtain a permit and report their withdrawals under the provisions of the WMA should be evaluated by MDEP. According to GCC, approximately 37 acres of the golf course facilities are irrigated. The MDEP Golf Course Water Use Policy presumes that courses irrigating 35 acres or more categorically exceed the WMA permit threshold of 9 MG during the peak 3 month irrigation period. Management practices to reduce the amount of acreage irrigated should be evaluated and implemented, as the majority of water typically used for irrigation is lost via evapotranspiration processes."

Source: 2003 Parker River Low-flow Study prepared by Gomez and Sullivan, Engineers and Environmental Scientists

3.2.8 Habitats and Ecosystems

The most frequently encountered wildlife are species that have adapted to and benefited from living in close proximity to human structures or open landscapes, such as: Eastern Gray Squirrel, Eastern Chipmunk, Striped Skunk, Raccoon, White-tailed Deer, Rabbit, Woodchuck, Virginia Opossum, Canada Goose, American Robin, House Sparrow, Rock Dove (Pigeons), Herring Gull. The large numbers of these species, as well as the fragmentation of the pre-colonial forest, may have a negative impact on other wildlife species that are less adapted to human activity or disturbance.

However there continue to be reports of wildlife that are more frequently associated with the wilderness such as the Bobcat, Beaver, Mink and Fisher. At night nocturnal Flying Squirrels have been reported to be heard.

The birdlife of Georgetown include the Rose-breasted Grosbeak, Scarlet Tanager, and Baltimore Oriole. Within the woodlands the Wood Thrush, Eastern Phoebe, and Eastern Wood Pewee have been reported. Along Pentucket Pond and the swamps and marshes of town can be seen the Great Blue Heron and the much smaller Green-backed heron. The rare wetland breeder Pied billed Grebe and Hooded Merganser have been observed in Georgetown. During migration rare Peregrine Falcons and Cooper's Hawks have been spotted.



In addition, according to the National Heritage Program staff of the Division of Fisheries & Wildlife, several rare vertebrate animal species are known or presumed to be present in Georgetown:

- Blue-spotted Salamander (*Ambystoma laterale*)
- 4 Toed Salamander (*Hemidactylium Scutatum*)
- Long-eared Owl (*Asio otus*)
- Spotted Turtle (*Clemmys guttata*)
- Wood Turtle (*Clemmys insculpta*)
- Blanding's Turtle (*Emydoidea blandingii*)

Along with the rare vertebrate animal species the National Heritage Program staff of the Division of Fisheries & Wildlife have reported that rare vascular plant species may be present:

- Arethusa (*Arethusa bulbosa*)
- Fen Cuckoo Flower (*Cardamine Praetensis palustris*)
- Indian Paintbrush (*Castilleja cocinea*)
- Slender Cottongrass (*Eriophorum gracile*)
- New England Blazing Star (*Liatris scariosa novae angliae*)
- Pale Green Orchis (*Plantathera flava herbiola*)

- Hall's Bullrush (*Scirpus halli*)
- Wild Senn (*Senna hebecarpa*)
- Small Bur-reed (*Sarganium minimum*)

3.2.9 Vegetation

In 1840, only about 15% of Georgetown was forested. By 1971, almost 69% of the town was in forest. Most of Georgetown's forests are second or third growth post-agricultural forest communities. Dominant upland forest types include the pine-oak and oak-hickory associations. Most of this woodland consists of larger, mature trees with 81-100% crown closure. The number and density of understory trees, shrubs, and herbs are limited.

In the younger forests a more open forest canopy exists. Shrubs such as lowbush blueberry, huckleberry, sheep laurel, viburnums, and azaleas are found in greater abundance. Herbaceous plants are found as well, including Spotted Wintergreen, Pipsissewa, Canada Mayflower, False Solomon's Seal, Wildlife Geranium, Jack-in-the Pulpit, Pink Lady's-Slipper, Star-Flower, and assorted Ferns and Clubmosses.

In open areas the vegetation consists of a greater variety of herbaceous plants, grasses and sedges.

3.3 Inventory of Lands of Conservation and Recreation Interest

Georgetown is blessed with abundant and diverse conservation land. Conservation lands in Georgetown can be grouped into four major Open Space Areas:

- 1. The Lufkin's Brook Area in Western Georgetown;**
- 2. The Great Ponds Area in Northwestern Georgetown;**
- 3. The Jackman-Wheeler Brooks Area in Northeastern Georgetown; and**
- 4. The Georgetown-Rowley State Forest Area in Southeastern Georgetown.**

Currently, these Areas are not connected to one other. This means that wildlife and people have no means of traveling through the Town on protected open space. This limits passive recreational opportunities in Georgetown, threatens the health and diversity of local wildlife populations, and may lead to increased human-wildlife conflicts as wildlife are increasingly forced to use developed land. In addition, many of the parcels within each Area are small and isolated from other conservation lands. Thus, the habitat and passive recreational value of these parcels is limited by and dependent upon the land uses on surrounding unprotected parcels. Furthermore, wetlands dominate the topography of most of the small, isolated parcels, reducing or eliminating their passive recreational value. Finally, there are many environmentally significant lands in Georgetown that have insufficient or no form of conservation protection, and many neighborhoods have no protected passive recreation sites or trails.

Efforts must be made to improve these conditions by acquiring additional public conservation lands and by acquiring development rights or conservation restrictions on privately owned parcels. The Open Space Committee recommends that future acquisitions in Georgetown should conform to the guidelines set down in the Georgetown Municipal Land Management Policy.

Acquisition of development rights or conservation restrictions has rarely been done in Georgetown. This approach is less expensive than outright land purchases and should be considered, especially for the protection of narrow swaths that can be used as public walking trails and wildlife corridors. This approach can also be useful to prevent the further development of partially developed lots, maintaining wildlife habitat and reducing adverse environmental impacts from further development on privately owned lots. Keeping parcels protected, but private, may also be appropriate where limiting public access would benefit State listed rare species. Finally, this approach is a means of ensuring that lands in traditional rural use, such as agriculture, forestry and horticulture, are permanently maintained in Georgetown, contributing to the Town's rural character.

Outright acquisition of additional public conservation lands should continue to be pursued, especially for the most environmentally significant areas, and where an important goal is to provide full public access for passive recreation. This is especially true for parcels overlying the aquifers of public drinking water supplies. Most open space acquisitions in Georgetown have been done to protect the Town's water supply. The Open Space Committee recommends that this approach be continued and broadened to include the protection of the public water supplies of neighboring communities, most notably Newbury. Furthermore, enhanced protections are needed for the brooks, streams and rivers that feed all public water supplies.

1. The Lufkin's Brook Area currently has the Town's largest contiguous holding of municipal open space. Protecting the aquifer (Zone 2) of the Town's public drinking water supply was the motive for past acquisitions by the Conservation Commission and Water Department. However, the watershed of Georgetown's public water supply extends well beyond the current borders of protected land, and there are many undeveloped parcels in Western Georgetown that provide important habitat and have high potential for passive recreational uses. Protecting parcels of undeveloped land within the watershed of the Town's wells, to the West and South of Lufkin's Brook, would enhance protection for our water supply. Protecting parcels to the North of Lufkin's Brook would enhance current and planned acquisitions by neighboring Groveland, and provide a very large area of uninterrupted green space in both Towns. This area has significant potential for passive recreational trails, and has been identified by the State as one of the two best remaining herpetological (amphibian and reptile) habitat areas in Massachusetts, as well as being identified as a "Core Habitat" area in the state's 2003 BioMap. The importance of protecting these lands cannot be understated. By doing so, Georgetown could help protect one of the few remaining ecological crown jewels of Massachusetts.



2. The Great Ponds Area contains a large portion of the State's Crane Pond Wildlife Management Area, most of which is in Groveland, as well as smaller, unconnected parcels of public and private open space near Pentucket and Rock Ponds and along the Parker River below Pond Street. Further protection in this area, including Chapter 61 parcels (agricultural and forestry lands) in the area, would create an unbroken tract of greenspace protecting the lower stretch of the Parker River in Georgetown and connecting Crane Pond WMA to both Pentucket and Rock

Ponds. This would also enhance protections for a possible new public water supply site for Georgetown, as well as Newbury's largest public water supply in Byfield.

3. The Jackman-Wheeler Brooks Area currently has several small, unconnected conservation parcels along Jackman Brook. Protection of Jackman Brook is important because the Brook feeds the aquifer of one of Newbury's public water supplies in Byfield. The conservation holdings in this Area are not as extensive as in the other Areas. However, this section of Georgetown has the important distinction of having the largest group of remaining Chapter 61 parcels in the Town. Efforts must be made to protect these parcels by purchase of conservation restrictions or development rights to maintain their Chapter 61 status, or by outright purchase should they be removed from Chapter 61 designation. Such efforts could result in the preservation of a significant area of uninterrupted open space in Eastern Georgetown.

4. The Georgetown-Rowley State Forest Area has large state holdings with abutting and nearby town owned parcels to the North and West. The addition of protected parcels or trails along Penn Brook should be made to connect the State Forest with Camp Denison, owned by the Town, and an abutting parcel of state recreation land on Baldpate Pond. Furthermore, coordination of acquisitions of parcels and trail easements with Boxford should connect this area with Boxford's extensive protected open space and trail system.

5. Connecting these four Areas is a high priority. Protected walking trails and wildlife corridors between the Town's four existing major open space areas would significantly increase passive recreational opportunities throughout the Town and protect the diversity and health of wildlife populations. Historically, the Commission has focused its conservation efforts on the protection of the Town's major brooks, streams, rivers and ponds. Continuing this approach would not only enhance protection of the Town's flood plains and water quality, but also provide significant interconnections between the Town's major open space Areas. However, even if the connecting parcels and trails cannot abut major waterways, connecting these four Areas should still be a high priority.

6. Protecting open space in every neighborhood is also important. No resident of Georgetown should have to get into a car in order to take their children for "a walk in the woods." Being able to easily experience the sights and sounds of nature is an essential component of rural life. The simple joys and quiet pleasures of nature can provide important relief from modern life, and help everyone, regardless of age, stay young at heart. Therefore, to the extent feasible, every neighborhood in Georgetown should have a parcel of protected open space within it or a trail leading to a nearby open space area.

3.4 Open Space Priorities and Preservation Strategies

The citizens of Georgetown have overwhelmingly expressed their support for preserving open space, protecting wetlands, preserving habitat, and maintaining the "rural character" of the Town. These community goals have been strongly supported through surveys and by votes at Town Meetings and public forums. At the recently held Visioning Forum, members of the community overwhelmingly voiced their opinion that Georgetown should continue to protect and increase its open spaces.

Open Space serves many important public interests:

- **Protection of the environment:** Natural open space is critical to protecting clean water, flood damage prevention, habitat preservation, and an overall healthy environment. Much of the Parker River's upper watershed originates in or flows through Georgetown. This watershed serves many communities, and includes both an Area of Critical Environmental Concern designated by the Commonwealth and the internationally famous Parker River National Wildlife Refuge. Because of its location, Georgetown can make an important contribution to the environmental health of the Parker River basin.
- **Preservation of habitat:** Diverse native wildlife and vegetation are critical indicators of a healthy environment, and many species of wild plants and animals can also improve environment health. To preserve our natural heritage, it is critical to preserve and restore large habitat areas that are also connected by natural migration corridors.
- **Recreational and learning opportunities:** Trails through and between open spaces can provide important recreational and learning opportunities. Nature trails and many forms of passive outdoor recreation can be environmentally compatible and important contributors to physical and psychological health. The natural world offers a wide range of learning opportunities that cannot be duplicated in books or classrooms.
- **Quality of life:** Open space contributes many other values that are important to a "desirable quality of life." Among others, these values include peace and quiet.



Therefore, Georgetown must set a high priority on protecting and restoring open space that is environmentally or culturally significant. The Town must also provide passive outdoor recreational and educational opportunities that meet community needs, are accessible to all people, and are environmentally compatible.

In 2003 Georgetown voters approved the purchase of Hampshire Woods, protecting 45 acres of land near the Town well fields, and protecting a historically significant, archeologically important area of the town. The passage of the Community Preservation Act in 2002 created the funding mechanism for the Town to continue its land acquisition and protection efforts.

It was a vote-of-confidence for conservation planners that Town Meeting voters accepting CPA adoption would continue to preserve the Town's rural character. The purchase of Hampshire Woods and adoption of the Community Preservation Act reiterate the Master Plan Committee surveys that urge the Town to continue along this path.

With the recent high demand for development moving from the suburbs into this area,

Georgetown must be prepared in the future to establish “Smart Growth” policies to better manage these demands. Residents see not only the aesthetic qualities that come with land protection, but also the financial benefits. Many studies have shown that home values increase within their proximity to open spaces. Realtors often cite open space as a selling point when marketing residences.

A 1995 Lincoln Institute Study on Small Towns determined that towns that develop with less open space and more residential development find that it creates financial havoc in a community. The average new family home can cost a city or town significantly more in services such as, police, fire, and schools, than the new home returns in property taxes. Thus, the more open space a community has, the less is the demand required for municipal services that the community must pay for through increases in property taxes.

As the Town grows, Georgetown must adapt to the inevitable changes that occur. With land as a commodity, new ideas need to be addressed to protect the lands and habitats that are vital. Resources such as wetlands, rare species, vernal pools, water supply areas and greenways can be protected and improved through new by-laws and coordination between Town land-use boards.

The Town should adopt a model open space definition to be understood by Town Boards and applicants. Too much discretion defining open space can be inconsistent and confusing to applicants coming before land-use boards. A proper definition should identify what is NOT considered open space, such as driveways, roads, and land between structures.

Georgetown’s open space protection would be better served adopting a Conservation Subdivision Design Bylaw, sometimes referred to as Open Space Residential Design bylaw (OSRD). This is a method of planning residential development that conserves open space in a new subdivision. The same number of homes as would be permissible in a conventionally zoned subdivision are allowed using OSRD. Municipalities using a "Special Permit" version of OSRD can allow density bonuses if desired.

Zoning bylaws that require new homes to be built on lots of one acre or more with the intent of controlling sprawling development, actually encourage poorly designed subdivisions that consume and fragment large tracts of land. Although the lots may be large, the wildlife habitat and other environmental, recreational, and aesthetic elements that open space provides are usually subsumed by lawns, driveways, and other paved surfaces that contribute to environmental degradation and diminish community character. Conventional subdivision zoning offers little flexibility in the planning process and often leads to time-consuming, costly, and antagonistic proceedings.

OSRD is not like older cluster bylaws and ordinances. The primary difference is the OSRD sets aside open space based on resource values, not by formula. OSRD unlike some cluster bylaws is written to ease the approval process, making the approval process for OSRD less cumbersome and on par with the approval process for conventional subdivisions.

OSRD offers an alternative, by using a four step planning process unlike the typical subdivision planning process. First, the open space is designated; second, the houses are sited; third, the roads and trails are planned; and fourth, the lot lines are drawn.

Flexibility, community and board involvement during the planning process and a desire to protect

the most vital features of Massachusetts' remaining open spaces are key components of OSRD.

Note: Portions of the above description of OSRD are from <http://www.greenneighborhoods.org>

The Open Space Committee highly recommends use of the model OSRD bylaw prepared by the Green Neighborhoods Alliance (see Appendix C). Land-use boards should continue to stress preservation of contiguous areas of land as part of any large subdivision plan, thus ensuring the “Sustainable Development” of Georgetown.

The Georgetown Conservation Commission established the Open Space Committee (OSC) to draft an Open Space Plan that would fit the requirements under Georgetown’s Conservation Land Policies. Recent State approval of the Open Space and Recreation Plan made the Town eligible for State reimbursement monies offered by the Executive Office of Environmental Affairs and other state agencies.

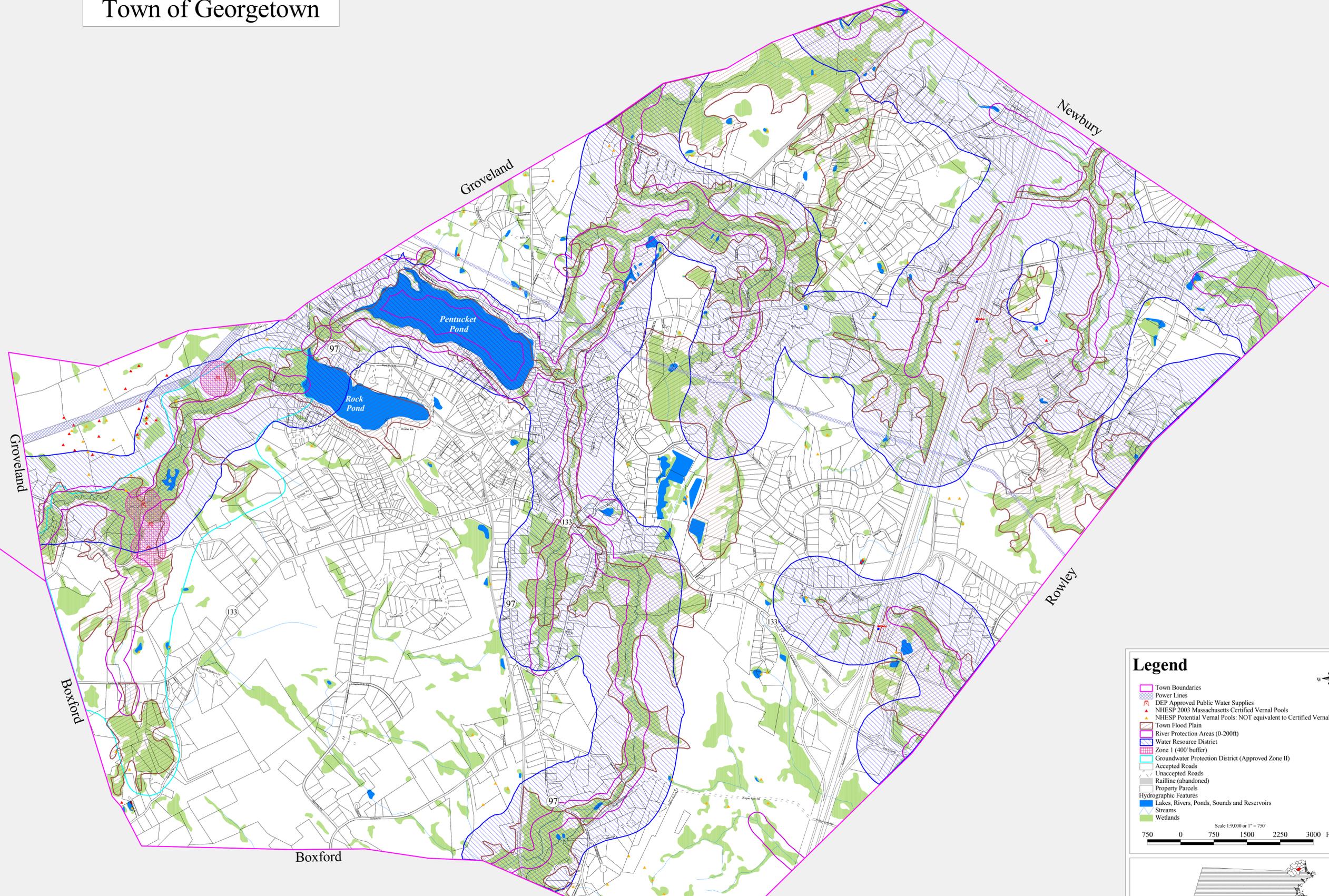
The soon to be released Commonwealth Capital Program from the State Office of Commonwealth Development will use Open Space Plan approval, Sustainable Development bylaws (such as OSRD), Community Preservation Act acceptance, and the overall percentage of protected Open Space lands within individual communities, as part of the criteria that will determine eligibility for all future Commonwealth Capital Funding in FY 2005 and years beyond.

The Open Space Committee has crafted land management guidelines that the Conservation Commission has adopted which will serve the Town’s residents for generations to come. The Conservation Commission is requesting assistance from individuals and groups in managing many of the conservation parcels throughout the Town. Through the appointment of Land Stewardship committees, the Commission will be better able to educate the public on the community’s valuable land assets, and to enlist volunteer support in the ongoing maintenance and protection of these parcels.

The Georgetown Conservation Commission through the OSC continues to seek support and networking from the resources available for planning. The OSC is currently working with the Merrimack Valley Planning Commission on updating Town Maps using GIS technology to map all of the Open Space recreational trails in Town. This is intended to ensure that the planners of the town have the necessary tools to enhance access to the existing trails network and establish new interconnecting walking trails and accesses for the enhancement of the town’s citizen’s use, enjoyment, and quality of life.

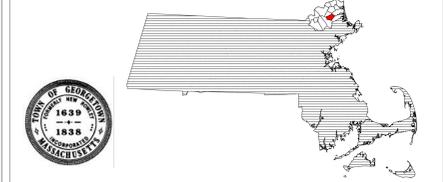
Water Resources

Town of Georgetown



Legend

- Town Boundaries
 - Power Lines
 - DEP Approved Public Water Supplies
 - NHESP 2003 Massachusetts Certified Vernal Pools
 - NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools
 - Town Flood Plain
 - River Protection Areas (0-200ft)
 - Water Resource District
 - Zone I (400' buffer)
 - Groundwater Protection District (Approved Zone II)
 - Accepted Roads
 - Unaccepted Roads
 - Railroad (abandoned)
 - Property Parcels
 - Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
 - Wetlands
- Scale 1:9,000 or 1" = 750'
- 750 0 750 1500 2250 3000 Feet



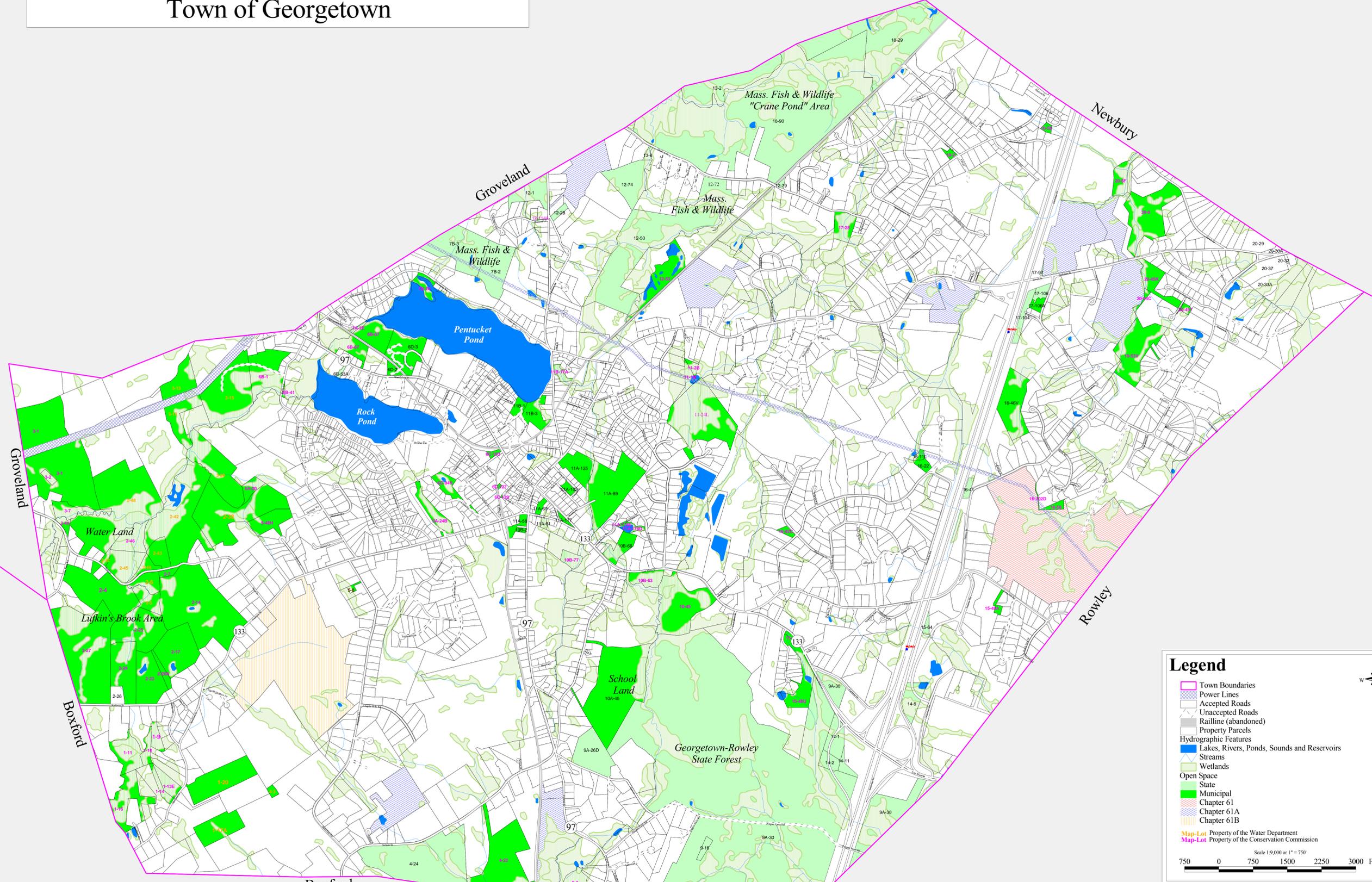
Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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Open Space & Recreation Lands

Town of Georgetown



Legend

- Town Boundaries
- Power Lines
- Accepted Roads
- Unaccepted Roads
- Railline (abandoned)
- Property Parcels

Hydrographic Features

- Lakes, Rivers, Ponds, Sounds and Reservoirs
- Streams
- Wetlands

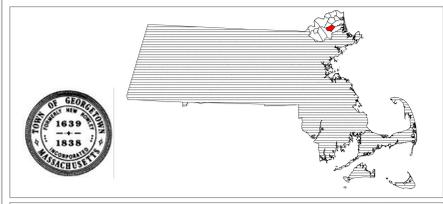
Open Space

- State
- Municipal
- Chapter 61
- Chapter 61A
- Chapter 61B

Map-Lot Property of the Water Department
 Map-Lot Property of the Conservation Commission

Scale 1:9,000 or 1" = 750'

750 0 750 1500 2250 3000 Feet



Data Sources: The data for this map was supplied by the Town of Georgetown Open Space Committee, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

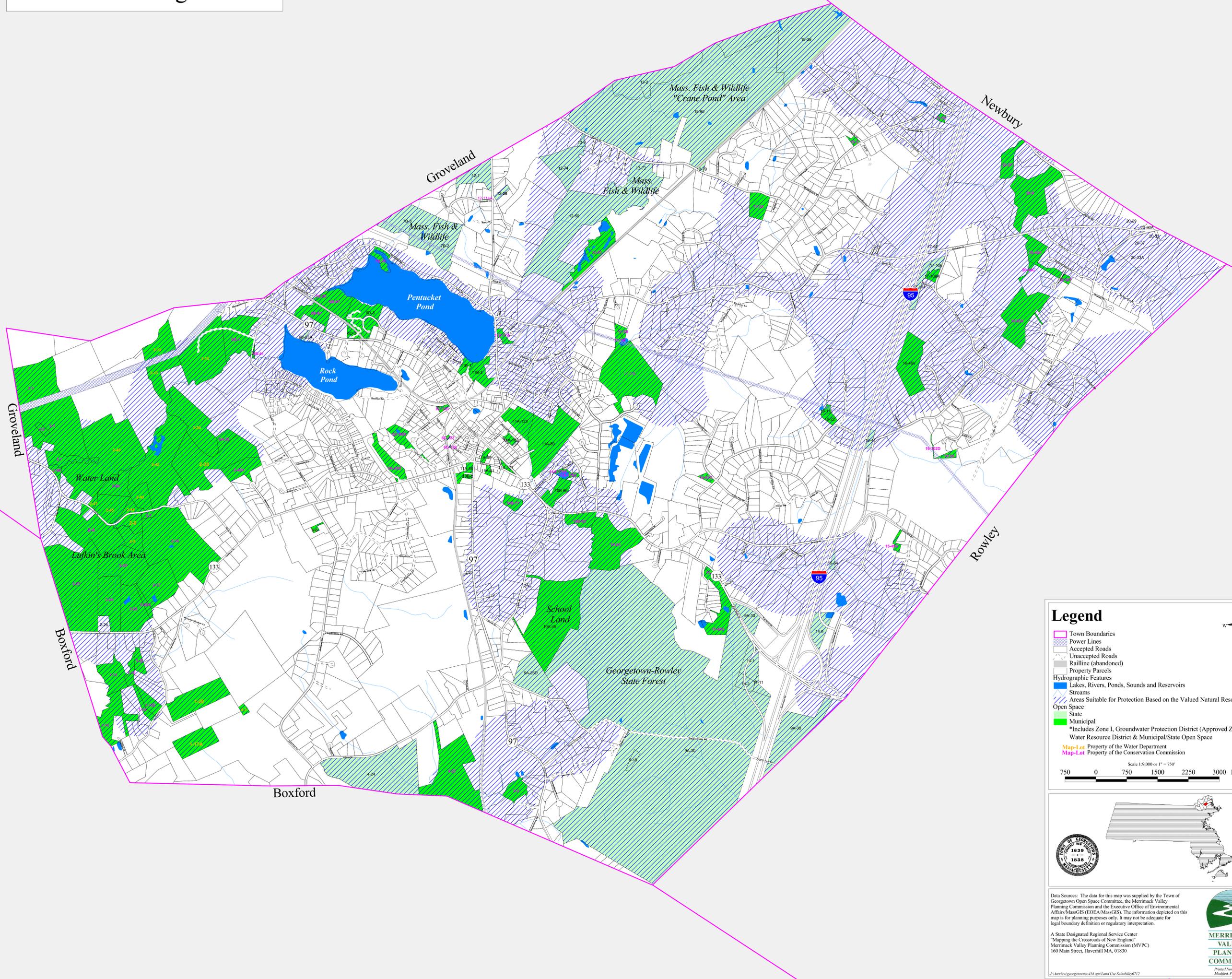
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MERRIMACK VALLEY PLANNING COMMISSION

J:\Arcview\georgetown\18.apr\Open Space\Recreation Lands November 07 2003 MDF

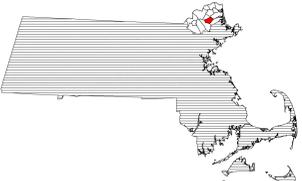
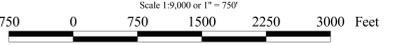
Land Use Suitability

Town of Georgetown



Legend

- Town Boundaries
- Power Lines
- Accepted Roads
- Unaccepted Roads
- Rairline (abandoned)
- Property Parcels
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
 - Areas Suitable for Protection Based on the Valued Natural Resources*
- Open Space**
 - State
 - Municipal
- *Includes Zone I, Groundwater Protection District (Approved Zone II), Water Resource District & Municipal/State Open Space
- Map-Lot Property of the Water Department
- Map-Lot Property of the Conservation Commission



Data Sources: The data for this map was supplied by the Town of Georgetown Open Space Committee, the Merrimack Valley Planning Commission and the Executive Office of Environmental Affairs-MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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 Merrimack Valley Planning Commission (MVPC)
 160 Main Street, Haverhill MA, 01830



MERRIMACK
 VALLEY
 PLANNING
 COMMISSION

4. HISTORIC RESOURCES

4.1 Introduction

This section of the plan describes the rich history and historic and cultural resources of the Town of Georgetown, and presents several strategies that the Town may wish to consider to preserve these vital resources.

4.2 History of Georgetown

The following Town history was written by Gloria Maina of the Georgetown Historical Society, Inc., and is reprinted here with the Society's permission.

"One of the prettiest and pleasantest of all New England towns is located about thirty miles from Boston, on the line of the Boston & Maine Railroad, and the name is Georgetown...."

The Boston Traveler, December 18, 1875

The Beginning:

Georgetown was incorporated in 1838 but its birth was 200 years before when a small group of Yorkshire families led by Rev. Ezekial Rogers set sail in 1638 from Rowley, England for Salem, Massachusetts on the ship "John". Mr. Rogers and his party of about 100 men, women and children, having arrived late in the year, remained in Salem for the winter living in common houses.

In the spring of 1639, the group, now numbering over 200 individuals, purchased a tract of land between the villages of Newbury and Ipswich and named their plantation Rowley. This territory included the present day towns of Rowley, Georgetown, Groveland, Byfield and Boxford. Working together they erected shelters and prepared for the coming winter. They lived in common houses for about three years until they were able to help each family erect their own humble dwellings.

The community thrived and after a few years these settlers began to explore the rest of their plantation that extended to the Merrimack River. From the vantage point of Prospect Hill, named in anticipation of what lay to the west, they saw another hill, bare at its summit and surrounded with trees below. The image suggested a bald pate and today is still known as Baldpate Hill. It is the highest point in the county, and on clear days one could see the ocean from this Georgetown hilltop.

The Movement into the Interior:

Venturing westward, beyond the bounds of their settlement, the Rowley men discovered meadowlands. It was thought the land might have been cleared by the Indians who would prepare land for planting by burning shrubs and brush. The many artifacts discovered in various locations in Georgetown indicate evidence that this region was a favorite Indian camping ground. Household utensils, cutting instruments and stone points have been uncovered near brooks, the Parker River and by the shores of the ponds.

The colonists found the meadowland was ideal for pasturing cattle and a path soon extended from Rowley to the area around the present Union Cemetery near Penn Brook. As further explorations were made, the villagers recognized the opportunities this wilderness offered. A bog iron works began operating in 1697 near the brook connecting Rock Pond to Pentucket Pond and is the first record of a business here. Soon, others followed. John Spofford, the first permanent settler in this western section of Rowley, built a log hut on the plateau at the crest of Andover Street in 1669. The village elders gave him a lease with certain conditions to farm the western end of the "Old Town Field on the Gravell Plain." "He is to have the benefit of the land for 21 years and the rent shall be used for the ministry or town. He may only use timber for buildings and what is necessary for farming. Any timber he may wish to sell may only be sold to the town of Rowley and no more than five loads of hay will be sold each year. Further, manure may not be given away or sold but must be placed back into the land. Finally, any buildings or fences erected by Master Spofford are to be maintained and left in good order at the end of his lease." At the end of his lease, John Spofford bought the land and, over time, many Spofford families made their homes on what became known as Spofford's Hill. On the northerly side of Andover Street close by West Street is a boulder monument with the inscription, "John Spofford, descendant of Orme and of Candlebar of Spofford, England, with his wife, Elizabeth Scott founded the race of Spofford in America, a race respected for integrity, courage, generosity and intelligence."

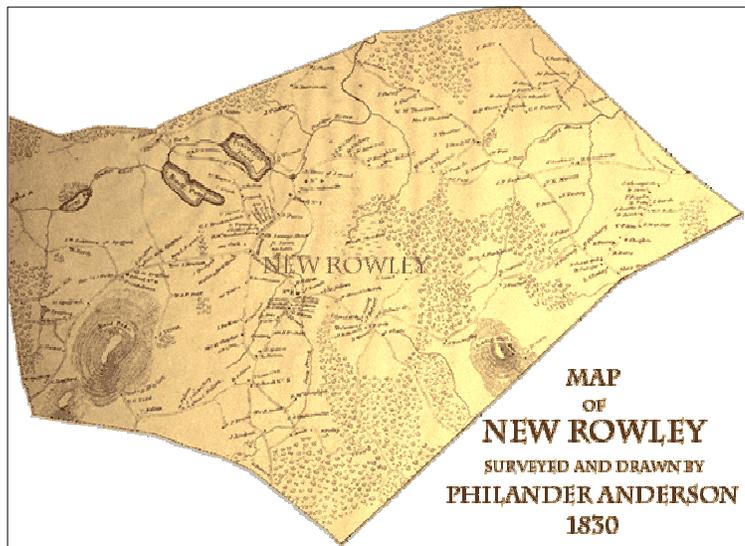
Before John Spofford settled here, young Samuel Brocklebank would bring cattle during the summer months to be penned near the brook referred to as Pen Brook also known as Penn Brook; a name it retains to this day. Samuel became a strong influence in the village and was planning to make his permanent home here in the West Parish of Rowley (Georgetown) where he had already cleared some farmland. However, this was not his destiny. In June 1675, several Indian tribes led by the Indian chief, King Philip, declared war on the settlers. To fight the Indian uprising, all villages and towns were required to impress a company of men. Capt. Samuel Brocklebank recruited a company of twelve Rowley villagers. This Rowley contingent joined those led by Capt. Wadsworth of Milton and Lt. Sharp of Brookline. They marched on to Sudbury where, on April 21, 1676 they encountered a large Indian war party. Casualties were heavy and Brocklebank, Wadsworth and Sharp were among those killed. Of the twelve Rowley recruits only six returned home. An obelisk stands in Sudbury Cemetery dedicated to the memory of those who died in that battle. Capt. Brocklebank died at the age of 46. His eldest son, Samuel, occupied the farm with his family in 1685. The Brocklebank House is still standing and is owned and maintained as a museum by the Georgetown Historical Society.

Only one tragic encounter with Indians occurred in this area. On a Sunday in late October, 1692, a small band of Indians was searching for a Newbury individual with whom they had a grudge. Unfortunately, they found the Goodrich family in their home on North Street near the Newbury border and vented their anger on the hapless members. Mr. Goodrich, his wife and all but one of the children were killed. Their seven-year-old daughter was taken captive and ransomed the following spring at the expense of the Province. A sign on North Street marks the nearby site of the tragedy. There once was an Indian watchhouse on the knoll in Harmony Cemetery. Its size and shape, similar to a telephone booth, required a sentry to remain standing thus preventing his falling asleep while on duty. Today, a granite marker in the cemetery indicates the site of the watchhouse.

The Growth of the West Parish to Georgetown's Incorporation:

By 1700, about twenty families settled within the western section of the Rowley territory and Georgetown was in the making. In 1686, Elm Street was the first road opened for public travel in the West Parish. Until that time, East Main Street ended at Elm Street. John Brocklebank built a corduroy road made of logs laid one after the other across

his swamp. Swamp Road is Library Street today. Redshanks Hill, at the junction of Central and East Street, was known by that name back in 1715. During the gold fever of 1849, Redshanks Hill and Shute's pasture (Nelson and Central Streets) were cleared of trees that were used for timber to build ships carrying the 49'ers to California. Until 1740, the road from Rowley (East Main Street) ended at the Elm Street intersection. Travelers went over the highlands east of the village where part of North Street was



opened to travel in 1713. The following year Haverhill Street (West Main Street) opened. North Street extended to the Newbury line in 1743. Central Street was only wilderness to the north and south until 1800 when a lane was opened from Main Street to the section near Brook and Nelson streets. Many Chaplin families eventually built their homes and businesses in this area of Georgetown and it became known as Chaplinville.

The first meetinghouse was built on East Main Street and Pillsbury Lane in 1729. Citing the difficulty of traveling eight miles to the Rowley church, these West Rowley villagers petitioned for a separate parish. Two years later, in 1731, West Parish was incorporated. After forty years, this first meetinghouse, in need of repairs, had outlived its usefulness. A new church with steeple and porch was erected at the intersection of Elm and East Main Streets. The building, 55 feet by 40 feet, was raised in one day on July 5, 1769. The steeple's rooster weather vane inscribed with 1769 is preserved at the First Congregational Church on Andover Street. The first West Parish schoolhouse was built

in 1739 on Searle and East Main Streets to accommodate the village's West and Byfield sections. Eight weeks schooling in the winter for boys was the norm for more than 100 years. Girls were taught the bible and catechism at home. The Centre Schoolhouse, built sometime before 1795, was on the green in front of our Town Hall. The structure was abandoned in the early 1800's and demolished in 1840.

As the town grew, so did the need for school districts. By 1840, there were seven one-room schoolhouses located in various sections of the town. Most of the schoolhouses were approximately the same size, 20 feet long and 16 feet wide. All the one-room schoolhouses closed when Central School opened in 1905. The schoolhouses were sold, moved or abandoned. The exception was Schoolhouse #3 or Hill School on Andover Street. It reverted to the Perley family, owners of the property on which it stood. In 1984, the heirs of the property gave the structure to the town. The Georgetown Historical Commission moved the schoolhouse from Andover Hill to the site of the Captain Brocklebank Museum on East Main Street where it is maintained and preserved.



The intersection of East Main and Elm Streets was the village center until 1740 when travel went beyond Elm Street to the "Corner," the present square at Main, North and Central Streets. By 1800, the "Corner" had 4 or 5 buildings and about 60 houses were scattered throughout the West Parish. The distances between homes required landowners to clear and maintain a road through their land. The practice was to place a gate across the road and charge travelers a fee to have the gate raised. Businesses flourished. There was a flax-breaking mill and a snuff mill, molasses produced from cornstalks and watermelons, nails formed with forge and hammer; saddlebags, harnesses and horse-collars were made in an Andover Street house. More than a dozen mills were making apple cider and perry, a fermented beverage of pear juice. The Temperance Reform Movement put an end to cider making in 1849. There also was a rope walk where cordage was made. A man walking backwards on a path coiled twisted strands of hemp around his waist. A helper turning a wheel accomplished the twisting or spinning. The length of the path determined the length of the rope. One unusual industry for this village distant from the sea was the construction of 18 to 20 ton fishing vessels in the area of Chestnut Street. Oxen hauled the completed ships to the water at Rowley or Newbury where the vessels were floated to Essex. The cutting of ship timber for the Essex and Newburyport builders continued until about the mid-1800's. The most important industry was shoemaking. In 1810, encouraged by the growth of the West Parish, Benjamin and Joseph Little, brothers from West Newbury, opened a store near the church at East Main and Elm. The Little's traded their goods for odd lots of coarse shoes in the ell of Solomon Nelson's tavern, originally the Captain Brocklebank House. Many farmers had little shoe shops adjacent to their homes where

they made these coarse shoes during the winter months and off-seasons to barter for their necessities. The shops were called "ten-footers" because they were usually ten foot square. One of these shoe shops can be seen on the grounds of the Capt. Brocklebank Museum. Within three or four years, the Littles moved to the "Corner" where business activity now centered.

The shoe industry grew rapidly in the 19th century. Shops and factories opened in various sections of the village. To name a few, there was Harriman's on Elm Street, the White Shop on Middle and West Main Streets and two Chaplin factories on Central Street in South Georgetown. The Phoenix Block on the corner of Central and West Main Streets had a shoe manufactory. Another was in the Odd Fellows Block on West Main and North Streets. J. B. Giles' factory was on the corner of Elm and Chestnut Streets and Malloy was on Park Street. C. S. Marston had a shoe factory on East Main and Park Streets and in later years made a large percentage of the country's ice skates and baseball shoes. By 1939, it was the only shoe factory still operating. About 1970, this last shoe factory closed. During one period, the town probably had more shoe manufacturers than any other town in the United States with a similar population. Other businesses related to shoemaking, such as tanning and currying leather and manufacturing shoeboxes, also prospered.

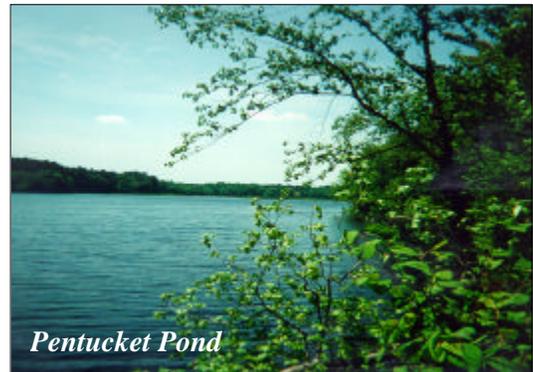
In the early 1800's, Paul Pillsbury invented a machine that mass-produced shoe pegs. Instead of hand-sewing soles and heels to the upper part of the shoe, shoe pegs now made shoemaking easier and faster. Among Pillsbury's many inventions were a machine for shelling kernels from ears of corn and another for stripping bark from felled trees.

The West Parish or New Rowley village experienced a building boom from 1830 to 1838 when 80 houses were constructed. In one year, 1839, more than 50 houses and stores were built. The rapid growth brought demands from the townsmen for separation from Rowley. The distance between the two parishes hampered businesses. Mail was delayed because it went to Rowley before being sent to New Rowley. Of Rowley's population of 2,444, 1500 individuals lived in the New Rowley section and only 944 in Rowley. There was overwhelming sentiment for separation and in 1838 the Town of Georgetown was incorporated. Muddy Brook, on the East Side of Route 95 became the easterly bounds of the new town and Rye Plain Bridge near the Newbury line another.

Georgetown into the Twentieth Century:

During the latter part of the nineteenth century, Georgetown continued to prosper as more industries and shops, such as the manufacturing of clothing, cigars, soap, furniture, coffins and caskets, began their businesses here. Hardy's Lumber Mill cut lumber and also made wooden boxes and crates. Moses Atwood made patent medicines and was best known for his "Atwood's Bitters". A New York City firm bought the Bitters formula and, under another name, sold the medicine nationally until the mid-1900's. Atwood also made the first daguerreotypes in town in 1847. Newspaper publishing began in 1846. All attempts to publish locally were short-lived until the Georgetown Advocate began printing in 1874. It was the first successful Georgetown newspaper, publishing local news for over twenty years.

About 1853 another industry began in town, the cutting of ice by Little and Tenney. During one particular period, there were four icehouses cutting ice blocks for local consumption and for shipment to Boston and nearby areas. Over the years, many icehouses were erected on Rock Pond and Pentucket Pond but, because of their construction, fire was a major problem. Eleanor Stetson in her book *Tales and Reminiscence of Georgetown*, describes the icehouses as made of wood with double walls spaced 24 inches apart at ground level and tapering to 18 inches at the top. Sawdust for insulation filled the space between the walls, which explains why these structures burned often and completely. In 1952, the Elliott Brothers closed their icehouse, ending the era of ice cutting in town. The structure was in the process of being dismantled when this last icehouse met the same fate as all the others and burned in June 1953.



Prosperity encouraged the building of a railroad between Newburyport and the interior of the county through Georgetown, Groveland and Haverhill. In March 1846, the Massachusetts Legislature granted the Newburyport Railroad Company the right to construct the line. From the outset, the company experienced continuing financial problems and in February 1860 was forced to lease the line for 100 years to the Boston & Maine Railroad. The glory days for railroading continued until after World War I when motorized transportation had a ruinous effect on rail travel. Increasingly, automobiles and trucks used improved highways and rail transportation declined. The last passenger train traveled the tracks from Boston to Georgetown to Newburyport on December 13, 1941. The rapid population increase in Essex County over the past twenty years has brought the railroad back to this area in 1998. The commuter train now runs between Newburyport and Boston with the nearest depot for Georgetown residents in nearby Rowley.

In 1855, the Town purchased for \$2,000 the Universalist Meetinghouse and lot, the site of our present Town Hall. The Town kept the lot and sold the house to Mr. Sawyer who moved it to 21 Central Street to be used for his store. Selling a lot and building separately and moving the structure to another site within town or even to another town was common practice. Usually, a structure was cut into sections to make the move less difficult. The Universalist Meetinghouse, however, was transported as a unit by using 20 oxen. It was several days before the house reached its destination across Andover Street and up the slope to the site where it still stands today as a residence on Central Street. The following year, at a cost of \$10,000, a Town House (Town Hall) was erected on the old meetinghouse lot. The high school occupied the first floor. Then, in 1898, fire destroyed the Town House. High school classes were temporarily held in the Central Fire Station on Middle Street until completion of the Perley Free School in 1899. The town offices were housed at an East Main Street location.

The town's first public library came into existence through the generosity of George Peabody. He was a London banker and philanthropist, giving generously to causes he deemed worthy. Peabody's mother, Judith Dodge Peabody, was born in Georgetown and his sister lived here. During visits to his sister, he developed a fondness for the town and gave funds for the construction of the Orthodox Memorial Church and a town library. Work for the library began in 1866 in the area to the rear of our present town parking lot on Library Street. The church was built on the same lot, fronting on East Main Street. After 22 years, the library building became inadequate for the Town's needs and a more favorable site for a larger structure had to be found. There was much controversy over various locations until the issue was settled in 1904 when the Town accepted from Milton Tenney of Georgetown and his sister Lucy Tenney Brown of Ipswich the one and one-half acre lot now known as Lincoln Park. Construction for this new library began that same year and was completed in 1905. However, it did not open its doors until September 1909 when arguments concerning the payment of bills were finally settled in court. The original library, known as Library Hall, was used for movies and entertainment until the mid-1930's when it was demolished.

The Odd Fellows Building Association constructed a four-story brick structure on the corner of North and West Main Streets in 1870. Because it was built on Little's Lot, this imposing building was always referred to as Little's Block. ("Block" is the term for a structure housing several businesses.) At street level there were a number of shops, a grocery store and the street railway waiting room; a shoe manufacturer occupied the upper floors. It was the center of activity at American Legion Square for fifty years until fire destroyed it on July 9, 1923. In 1874, to commemorate the Civil War veterans, a monument was erected on the green in front of Town Hall at a cost of \$3,000. The two

Civil War cannons that were on both sides of the monument were removed during World War II and it is believed used in the manufacture of armaments. While the town experienced growth and prosperity, it also suffered devastating fires. On October 26, 1874, a fire began in Tenney's stable at seven in the morning and was out of control until noon. Destroyed were a number of East Main Street properties, the Tenney residence and shoe factory, stables, store buildings and the old Boynton house. Dr. Huse's residence (the present Baybank) to the west and the old Masonic Block to the east were spared.



After this disastrous fire, the town voted \$8,000 to build an engine house on Middle Street and purchase a steam fire engine. The June 12, 1875 edition of the Georgetown Advocate describes the new engine house as "an ornament to the town. . . It's dimensions, we should judge, are about 40x42 with 25 foot posts, a pitch roof surmounted by a tower for drying hose, rising 50 feet from the ground. The lower floor is all one room and intended for the Steamer, Hand Engine No. 2 and the Hook and Ladder carriage. The second floor is divided into three rooms being connected by folding doors, for the companies, and a room for the engineers, each provided with convenient closets, the three separate rooms may be thrown into one for sociables."

The greatest devastation by fire with loss of life occurred on December 26, 1885. It is remembered as the Christmas Day fire though it actually began shortly after midnight on the 26th. The fire spread rapidly from the Main Street business block to Tenney's brick building that housed the National Savings Bank, the post office, Butler's law office, the A. B. Noyes Boot and Shoe factory and G. J. Tenney's Shoe Manufactory. Again, Dr. Huse's residence to the east and the Pentucket House to the west were spared. This time, the old Masonic Block did not escape destruction. Killed, were two members of the Steamer Company, Chase and Illsley, when the brick wall of the Adams Block fell, crushing them instantly and injuring several others. A member of Empire Company died several weeks later from "complications of amputation". The buildings to the rear, including the Pentucket House all that survived this 1885 conflagration, were destroyed in 1898 by another fire.



The Haverhill, Georgetown & Danvers Street Railway began service in 1896 from Haverhill terminating near West Main Street in the area of our present Trestle Way Housing. Here, passengers would have to disembark and walk to the center of town because the railroad commission would not allow the streetcars to cross the track. This inconvenience was eventually corrected by building a trestle that crossed high over the tracks. Later, the street railway line was extended to South Byfield with the terminus at the car barns on North and Chute Streets. Fire destroyed the car barns in 1901. The era of the street railway system ended in 1930 when buses operated between Georgetown and Haverhill. Paul Nelson Spofford purchased the old Mighill mansion on Baldpate Hill in 1898. Dr. David Mighill enlarged the house, built in 1733 by Deacon Stephen Mighill, when he and his wife resided there. Mighill descendants continued to occupy the house until Spofford obtained the property and began converting the mansion into an inn. The Baldpate Inn remained a popular hostelry for thirty years until it was sold to a group of doctors who converted it into the Baldpate Hospital in 1938. Fires continued to plague the town. In 1915, the Erie 4 Firehouse including the Erie #4 handtub, the North Star, the tub "Old Bill" and all records from 1854, when the group was organized, were completely destroyed. It is believed that a poorly discarded cigar caused the fire.

The Orthodox Memorial Church on East Main Street, built in memory of George Peabody's mother, burned in October 1920 and had to be torn down. The concrete pillars and fence are all that remain to remind us of the church that once stood on the site of our town parking lot. Perley Free School opened in 1900 on North Street with the high school occupying a portion of the building. On January 28, 1935 fire gutted the school but the exterior brick shell remained standing. The school was rebuilt within these outer walls and rededicated as Perley High School in September 1936.

With the installation of electric lighting in 1912, the era of the lamplighter came to a close and Georgetown entered the modern age. The first section of the public water system was completed in 1935 and, during the same period, gas pipelines were laid in the center of town. Central School served the town for seventy years from 1905 until June, 1974, when the structure housed the Town Hall with town offices and school departments

sharing the facility. The Police Department moved into the former lunchroom in the basement area. Prior to finding a home in Central School, town offices and Police Headquarters were in the Masonic building, the present location of the Pingree Insurance Agency on East Main and Park Street.

Georgetown Junior/Senior High School was built in 1961 on Winter Street and an addition completed in 1969. Penn Brook School on Elm Street began classes for fourth through sixth graders in 1972. By the early 1990's all three schools, Perley Elementary, Penn Brook and the high school were in need of extensive renovations and enlargement for the burgeoning student population. Funds were appropriated at the 1993 annual town meeting to begin the building process with a feasibility study. The official School Building Project groundbreaking ceremony was held on July 13, 1995. Classes continued during the renovations and construction and 1998 completed the projects.

By the 1980's it was obvious that the Police Department, located in the basement of the Town Hall since 1975, and the Central Fire Company, still housed in the 1875 engine house on Middle Street, were in need of larger and more up-to-date quarters. The Town approved construction of a Public Safety Building at the 1985 Annual Town Meeting. Work by the building committee began immediately and by the November special town meeting of the same year a preliminary design was presented to the Town and approved. Funding problems and delays during construction kept the police and fire departments from their new home until 1988. The efforts of a dedicated group of volunteers made the completion of the building possible by conducting fundraising projects, seeking donations and obtaining volunteer construction workers.

From the beginning, what has made Georgetown special is the spirit of community evidenced by the many volunteers who come forward when a project is in need of assistance. It is this spirit that retains the feel of a small town and is its attraction. There is more that can be written about Georgetown's past. Many people and places of interest and some highlights in the town's history have not been included on these pages, but that is for another time.”

Source: Gloria Maina, copyright (c) 1999 Georgetown Historical Society, Inc.

4.3 Historic Buildings and Sites

With its long and rich historic past, Georgetown is blessed with a number of historic buildings and sites that have local, state, and even national significance. The names and locations of many of these sites are depicted on the Historical and Cultural Sites Maps located at the end of the Historic Resources section. Of particular significance are three First Period houses that are listed in both the National and State Registers of Historic Places: the **Hazen-Kimball-Aldrich House** at 225 East Main Street, the **Dickinson-Pillsbury-Witham House** at 170 Jewett Street, and the **Adams-Clark House** at 39 West Main Street. A brief description of these distinctive early houses follows:

Hazen-Kimball-Aldrich House: Built around 1720, this center-chimney “saltbox” house on East Main Street has been recognized as possessing the “integrity of design, location, materials, and workmanship” of architecturally significant First Period (1630-1730) buildings in Eastern Massachusetts. It is set well in from the roadway with its rear lean-to facing the street. From the oblique side view, it is evident the house is two rooms deep, a common arrangement in First Period houses. First Period structures are distinguished from later buildings by their heavy-timbered frames with originally exposed and decorated structural carpentry derived from post-medieval English models.



Dickinson-Pillsbury-Witham House: This architecturally significant house atop a knoll on Jewett Street is the least altered First Period house in Georgetown. It is believed to have been built some time before 1700, and is known to have been standing by 1704.



Typical of its era are the massive central chimney, small narrow windows (six-over-six light sash with heavy muntins) and second floor overhang. The overhang projects only an inch or so, as it is hewn rather than framed, indicative of the house’s lateness within the First Period. One of its early residents, Paul Pillsbury, was an inventor of considerable ingenuity, devising machines for the shelling

of kernels from ears of corn and for stripping the bark from felled trees, as well as for pegging shoe holes. The last invention was of particular importance, given Georgetown’s early prominence in the footwear manufacture industry.

Adams-Clark House: This Georgian style house on West Main Street is set at an acute perpendicular angle to the street, its left front corner abutting the sidewalk. It is believed by architectural scholars to have been built around 1725, based on its ground-floor traverse summer beams, a characteristic of First Period (1630-1730) construction in Essex County. The house is of the center-chimney, 5-bay type, its walls clad in slender clapboards which give it an exceptionally fine-grained appearance. Above the central entry door is a four-light transom with bull’s eye glass.



4.4 Historic Preservation Strategies

During the Visioning and Planning process, residents noted the importance of Georgetown's historic homes and sites to the town's "small town" community character and visual ambience. The greatest threats to Georgetown's historic resources are perceived to be inappropriate development of adjoining or surrounding neighborhood properties, historically-inaccurate "improvements" to structures, and lack of broad citizen awareness, appreciation, and support. To further protect and adaptively reuse Georgetown's unique historic resources, the following strategies and actions are recommended:

Community Preservation Act (Strategy HR-1): Georgetown has adopted the Community Preservation Act (CPA). The funds generated through the CPA provide a significant opportunity for the Town to protect its historic resources. The Town must use a minimum of 10 percent and can use a maximum of 80 percent of the CPA funds for the preservation of historic resources, which could include purchasing, restoring, and rehabilitating significant historic structures and landscapes. The Historic Commission should thoroughly evaluate the Town's historic resources and their needs and prepare a prioritized list of projects for potential funding to the Community Preservation Committee.

Demolition Delay Review (Strategy HR-2): Currently, Georgetown does not have the ability to regulate the demolition of privately owned buildings. The owner of a historic building can demolish the building without seeking Town approval. Georgetown's semi-rural and historic character is tied closely to its historic buildings and homes. The loss or degradation of these buildings will diminish this character. The Town should adopt a demolition delay bylaw (see model in Appendix D) to allow a period of time (typically 90-120 days) to review requests to demolish historic structures. During the demolition delay period, the Town can work with the property owner to identify alternatives to demolition. If the owner submits a proposal that either addresses the Town's concerns or is determined acceptable, the Town can waive the delay period. If the Town and the owner cannot develop an acceptable alternative, the owner may demolish the structure after the delay period expires.

Historic Preservation Tax Incentives (Strategy HR-3): Renovations to historic properties can be costly and also can result in higher property taxes for a landowner. These costs represent two disincentives to maintaining and restoring historic structures. To encourage the renovation of historic buildings, the Commonwealth has adopted legislation allowing towns to phase in increases in property taxes for renovated historic properties over a five-year period (M.G.L. Chapter 59, Sec. 5J). Under this provision, towns may adopt a bylaw known as the Local Option Property Tax Assessment. Georgetown should accept this provision as a way of encouraging the owners of historic properties to rehabilitate their property according to appropriate historic standards. To be eligible for this tax break, the rehabilitation must conform to standards of the Massachusetts Historical Commission.

Signage Design (Strategy HR-4): Signage can be an important contributor to the overall character of an area, particularly in a historic area such as the town center and surrounding neighborhoods. Currently, there is not sufficient incentive for business owners in Georgetown to construct aesthetically pleasing or historically compatible signs. To encourage more attractive signage, the Town should modify the zoning bylaw language to provide incentives for businesses to erect historic signs constructed of traditional or traditional-looking materials. A policy to encourage traditional signs could take one of two forms. One option is to allow larger signs if the sign is made of traditional materials. Alternatively, the Town could maintain the existing maximum size for signs but require a special permit for any non-historic sign. The following box suggests some potential language for defining sign design.

Potential Signage Design Criteria

Historic Sign: An identification sign that is characterized as follows:

- Shall be constructed of painted or natural finish wood or equivalent appearance and shall use painted, routed, or have raised letters.
- Shall be placed so as not to interrupt the significant architectural features of a building including but not limited to the window openings, cornice line, and roofline.
- Shall be indirectly lit.
- All signs that an establishment erects shall display a consistent style and lettering.

Open Space Residential Development (OSRD) Protection (Strategy HR-5): Most of Georgetown's historic resources are located on private property. These resources range from colonial-era houses to stone walls, cellar holes, and other historic sites. While the Town does not have the authority to mandate the protection of these sites and structures, it can work with developers to identify these resources early in a development process and protect some of these resources from demolition or degradation. Adoption of an OSRD bylaw would enable the town Planning Board, through the subdivision review process, to require developers to identify and map historic resources on initial site plans and to preserve these resources to the maximum extent possible.

Additional Historic Designations (Strategy HR-6): The first step toward protecting historic resources is to properly identify these resources and inform the property owners and general public of their significance. In many cases, once property owners are made aware of the historical significance of their property, they will willingly take steps to protect and enhance these attributes. The Historical Commission, supported by other town boards and interested citizen volunteers, should prepare and disseminate concise (1-2 page) fact sheets that display and describe each historic site and its special attributes.

Town of Georgetown

Historical and Cultural Sites

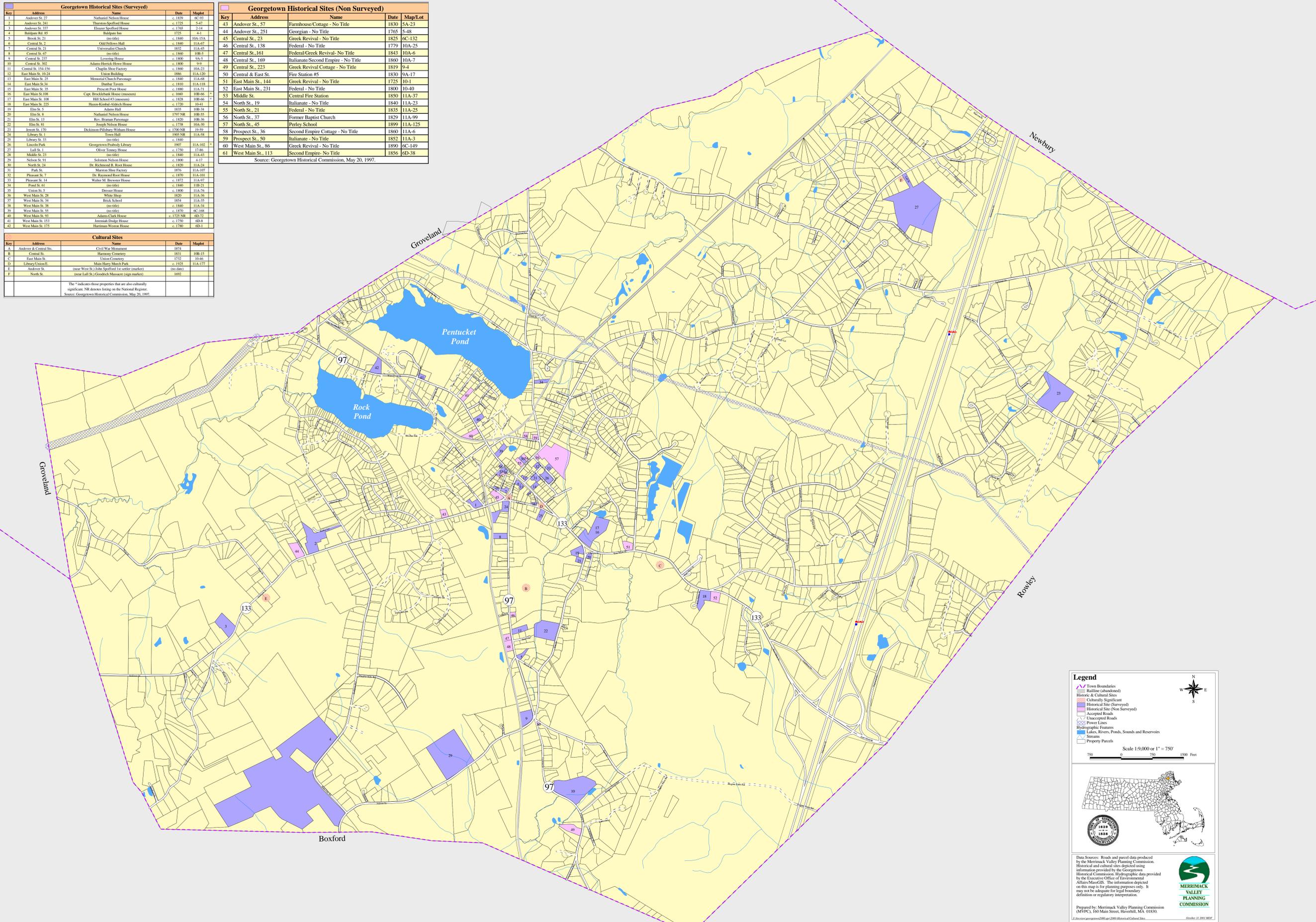
| Georgetown Historical Sites (Surveyed) | | | | |
|--|-----------------------|--------------------------------|------------|------------|
| Key | Address | Name | Date | Map/Lot |
| 1 | Andrew St. 27 | Norham Nelson House | c. 1839 | 6C-57 |
| 2 | Andrew St. 241 | Thurston-Speffield House | c. 1725 | 5-47 |
| 3 | Andrew St. 377 | Elmer Speffield House | c. 1765 | 2-14 |
| 4 | Baldwin Rd. 65 | Belknap Inn | 1725 | 4-1 |
| 5 | Brook St. 21 | (no title) | c. 1840 | 10A-15A |
| 6 | Central St. | Old Hollows Hall | c. 1840 | 11A-67 |
| 7 | Central St. 21 | Unversities Church | 1852 | 11A-45 |
| 8 | Central St. 67 | (no title) | c. 1860 | 10B-5 |
| 9 | Central St. 207 | Loving House | c. 1800 | 10A-5 |
| 10 | Central St. 302 | Adams-Herrick-House House | c. 1800 | 9-9 |
| 11 | Central St. 154-156 | Chaplin Shoe Factory | c. 1869 | 10A-23 |
| 12 | East Main St. 118-121 | Union Building | 1886 | 11A-20 |
| 13 | East Main St. 25 | Memorial Church Parsonage | c. 1840 | 11A-68 |
| 14 | East Main St. 34 | Dunbar Tavern | c. 1810 | 11A-118 |
| 15 | East Main St. 35 | Prescott Poor House | c. 1800 | 11A-71 |
| 16 | East Main St. 108 | Capt. Brockbank House (museum) | c. 1660 | 10B-66 |
| 17 | East Main St. 108 | Hill School #3 (museum) | c. 1828 | 10B-66 |
| 18 | East Main St. 225 | Home-Kemp-Adolph House | c. 1720 | 10-41 |
| 19 | Elm St. 5 | Adams Hall | 1855 | 10B-34 |
| 20 | Elm St. 8 | Norham Nelson House | 1878/88 | 10B-33 |
| 21 | Elm St. 12 | Rev. Braman Parsonage | c. 1820 | 10B-36 |
| 22 | Elm St. 81 | Joseph Nelson House | c. 1738 | 10A-30 |
| 23 | Jeffer St. 120 | Dickson-Whitman-Whitman House | c. 1700/88 | 18-99 |
| 24 | Library St. 1 | Town Hall | 1905 NR | 11A-58 |
| 25 | Library St. 33 | (no title) | c. 1840 | (no title) |
| 26 | Lincoln Park | Georgetown Public Library | 1997 | 11A-102 |
| 27 | Lull St. 1 | Oliver Tenney House | c. 1750 | 17-86 |
| 28 | Main St. 23 | (no title) | c. 1840 | 11A-43 |
| 29 | Nelson St. 31 | Solomon Nelson House | c. 1800 | 4-17 |
| 30 | North St. 24 | Dr. Richmond B. Root House | c. 1820 | 11A-24 |
| 31 | Park St. | Manion Shoe Factory | 1878 | 11A-107 |
| 32 | Pleasant St. 7 | Dr. Raymond Rice House | c. 1870 | 11A-101 |
| 33 | Pleasant St. 14 | Walter M. Brewster House | c. 1872 | 11A-97 |
| 34 | Prospect St. 61 | (no title) | c. 1840 | 11B-21 |
| 35 | Union St. 5 | Dresser House | c. 1800 | 11A-76 |
| 36 | West Main St. 28 | White Shop | 1820 | 11A-35 |
| 37 | West Main St. 34 | Rock School | 1854 | 11A-35 |
| 38 | West Main St. 38 | (no title) | c. 1840 | 11A-33 |
| 39 | West Main St. 58 | (no title) | c. 1870 | 6C-105 |
| 40 | West Main St. 91 | Adams-Clark House | c. 1725/88 | 6D-73 |
| 41 | West Main St. 153 | Jeremiah Dodge House | c. 1750 | 6D-8 |
| 42 | West Main St. 175 | Herriman-Weston House | c. 1780 | 6D-1 |

| Georgetown Historical Sites (Non Surveyed) | | | | |
|--|--------------------|-------------------------------------|------|---------|
| Key | Address | Name | Date | Map/Lot |
| 43 | Andover St. 57 | Farmhouse/Cottage - No Title | 1830 | 5A-23 |
| 44 | Andover St. 251 | Georgian - No Title | 1765 | 5-48 |
| 45 | Central St., 23 | Greek Revival - No Title | 1825 | 6C-132 |
| 46 | Central St., 138 | Federal - No Title | 1779 | 10A-25 |
| 47 | Central St., 161 | Federal/Greek Revival - No Title | 1843 | 10A-6 |
| 48 | Central St., 169 | Italianate/Second Empire - No Title | 1860 | 10A-7 |
| 49 | Central St., 223 | Greek Revival Cottage - No Title | 1819 | 9-4 |
| 50 | Central & East St. | Fire Station #5 | 1830 | 9A-17 |
| 51 | East Main St., 144 | Greek Revival - No Title | 1725 | 10-1 |
| 52 | East Main St., 231 | Federal - No Title | 1800 | 10-40 |
| 53 | Middle St. | Central Fire Station | 1850 | 11A-37 |
| 54 | North St., 19 | Italianate - No Title | 1840 | 11A-23 |
| 55 | North St., 21 | Federal - No Title | 1835 | 11A-25 |
| 56 | North St., 37 | Former Baptist Church | 1829 | 11A-99 |
| 57 | North St., 45 | Perley School | 1899 | 11A-125 |
| 58 | Prospect St., 36 | Second Empire Cottage - No Title | 1860 | 11A-6 |
| 59 | Prospect St., 50 | Italianate - No Title | 1852 | 11A-3 |
| 60 | West Main St., 36 | Greek Revival - No Title | 1890 | 6C-149 |
| 61 | West Main St., 113 | Second Empire - No Title | 1856 | 6D-38 |

Source: Georgetown Historical Commission, May 20, 1997.

| Cultural Sites | | | | |
|----------------|-----------------------|---|-----------|---------|
| Key | Address | Name | Date | Map/Lot |
| A | Andover & Central St. | Civil War Monument | 1874 | |
| B | Central St. | Harmony Cemetery | 1831 | 10B-15 |
| C | East Main St. | Union Cemetery | 1732 | 10-46 |
| D | Library Street/E | Main-Harry-March Park | c. 1925 | 11A-177 |
| E | Andover St. | (near West St.) John Speffield 1st order (marker) | (no date) | |
| F | North St. | (near Lull St.) Goodrich Marker (sign marker) | 1692 | |

The * indicates those properties that are also culturally significant. NR denotes listing on the National Register.
Source: Georgetown Historical Commission, May 20, 1997.



Legend

- Town Boundaries
- Railline (abandoned)
- Historic & Cultural Sites
- Culturally Significant
- Historical Site (Surveyed)
- Historical Site (Non-Surveyed)
- Accepted Roads
- Unaccepted Roads
- Power Lines
- Hydrographic Features
- Lakes, Rivers, Ponds, Sounds and Reservoirs
- Streams
- Property Parcels

Scale: 1" = 750'

Scale: 1:9,000 or 1" = 750'

750 0 750 1500 Feet

1892
1888

Data Sources: Roads and parcel data produced by the Merrimack Valley Planning Commission. Historical and cultural sites depicted using information provided by the Georgetown Historical Commission. Hydrographic data provided by the Executive Office of Environmental Affairs/MassGIS. The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

Prepared by: Merrimack Valley Planning Commission (MVPC), 160 Main Street, Haverhill, MA 01830.

MERRIMACK VALLEY PLANNING COMMISSION

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October 12, 2009, 10:07 AM

5. HOUSING

5.1 Introduction

The Housing Element provides an overview of Georgetown’s existing housing stock, current and potential future housing needs, and strategies for providing an appropriate mix of housing types. The data and analyses in this element are based on information from the Town, the State, the 2000 U.S. Census, and the Georgetown Affordable Housing Needs Assessment (February 2003)/Georgetown Affordable Housing Plan (May 2003) prepared for the Georgetown Affordable Housing Task Force by Lynne D. Sweet of LDS Consulting Group, LLC, 233 Needham Street, Newton, MA 02464.

Housing and Residential Development

| ASSETS | LIABILITIES |
|--|---|
| <ul style="list-style-type: none"> ▪ Quality and variety of attractive housing styles and sizes ▪ Historic homes ▪ Town will reach 10% 40B goal with current rental project | <ul style="list-style-type: none"> ▪ Growth hasn’t been “done right” ▪ Need tools to manage and shape growth ▪ Tearing down small houses to put up big ones – trend towards “mansionization” ▪ Road frontage almost all developed ▪ Zoning & by-laws create higher housing costs - difficult permitting system ▪ No multi-family zoning ▪ No apartments downtown ▪ Even with the 40B project, housing for middle income households remains scarce |

5.2 Existing Conditions and Housing Stock

Massachusetts is experiencing an affordable housing crisis, which is affecting all but the most affluent consumers, with the most predominant affect being felt in Eastern Massachusetts. Housing prices have risen higher than income gains over the past decade. Housing production has fallen due to the scarcity of land, stringent zoning regulations, and increased construction costs. This trend has been attributed, in part, to the expansion of high technology businesses along the Interstate 495 corridor and the migration of more affluent families from the greater Boston Area to the more rural communities North and West of the city. The regional housing market has favored the construction of large single-family dwellings. The average size of homes built in Georgetown before 1940 is 1,858 square feet while the average size of the homes built between 1997-2002 is 3,270 square feet.



According to the 2000 U.S. Census, there were 2,616 housing units in Georgetown. This represents an increase from the 1990 total of 2,219 units or 17.9%. During the same period, housing units grew by only 5.6% in Essex County and 6% statewide. Thus, the Town's housing growth rate far exceeds both the state and county averages, with an annual growth rate of 1.8% over a ten-year period. Claritas, Inc. has estimated that the housing units would grow to 2,666 in 2002 and projects an increase to 2,793 housing units in 2007 or a growth rate of 6.8% in a seven-year period for an average 25 units per year.

| | 1990 | 2000 | % change | 2002 | % change | 2007 | % change |
|---------------|-----------|-----------|----------|-----------|----------|-----------|----------|
| Housing Units | Census | Census | | Est. | | Proj. | |
| Georgetown | 2,219 | 2,616 | 17.9% | 2,666 | 1.9% | 2,793 | 4.8% |
| Essex County | 271,977 | 287,144 | 5.6% | 290,626 | 1.2% | 300,165 | 3.3% |
| Massachusetts | 2,472,710 | 2,621,947 | 6.0% | 2,654,116 | 1.2% | 2,740,653 | 3.3% |

Source: Claritas

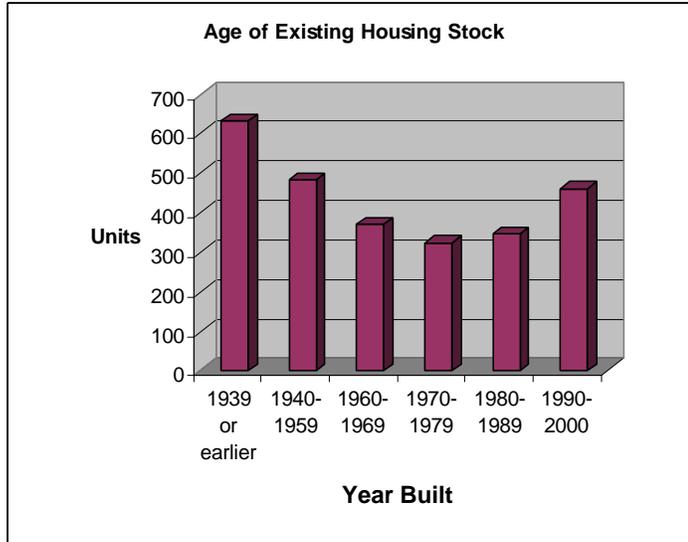
LDS Consulting Group examined the number of housing units added to towns of a similar size and in close proximity to Georgetown. The examination showed that the two closest towns to Georgetown, Boxford and Rowley, having a smaller housing base by 132 and 646 units respectively, added more housing units percentage wise to their base over this ten year period as compared to Georgetown.

| Housing Units | 1990 | 2000 | % change |
|----------------|-------|-------|--------------|
| Boxford | 2,087 | 2,610 | 25.1% |
| Rowley | 1,573 | 2,004 | 27.4% |
| Groveland | 1,813 | 2,096 | 15.6% |
| Topsfield | 1,967 | 2,144 | 9.0% |
| Newbury | 2,365 | 2,816 | 19.1% |
| Average | 1,961 | 2,334 | 19.2% |

Source: US Census

5.2.1 Age and Condition of Housing Stock

The table below provides information on the age of the Town's housing stock. Approximately 24% of the Town's housing stock was constructed prior to 1939, another 32.7% between 1940 and 1969, and 13.2% between 1970-1979. During the past twenty years, about 31% of the Town's housing (806 units) were built. This increase directly corresponds to the population growth in the community. Visual inspection of the existing housing stock shows new development on the Rowley side of Town near Interstate 95 and older housing stock along Interstate Route 133 and Route 97 in varied condition.



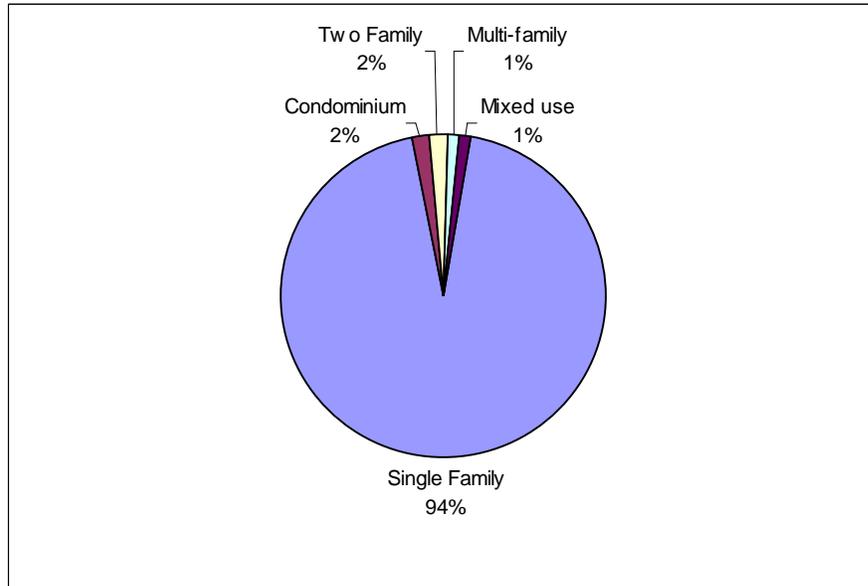
Source: U.S. Census Bureau, 2000

| Year Built | Total Units | % |
|--------------|-------------|-------------|
| 9 or earlier | 632 | 24% |
| 0-1959 | 483 | 18% |
| 0-1969 | 371 | 14% |
| 0-1979 | 324 | 13% |
| 0-1989 | 346 | 13% |
| 0-2000 | 460 | 18% |
| Total | 2616 | 100% |

5.2.2 Housing Stock by Type

The Town Assessor’s database classifies residential land uses into six categories: Single family homes, Condominiums, Two family homes, Three family homes, 4-8 family homes (Multi-family) and Multiple houses on one lot. The assessor’s database does not quantify the number of houses found on multiple house lots nor does it specify the number of units located in apartment buildings, therefore it is not possible to provide exact numbers for these two categories. Analysis of the Town Assessor’s data in 2002 shows that out of 2,389 units of existing housing stock, approximately 94% are single family homes, 2% are condominiums and 4% are either two family, multi-family or a mixed use combining commercial and residential.

Existing Housing Stock



Source: Georgetown Tax Assessor

5.2.3 Vacancy Rate and Housing Occupancy

Vacancy rate indicates the availability of housing in a community. In general, an ideal vacancy rate is 5% because it allows the population to move freely in the marketplace. A vacancy rate below 5% may indicate that there is a demand for additional housing. A vacancy rate greater than 5% may indicate that a community has a problem with underutilization, has an overabundance of rundown properties, or lacks an effective redevelopment/reinvestment policy. According to the 2000 census as shown in the chart below, vacancy for homeowners in Georgetown is lower than both the county and the state, and rental vacancy is higher than the county and the Commonwealth.

| Vacancy Rate | Ownership | Rental |
|---------------|-----------|--------|
| Georgetown | 0.3% | 3.8% |
| Essex County | 0.5% | 3.0% |
| Massachusetts | 0.7% | 3.5% |

Source: 2000 Census

Since overall vacancy is less than 5%, it indicates a shortage of supply in Georgetown, Essex County, and the Commonwealth. The result has been significant increases in the price of homes and rents.

While the vacancy rate identifies the availability of units for rent or for sale, the percentage of vacant or unoccupied units includes dwellings that are not available for rent or sale because they are abandoned, in disrepair or otherwise not suitable for habitation and/or units that may be used seasonally. In 2000, Georgetown had 50 vacant housing units, or 1.9% of the housing stock. Georgetown's unoccupied unit count is lower than both Essex County (2.6%) and Massachusetts (3.2%). The low vacancy rate and low unoccupied rates are further indication that Georgetown has a limited supply of housing stock.

The following table compares housing occupancy rates in Georgetown from 1990 to 2000. It shows that over the ten year period between U.S. Census 1990 and 2000, the number of owner occupied housing units has increased by 23%, while the percentage of renter occupied houses has decreased by 7%. This statistic indicates that the majority of new residential development within the Town of Georgetown over the past ten years has been for single-family homes. The decrease of renter occupied units shows a lack of alternatives or diversity in the housing stock.

| Category | 1990 | 2000 | % Change |
|-------------------------------|-------------|-------------|-----------------|
| Owner -Occupied Housing Units | 1,801 | 2,215 | 23% |
| Renter-Occupied Housing Units | 377 | 351 | -7% |

5.2.4 Ownership

The following table shows housing tenure by the percentage of owner occupied units vs. the number of renter occupied units. Georgetown has a significantly higher rate of homeownership than Essex County and the Commonwealth.

| Housing Tenure | Ownership | Rental |
|-----------------------|------------------|---------------|
| Georgetown | 86% | 14% |
| Essex County | 64% | 36% |
| Massachusetts | 62% | 38% |

5.2.5 Length of Residency

The tables below shows the length of residency for Georgetown residents compared to Essex County residents and the Commonwealth of Massachusetts residents for 1990 and 2000. At the time of the 1990 Census, the majority of Georgetown households (53%) had moved into the community within the past 10 years as compared to 59% in Essex County and 59% statewide. Approximately 25% had moved into the community within 10 to 20 years prior to the census as compared to 17% in Essex County and 18% statewide. Only 21% had been in their homes in Georgetown for more than 20 years, as compared to 22% in Essex County and 22% statewide.

The results of the 2000 Census showed the majority of Georgetown households (55%) had moved into the community within the past 10 years as compared to 61% in Essex County and 60% statewide. Approximately 18% had moved into the community within 10 to 20 years prior to the census as compared to 16% in Essex County and 16% statewide. Only 28% had been in their homes in Georgetown for more than 20 years, as compared to 24% in Essex County and 23% statewide. This is another indication as to the growth that has occurred in Georgetown, transforming it from a quiet bedroom community to a North Shore suburb.

| Length of Residency as of 1990 | | | | | | |
|--------------------------------|------------|-----|--------------|-----|---------------|-----|
| Length | Georgetown | | Essex County | | Massachusetts | |
| 1-2 years | 269 | 12% | 42,126 | 17% | 387,101 | 17% |
| 3-5 years | 523 | 24% | 68,323 | 27% | 614,093 | 27% |
| 6-10 years | 361 | 17% | 37,839 | 15% | 329,299 | 15% |
| 11-20 years | 549 | 25% | 43,620 | 17% | 407,643 | 18% |
| 21-30 years | 277 | 13% | 26,992 | 11% | 233,302 | 10% |
| 31 years or more | 199 | 9% | 32,385 | 13% | 275,672 | 12% |

Source: 1990 Census

Source: 2000 Census

5.3 Residential Development Patterns and Housing Trends

Many factors influence how residential development occurs. These include historical development patterns, local zoning regulations, and the forces of supply and demand.

Concern over an increasing burden on town services and loss of the town's rural character due to uncontrolled growth prompted the town to pass the Rate of Development Bylaw in June 1995 that was amended in June 1999 to limit permits for new homes to 20 units per year. Exemptions are permitted for Independent Senior Housing ("ISH") units, low and moderate-income housing, rehabilitation of existing dwellings, and nonresidential development. The town has averaged 22 building permits per year for single-family home development in the past five years. The number of home additions has been increasing over the past three years, from 183 in 2000 to 198 in 2002.

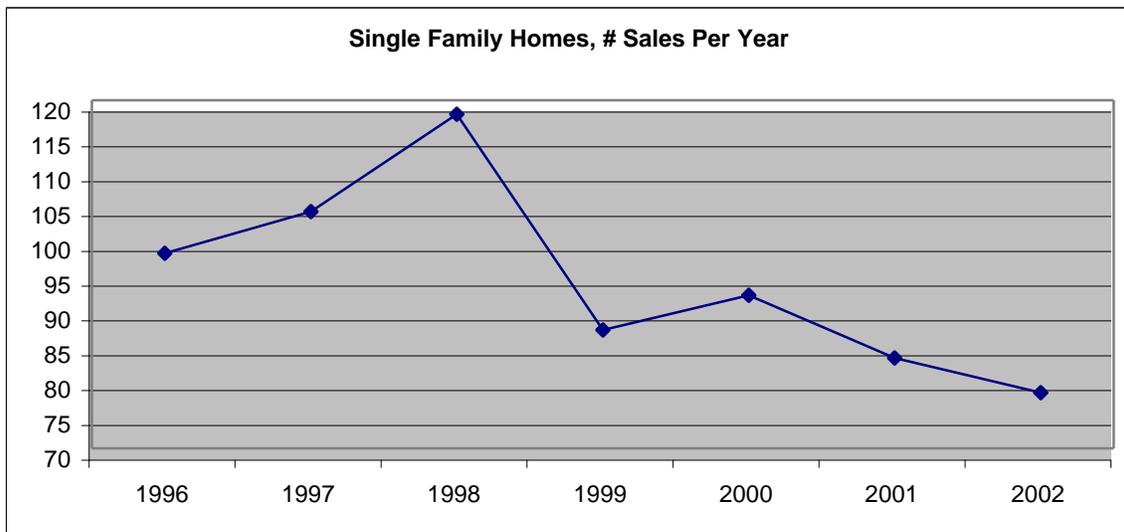
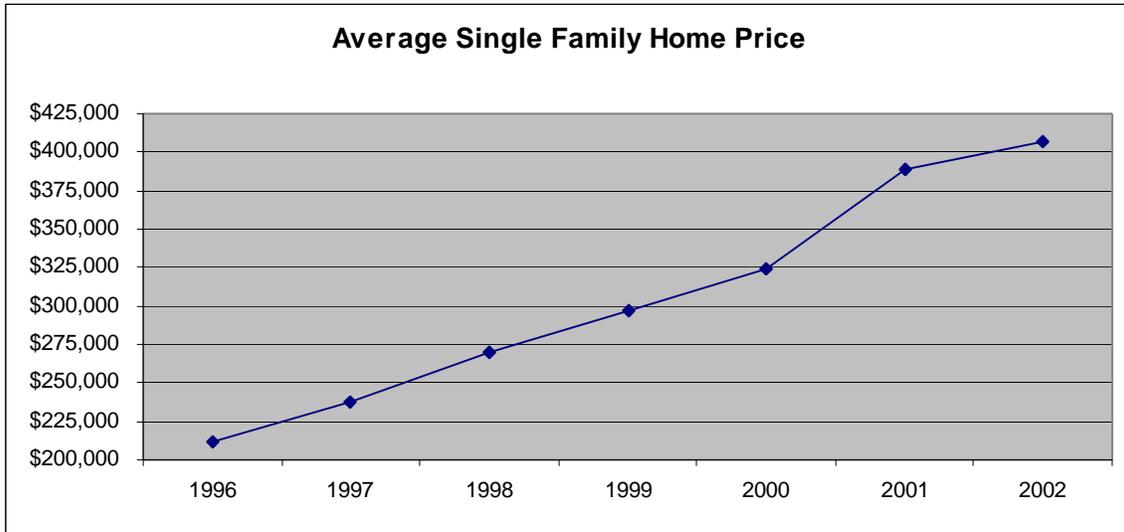
The primary source of revenue for the Town of Georgetown is through the assessment on residential property, which constituted 89% of the assessed value in 2002. Over the past 10 years residential parcels have been added to the tax base but very little has been added to the commercial and industrial base. While tax bills have risen by 88% due to increased property values, the tax rate has only increased by 34% since 1990. The 2002 Georgetown median tax bill is \$3,240 as compared to the statewide median tax bill of \$2,577, a 26% difference.

5.3.1 Recent Home Sales Activity

Single Family Homes Sales – Market Rate Units

LDS Consulting Group examined sales data from three separate sources: 2000 data projected by Claritas, Banker and Tradesman, and the multiple listing service. According to the 1990 and 2000 census, median-housing value was \$187,400 and \$251,200 respectively, and according to Banker and Tradesman, average home sales through September 2002 was \$360,000. The price increase from 1990-2000, a ten-year period, was 34%, and from 2000-2002, a two year period, was 44%, for a total of 78% over a twelve year period. During this same period, from 1990-2002, household income rose only 70%. Thus, housing prices are increasing faster than income.

LDS Consulting Group also examined the multiple listing service for home sales in Georgetown over the past five years and produced the following two charts, one showing the rise in single family home prices and the second showing the number of sales. The one caution LDS Consulting Group noted with respect to this data is that it only reflects sales using a licensed real estate broker and does not consider sales by owners.



Source: MLS (does not include sales by owner)
 Note: 2002 Through November 25, 2002 only.

There are 36 condominium units in Georgetown. According to the Multiple Listing Service, the average sales price rose from \$145,000 in 1998 to \$240,000 as of November 25, 2002. It should be noted that the Multiple Listing Service only includes sales by real estate brokers registered with the multiple listing service and does not include private sales by owners and developers.

According to the Multiple Listing Service, there are currently 54 single family homes for sale for an average of \$508,055.

5.3.2 Existing For-Sale Affordable Housing

There are four units of family for-sale affordable housing in Georgetown with a ten-year waiting list. There are a total of 29 units in Georgetown and its five surrounding towns, all with long waiting lists. There are a total of 96 units of for-sale affordable elderly housing in Boxford at Four Mile Village with a 2-4 year waiting list. The long waiting lists are because families and elders move into this housing and stay for long periods of time.

5.3.3 Market Rate Multi-family Apartments

There are two multi-family market rate apartment buildings totaling 36 units, two state aided apartment buildings, the majority of which are for the elderly, totaling 136 units, and the rest are two family homes or accessory/in law apartments. Georgetown House Apartments has 22 units located at 122-124 West Main Street and was built in 1959; rents range from \$800-\$1,000. There is a 14 unit building located at 30 East Main Street built in 1880 with rents ranging from \$500 (no utilities) to \$1,000 (utilities including) depending on the size of the unit. Both buildings are experiencing high levels of occupancy. LDS Consulting Group was informed by a local real estate agent that single family homes can rent for \$1,300 a month for a two bedroom unit and \$1,800 a month for a three bedroom unit, plus utilities. Most of these types of rentals are advertised through local papers or by word of mouth rather than using a real estate broker.

There is little traditional multi-family rental housing in surrounding towns. LDS Consulting Group found 32 garden style units in Rowley at 870 Haverhill Street built in 1970 renting for \$925-\$1,000 (without utilities) which experienced a drop in occupancy this past year. Millwood Apartments I, II and III on Haverhill Street in Rowley was built in 1973 and contains 99 units renting between \$925-\$945 including utilities at 100% occupancy. All units contain two bedrooms.

According to the 2000 census, 44.9% of renters in Georgetown are paying more than 30% of their income towards rent.

LDS consulting Group analyzed the current housing stock for sale in the Town of Georgetown as of December 5, 2002 with data taken from the Multiple Listing Services and grouped it into specific income groups. Next LDS examined household income of residents estimated by Claritas for 2002 at these same income levels, and learned that 16% of the population earns less than 50% of median income, 19% earns from 50%-80% of median, and 12% earns 80% to 100% of median income as illustrated on the chart below. Therefore, if one is not already in the housing market in Georgetown, over 35% of current residents could not afford to buy into the market.

Another way to look at this is if you are a municipal worker making \$14.00 per hour with a household income of approximately \$30,000, there is currently no house for sale in Georgetown in your price range. The only way this household would be able to enter the Georgetown Housing Market is if there is affordable housing constructed that is available to households earning less than 50% of area median income. The good news is that this household may have an opportunity in the near term to stay in town by renting one of the units available to households earning less than 50% of area median income to be built at the Mirra development.

LDS Consulting Group also approached this analysis from the perspective of an average salary earned by a local police officer. If the median household income for this officer is \$55,000, the officer too would have no home ownership choices today in Georgetown. To take this one step further, this illustrates the need to have two income households in Georgetown to be able to purchase a home. This is why the single mothers with children are having difficulty making it in Georgetown.

| 2002 Home Prices For Sale as of 12/5/02 | Affordability Range (% of Median Household Income) | Homes available in Price Range | Homes as a % of Total | % of Population at specific income level |
|---|--|--------------------------------|-----------------------|--|
| Less than \$160,000 | Less than 50% (Less than \$37,999) | 0 | 0 | 16% |
| \$160,000-255,000 | 50%-80% (\$38,000-\$60,999) | 0 | 0 | 19% |
| \$255,000-\$300,000 | 80%-100% (\$61,000-74,000) | 3 | 6% | 12% |
| \$300,000-\$390,000 | 100%-120% (\$75,000-\$91,999) | 8 | 15% | 14% |
| \$390,000-\$575,000 | 120%-180% (\$92,000-\$136,999) | 10 | 19% | 20% |
| More than \$585,000 | More than 180% (More than \$137,000) | 33 | 61% | 20% |
| Total | | 54 | | |

LDS Consulting Group looked at this issue one final way. Based on the Claritas report, LDS grouped residents in Georgetown according to their age and income. As noted previously, new homes are selling for an average of \$360,000 and median income for 2002 was projected to be \$76,449. In addition, the new homes that are being built are larger and selling for over \$500,000. The chart below illustrates that 55% of first time homebuyers, typically ages 25-34, making at or below median income, cannot afford to purchase a home in the Town of Georgetown. It also shows that nearly 100% of elders, aged 75 and over, cannot afford to buy a home in the town of Georgetown. This is an issue because children of existing Georgetown residents are not able to afford to buy into the town that they grew up in. Furthermore, seniors who are looking to either downsize and/or move into a home with one level living to accommodate their increasing level of frailty cannot afford to stay in Georgetown. Most likely these elders live in smaller, older homes, which will be at the lower end of the sales market.

Georgetown 2002 - Household Income

| Income | Poverty | <50% | 50%-80% | 80%-100% | 100%-120% | 120%-180% | >180% | | |
|--------|------------|-------------------|-------------------|-------------------|-------------------|--------------------|------------|-------|------|
| | 0-\$12,499 | \$12,500-\$37,999 | \$38,000-\$60,999 | \$61,000-\$74,999 | \$75,000-\$91,999 | \$92,000-\$136,999 | \$137,000+ | Total | % |
| Age | | | | | | | | | |
| 25-34 | 9 | 54 | 72 | 45 | 38 | 61 | 47 | 327 | 13% |
| 35-54 | 32 | 41 | 228 | 170 | 224 | 328 | 373 | 1397 | 56% |
| 55-74 | 20 | 112 | 121 | 60 | 79 | 104 | 59 | 555 | 22% |
| 75-84 | 27 | 59 | 36 | 20 | 1 | 1 | 8 | 152 | 6% |
| 85+ | 9 | 28 | 6 | 3 | 0 | 0 | 2 | 48 | 2% |
| Total | 97 | 294 | 463 | 298 | 342 | 494 | 490 | 2478 | 100% |
| % | 4% | 12% | 19% | 12% | 14% | 20% | 20% | 100% | |

Source Claritas

5.3.4 Household Income

Total Household income means the total money received in the stated calendar year by all household members age 15 years and older. This chart illustrates that Georgetown's median household income grew by 70% over a 12-year period, 6% more than Essex County and 8% more than the Commonwealth. Its growth is expected to continue rising at a rate of 3.84% per year from 2002-2007.

| Median Household Income | 1990 Census | 2002 Est. | % change | 2007 Proj. | % change |
|-------------------------|-------------|-----------|----------|------------|----------|
| Georgetown | \$ 44,861 | \$ 76,449 | 70.4% | \$ 91,152 | 19.2% |
| Essex County | \$ 37,913 | \$ 62,494 | 64.8% | \$ 74,111 | 18.6% |
| Massachusetts | \$ 36,953 | \$ 59,972 | 62.3% | \$ 71,035 | 18.4% |

5.3.5 Housing Permit Data and Construction Trends

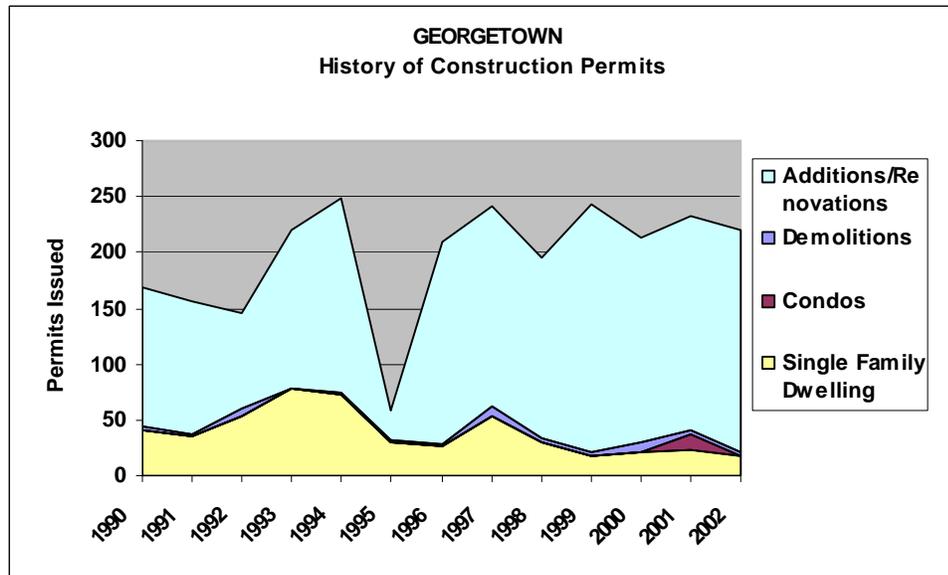
The history of construction permits in Georgetown over the past 13 years reflects the growth in single-family dwellings, particularly in the years prior to 1995 when a Rate of Development Bylaw was adopted at Town Meeting. Between 1990-1994, the town was averaging 56 new home permits a year with a peak of 78 in 1993. Concern over an increasing burden on town services, public safety issues, education facilities, and loss of the town's rural character due to uncontrolled growth prompted the town to pass the Rate of Development Bylaw in June 1995.

The number of new dwellings was limited to 60 building permits per year and was in effect until December 2000. During the first five years of the bylaw, the average number of permits issued for new dwellings dropped to 30. In June 1999, the Planning Board recommended that the Bylaw be amended to reduce the number of permits to 40 permits; Town Meeting reduced the number to 20 and extended the effective period to December 2005. Exemptions are permitted for Independent Senior Housing ("ISH") units, low and moderate-income housing, rehabilitation of existing dwellings, and nonresidential development.

GEORGETOWN History of Construction Permits 1990-2002

| Permit Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Single Family Dwelling | 40 | 35 | 54 | 78 | 73 | 30 | 26 | 54 | 31 | 18 | 22 | 23 | 17 |
| Condos | | | | | | | | | | | | 14 | |
| Demolitions | 5 | 3 | 7 | 0 | 2 | 2 | 3 | 8 | 3 | 3 | 8 | 3 | 5 |
| Additions/Renovations | 123 | 118 | 84 | 142 | 174 | 26 | 181 | 180 | 161 | 222 | 183 | 193 | 198 |

Source: Georgetown Building Department



Source: Georgetown Building Department

5.4 Housing Affordability

"The Master Plan Committee has developed the following goals, policies, and recommendations to enhance housing opportunities consistent with Georgetown's small town character and open space objectives:"

5.4.1 Affordable Housing Defined

Affordable Housing means a number of different things. The minimum threshold for a unit to be considered affordable is a unit that is available to households earning at or below 80% of median income; in Georgetown for a 2-person household this would be \$43,150. This income threshold is sometimes referred to as "moderately priced" housing or "low" income housing. Very low-income housing is defined as household income at or below 50% of area median income, or in Georgetown, for a 2-person household, \$26,950. Although these numbers may seem low, it is because Georgetown falls under the Lawrence Primary Service Area as defined by the Federal Department of Housing and Urban Development ("HUD").

5.4.2 Affordable Housing Inventory

Georgetown has 10 units of rental family housing. The waiting list for the family housing is 5 years. There are a total of 36 units of family rental housing in Georgetown and the five surrounding towns, with waiting lists ranging from three to ten years. One of the biggest concerns we heard from Housing Authorities is that there are not enough family units, and that there are none in the pipeline. Married couples with two or more children are forced to live in area motels because of a lack of accommodations.

There are 126 units of state aided elderly public housing in Georgetown located at Trestle Way, which is at 100% occupancy and has a 1-2 year waiting list. There are a total of 358

elderly rental units in Georgetown and surrounding towns. All are operating at 100% occupancy with anywhere from one to four year waiting lists. With regard to elderly housing waiting lists, although the number of people on waiting lists may seem high, many may be the same people applying to more than one town or they may not be elderly people but instead people with disabilities. Therefore, the wait list numbers should not be used as the only measurement of elderly demand for housing.

Summary of Existing Affordable Housing

| | Georgetown | Boxford | Groveland | Newbury | Rowley | West Newbury | Total |
|-------------------------------|------------|------------|-----------|-----------|-----------|--------------|------------|
| Existing | | | | | | | |
| Rental Apartments - Family | 11 | | 1 | | 12 | 12 | 36 |
| Rental Apartments - Elderly | 126 | | 58 | 94 | 66 | 14 | 358 |
| Rental Apartments – Other* | 12 | | | | | | 12 |
| For Sale – Family | 4 | 15 | | | 10 | | 29 |
| For Sale – Elderly | | 96 | | | | | 96 |
| Total Affordable Units | 153 | 111 | 59 | 94 | 88 | 26 | 531 |

*DMR

5.5 Massachusetts General Laws Chapter 40B

What is Chapter 40B?

Chapter 40B, which is sometimes referred to as the “anti-snob” zoning bylaw, was enacted by the State in 1969 to increase the supply and improve the regional distribution of low and moderate income housing by allowing a limited suspension of existing local regulations which are inconsistent with construction of such housing. The law basically states that each municipality, that is subject to the States zoning regulations, must have at least 10% of its residential housing units set aside for affordable housing. If it has not met the 10% threshold, then a developer can propose a project with an affordable component and bypass certain local zoning regulations.

The Massachusetts Department of Housing and Community Development (“DHCD”) keeps track of each towns affordable units. Over the past two years there have been significant changes to the law with regard to what type of units are counted, and how many units can be permitted and built per year. Some of the types of units that can be counted towards a towns 10% requirement include any rental units that have a regulatory agreement requiring, at a minimum, 20% of the units to be made available to households at or below 80% of the area median income. It also counts certain accessory apartments if they are deed restricted, and units that are subsidized by the Massachusetts Department of Retardation or Mental Health, In contrast to a for-sale project, all permitted units in a rental project are counted towards a towns 10% requirement, regardless of the number of affordable units in the development. In for-sale developments, only the units that are affordable are counted towards a municipality’s 10% requirement.

In the case of Georgetown, all 186 units in the Mirra project were counted towards the 10% requirement, even though only 20% of the units will be affordable. As of April 24, 2002, according to the State Inventory, the Town of Georgetown had 2,601 year round

units, and has developed 159 affordable units. 10% of the year round units is 260. If the 186 Mirra units are added to the existing 159 units, the total is 345 units, well in excess of the states 10% requirement. Therefore, it is difficult for developers to force zoning as if they are denied, they have no standing at the Housing Appeals Court under Chapter 40B.

5.6 Housing Needs

5.6.1 Population Growth

Population is defined as the number of persons residing in a defined geographic area. The census counts people at their “usual residence”, or where they live and sleep most of the time. The following table illustrates that Georgetown’s population grew 15.6% over a ten year period, almost twice that of Essex County and three times that of the state. Its growth is expected to continue rising at a rate of .85% per year from 2000-2007.

| Population Growth 1990-2007 | | | | | | | |
|-----------------------------|-----------|-----------|----------|-----------|----------|-----------|----------|
| | 1990 | 2000 | % change | 2002 | % change | 2007 | % change |
| Population Growth | Census | Census | | Est. | | Proj. | |
| Georgetown | 6,384 | 7,377 | 15.6% | 7,499 | 1.7% | 7,821 | 4.3% |
| Essex County | 670,080 | 723,419 | 8.0% | 730,175 | 0.9% | 748,825 | 2.6% |
| Massachusetts | 6,015,050 | 6,349,097 | 5.6% | 6,393,677 | 0.7% | 6,515,895 | 1.9% |

Source: Claritas

5.6.2 Household Growth

A household includes all the persons who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of homes, or a single room that is occupied as separate living quarters. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated person who share living arrangements. The following table illustrates that Georgetown’s number of households grew 17.8% over a ten year period, almost twice that of Essex County and two and one half times that of the state. Its growth is expected to continue rising at a rate of 0.95% per year from 2000-2007.

| Household Growth 1990-2007 | | | | | | | |
|----------------------------|-----------|-----------|----------|-----------|----------|-----------|----------|
| | 1990 | 2000 | % change | 2002 | % change | 2007 | % change |
| Household Growth | Census | Census | | Est. | | Proj. | |
| Georgetown | 2,178 | 2,566 | 17.8% | 2,615 | 1.9% | 2,740 | 4.8% |
| Essex County | 251,285 | 275,419 | 9.6% | 278,772 | 1.2% | 287,922 | 3.3% |
| Massachusetts | 2,247,109 | 2,443,580 | 8.7% | 2,472,246 | 1.2% | 2,540,653 | 2.8% |

Source: Claritas

5.6.3 Family Growth

A family consists of a householder and one or more additional persons living in the same household who are related to the householder by birth, marriage, or adoption. All persons in a household who are related to the householder are regarded as members of his or her

family. Not all households contain families since a household may comprise a group of unrelated persons or one person living alone. This table illustrates that Georgetown's number of families grew 16.2% over a ten year period, three times that of Essex County and four times that of the state. Its growth is expected to continue rising at a rate of 0.6% per year from 2000-2007.

| Family Growth 1990-2007 | | | | | | | |
|-------------------------|-----------|-----------|----------|-----------|----------|-----------|----------|
| | 1990 | 2000 | % change | 2002 | % change | 2007 | % change |
| Family Growth | Census | Census | | Est. | | Proj. | |
| Georgetown | 1,743 | 2,025 | 16.2% | 2,049 | 1.2% | 2,110 | 3.0% |
| Essex County | 175,332 | 185,094 | 5.6% | 186,085 | 0.5% | 188,936 | 1.5% |
| Massachusetts | 1,514,746 | 1,576,696 | 4.1% | 1,584,665 | 0.5% | 1,607,004 | 1.4% |

5.6.4 Household Size

The trend across the United States and in Massachusetts has been that average household size has been decreasing because families are having fewer children than previous generations. However, as illustrated below, household size in Georgetown is not decreasing as rapidly as in Essex County and in the Commonwealth.

| Change in Household Size 1990-2007 | | | | | | | |
|------------------------------------|--------|--------|----------|------|----------|-------|----------|
| | 1990 | 2000 | % change | 2002 | % change | 2007 | % change |
| Household Size | Census | Census | | Est. | | Proj. | |
| Georgetown | 2.90 | 2.87 | -1.0% | 2.86 | -0.3% | 2.85 | -0.3% |
| Essex County | 2.61 | 2.57 | -1.5% | 2.56 | -0.4% | 2.54 | -0.8% |
| Massachusetts | 2.58 | 2.51 | -2.7% | 2.50 | -0.4% | 2.47 | -1.2% |

5.6.5 Household Income

Total Household income means the total money received in the stated calendar year by all household members age 15 years and older. The following table illustrates that Georgetown's median household income grew by 70% over a 12 year period, 6% more than Essex county and 8% more than the Commonwealth. Its growth is expected to continue rising at a rate of 3.84% per year from 2002-2007.

| Median Household | 1990 | 2002 | % change | 2007 | % change |
|------------------|-----------|-----------|----------|-----------|----------|
| Income | Census | Est. | | Proj. | |
| Georgetown | \$ 44,861 | \$ 76,449 | 70.4% | \$ 91,152 | 19.2% |
| Essex County | \$ 37,913 | \$ 62,494 | 64.8% | \$ 74,111 | 18.6% |
| Massachusetts | \$ 36,953 | \$ 59,972 | 62.3% | \$ 71,035 | 18.4% |

5.6.6 Poverty

Data on poverty status was derived from answers to the income questions in the 1990 and 2000 census. Households are classified below the poverty level when the total income of the family or of the non-family householder is below the appropriate poverty threshold.

Poverty thresholds vary depending upon three criteria: size of family, number of children, and age of the family householder or unrelated individual for one and two-persons households. In determining the poverty status of families and unrelated individuals, the Census Bureau used income cutoffs which included a set of 48 thresholds arranged in a two-dimensional matrix consisting of family size (from one person to nine or more people) cross-classified by presence and number of children (from no children present to eight or more children present).

LDS Consulting Group examined the percentage of the population at or below the poverty level as well as the number of households at or below the poverty level for the 1990 and 2000 census for the Town of Georgetown, Essex County and the Commonwealth of Massachusetts. The examination showed that Georgetown has a lower level of poverty than the state or the county with 309 individuals and 54 households noted in the 2000 census. In addition, the number of persons at or below poverty decreased between 1989 and 1999 in Georgetown and Essex County, and the number of households at or below poverty level decreased in all geographic regions. LDS also noted that the percentage decreases in Georgetown are significantly higher than the state or county.

Upon further examination, LDS determined that in the 2000 census, of the 54 families at or below poverty status, 25 or 46% were families with female householders with no husband present, and all of these female headed households had children under the age of 18 years old.

Poverty - Persons

| % of Population | 1989 | 2000 | % Change |
|------------------------|-------------|-------------|-----------------|
| Georgetown | 5.28% | 4.20% | -20.5% |
| Essex County | 9.25% | 8.90% | -3.8% |
| Massachusetts | 8.93% | 9.30% | 4.1% |
| Average | 7.82% | 7.47% | |

Poverty - Families

| % of Population | 1989 | 2000 | % Change |
|------------------------|-------------|-------------|-----------------|
| Georgetown | 3.47% | 2.70% | -22.3% |
| Essex County | 7.48% | 6.60% | -11.8% |
| Massachusetts | 6.74% | 6.70% | -0.5% |
| Average | 5.90% | 5.33% | |

LDS also looked at the percentage of the population of persons in households that are on public assistance. Unfortunately, this data was available only for the 1990 census data. The comparison shows that 15% of the population over age 65 in 1990 was on some type of public assistance.

| Percentage of Population | Georgetown | Essex | Massachusetts |
|---------------------------------|-------------------|--------------|----------------------|
| Under 15 years | 13% | 16% | 14% |
| 15-64 | 5% | 8% | 8% |
| 65 years and over | 15% | 10% | 11% |

5.7 Community Input / Services

In order to add some context to the statistical review of affordable housing needs, LDS Consulting Group contacted the leaders of over fifteen local civic and social service organizations to learn about the purpose of their organization, the composition of their membership, issues that may have been brought to their attention with regard to housing needs, as well as suggestions for solutions.

5.7.1 Council on Aging/Elders

The Council on Aging sends out 850 plus newsletters to Georgetown's over 60 population, which is in excess of 1,050 individuals. The senior center has been moved from Trestle Way to the Congregational Church where it provides hot meals, programs and arts and crafts. On average they serve 15 residents and can see as many as 30 residents. This is a difficult space for them as it is transitional and they would ideally like their own senior center in a central location in town.

They have a volunteer driver service by the name of Northern Essex Elder Transport ("NEET") that charges 32 cents a mile to take residents to doctors' appointments and the hairdresser. Anna Jacques, Lawrence General, Merrimack Valley hospital are all within a 10-15 minute drive. They have had difficulty providing rides to residents with appointments in Boston. They provide 35-40 rides a month and could always use more volunteers.

The Council on Aging also has a van that takes residents shopping every week, and to medical appointments on Thursdays. One of the biggest problems they face is providing transportation to residents who need dialysis 3 times a week, as well as finding an opening for them at a dialysis center as the Amesbury and Methuen centers are full.

Merrimack Valley Elder Services provides home care to 47 Georgetown residents, of which 15 reside at Trestle Way.

5.7.2 Trestle Way and the Trestle Way Club

The members of the Trestle Way Club are all of the residents at Trestle Way elderly housing. The two biggest issues that they face are dealing with accessibility and isolation. Their buildings are two story walk-ups and often times they do not have an opening on a first floor unit for the frailer residents. This leads to their second biggest issue, isolation. These frailer residents are not able to attend functions at the community center on campus. As noted above, they provide a van for shopping twice a week but transportation is an ongoing issue.

5.7.3 Service Needs

LDS Consulting Group contacted Emmaus, Inc., the Department of Transitional Assistance and the Community Action Agency in Haverhill, Massachusetts to learn about the types of services they provide for Georgetown Residents.

Emmaus, Inc. is a multi purpose social service agency that provides emergency shelter, transitional assistance, job training and permanent housing for low income and homeless people. The following is a table of services provided by Emmaus, Inc. for Georgetown residents in 2001 and 2002:

| Service | 2001 | 2002 |
|---|------|------|
| Emergency Shelter Services – Individual (average stay 3 months) | 6 | 9 |
| Emergency Shelter Services – Family (average stay 9-12 months, 3.5 persons average) | 3 | 0 |
| Family Day Social Program | 6 | 6 |
| Placement in Permanent Housing | 1 | |
| Participation in transitional assistance program/computer training (SRO – no longer than 2 years) | 3 | 3 |
| Housing Assistance (to help family stay in housing) | | 1 |
| Total Individuals/Families Served | 19 | 19 |

The Department of Transitional Assistance serves 12 North Shore communities and provides assistance only to homeless families rather than individuals. They do not track where a family was living prior to seeking assistance, therefore there is no way to know how many of the people they serve come from Georgetown. Most of their clients are single-family mothers whose employment situation has changed, and/or childcare situation has changed. In addition, they have seen an increase in two parent households with five or six children who need a three-bedroom apartment. Most housing situations are for 1 and 2 bedroom units and as a result, the only choice they have for larger families is to place them temporarily in area motels.

It should be noted that the people going to Emmaus House are people who have been forced out of their current living situations because rents have increase beyond their ability to pay. They are not transient homeless individuals hanging out on the streets of down town Georgetown. It should also be noted that one local service provider indicated that they received 30-40 calls per weeks from individuals concerned about increases in rents.

5.7.4 Community Preservation Act

The passage of the Community Preservation Act on May 14, 2001 has created a new revenue source to the town by allowing a small 3% surcharge on property tax bills. The town elected to include exemptions of the first \$100,000 of assessed valuation for Residential Property and also adopted a low and moderate-income exemption that allows qualifying households that apply to be exempt from the surcharge. The number of households that received this exemption was not available at this time. The first year the

surcharge was levied was in FY 2002. The town collected \$164,241 in 2002; \$172,678 in 2003; and anticipates \$204,000 from the town's portion of the revenue under the CPA. In addition, because the town elected to have the level of surcharge at 3% and not lower, the Massachusetts Community Preservation Trust Fund has made matching distributions at 100% for '02 and '03. In 2004 the State match is anticipated to again be at the full 100% level.

The CPA funds can be used for three community purposes: Open Space, Historic Preservation, and Community Housing. The Community Preservation Act requires that each year, no less than 10% of the total revenues (local plus State match) be reserved or appropriated for each of the three categories. Once done, the remaining 70% can be distributed at the town's discretion in any of the categories including the purchase of Active Recreational lands. Many CPA participating communities have used CPA funds to create Affordable Housing.

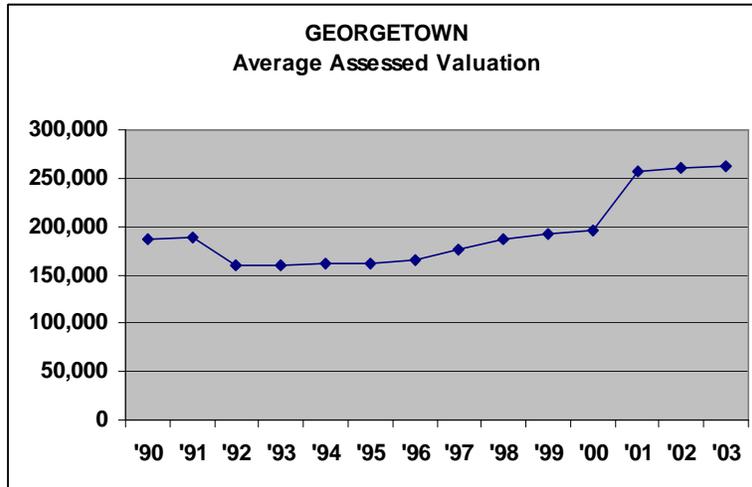
5.7.5 Municipal Services and Cost

Property tax revenue represents approximately 46% of all revenues to Georgetown; the rest includes State Aid, Local Receipts and other sources. The distribution of service costs for FY 2003 is fairly typical of small towns in Massachusetts. The expenditures for services in FY 2003 in Georgetown is estimated to be 73.8% for education costs, 10.7% for public safety, 7% for general government, 5% for public works, 1.7% for human services, 1.8% for culture. These figures exclude all fixed costs including debt service.

5.7.6 Assessed Valuation

In the past 13 years there has been an increase in the number of residential parcels assessed town wide from 1,741 in 1990 to 2,251 in 2002 (about 30%) The result is an increase in the total assessed valuation of single-family homes by more than 82%. The average homeowner has experienced a more modest increase of about 41% over the thirteen-year period or approximately 3% per year.

The dramatic fluctuations in the real estate industry from the lows in the early 1990s to the highs in the late 1990's affected valuation in Georgetown. Georgetown decreased the assessed value by 14% in 1992, and then implemented small increases of 3-4% a year until 1998 when the average value was at about the same level as in 1991. The biggest increase was between 2000 and 2001, when the assessed value grew by 33%. This coincided with the three-year re-evaluation schedule and the dramatic increases in housing prices seen in Georgetown and elsewhere in the state. The Town Assessor is working on implementing a yearly re-assessment but it will be dependent upon staffing and funding decisions by the Town. A three member Board of Assessors elected by the town oversees Town assessments in Georgetown.



Source: Massachusetts Department of Revenue, Division of Local Services, Municipal Databank/Local Aid Section

5.8 Housing Goals, Policies, and Recommendations

The Master Plan Committee has developed the following goals, policies, and recommendations to enhance housing opportunities consistent with Georgetown's small town character and open space objectives:

Goals

- Encourage a diverse mix of housing stock and housing affordability for persons and families of varying age and income levels
- Protect and enhance the historic, intimate character of existing neighborhoods
- Develop and use regulations effectively to promote neighborhood-scale design in new residential developments
- Promote appropriate site design and development standards for new residential development so as to preserve the town's "small town" character and protect its natural resources.

Policies

- Adopt and implement bylaws and regulations that promote the inclusion of affordable housing units in new residential and mixed-use development, and in the redevelopment of established properties
- Seek out and use public and private resources to provide housing units that are suitable for and affordable by low- and moderate-income individuals and families and the elderly
- Adopt and implement flexible development regulations that encourage investment and reinvestment in older housing stock, with the aim of preserving the architectural character, density, and ambience of established neighborhoods while limiting growth in remaining open areas

- Encourage developers to design small, pedestrian-friendly residential neighborhoods that preserve the natural contours of the land and existing vegetation, and that connect to other neighborhoods via off-street trails and paths.

Recommendations

Senior Housing

- The town should adopt a special permit provision to encourage the creation of senior or empty-nester housing (residents age 55 or older). [Age restricted housing provides an attractive alternative for seniors, and is a type of housing that has minimal impact on the school system.

Attached Accessory Housing

- To provide additional housing opportunities, in-law apartments and conversions to no more than one additional attached unit per building should be allowed by special permit for all residential buildings, not just those constructed prior to a certain date. The town could require the additional unit to be deed restricted affordable in perpetuity.

Tax Title Properties

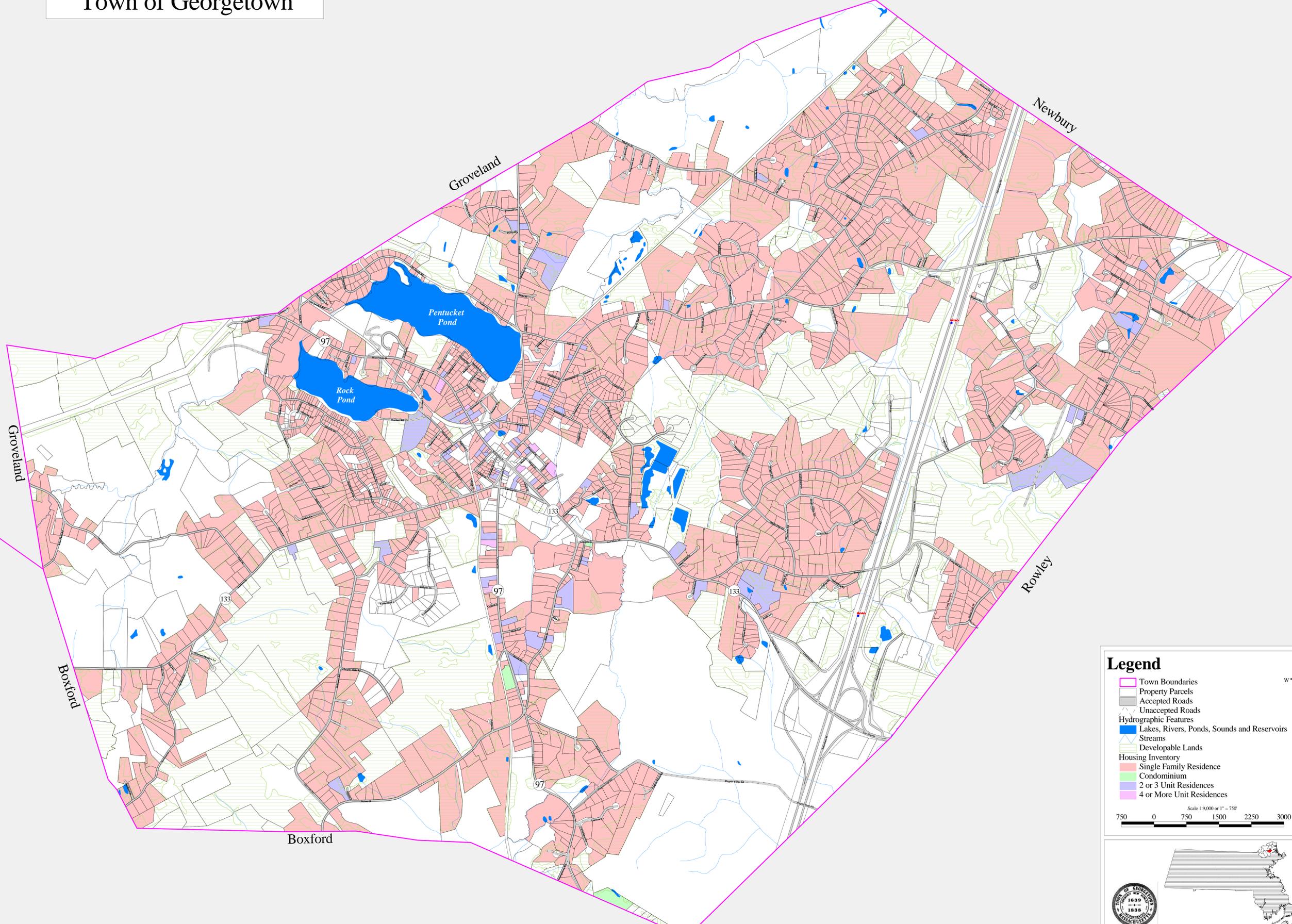
- From time to time the town acquires property and buildings when owners fail to pay taxes. In appropriate cases, the town can sell such property and return it to the tax roll. The town could also make such property available for family or senior housing with affordable deed restrictions.

A Note about *Inclusionary and Incentive Zoning*:

The general purpose behind inclusionary and incentive-based zoning is to increase a community's affordable housing stock. These methods require a strong real estate market with high housing costs (thus making them practicable for Georgetown to investigate). Inclusionary zoning can be thought of as the "stick" approach, while incentive-based zoning is the "carrot" approach. An inclusionary zoning bylaw is one that *requires* new subdivisions to set aside a certain percentage of new housing units as below-market units (i.e., units that can be counted towards the town's affordable housing inventory under Chapter 40B). Typically, inclusionary bylaws require that anywhere from 10–25% of new housing units be below-market units. The Massachusetts Zoning Act does not explicitly authorize inclusionary zoning; however, many Commonwealth communities have inclusionary zoning on the books and have made the case that such bylaws are legally valid under their "Home Rule" authority. Massachusetts courts have generally approved of inclusionary zoning; however, they have frowned on assessing fees as a substitute for providing actual affordable housing units.

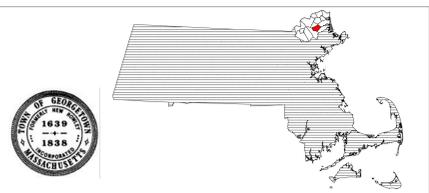
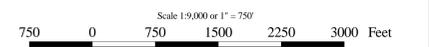
Housing Inventory

Town of Georgetown



Legend

- Town Boundaries
- Property Parcels
- Accepted Roads
- Unaccepted Roads
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
 - Developable Lands
- Housing Inventory**
 - Single Family Residence
 - Condominium
 - 2 or 3 Unit Residences
 - 4 or More Unit Residences

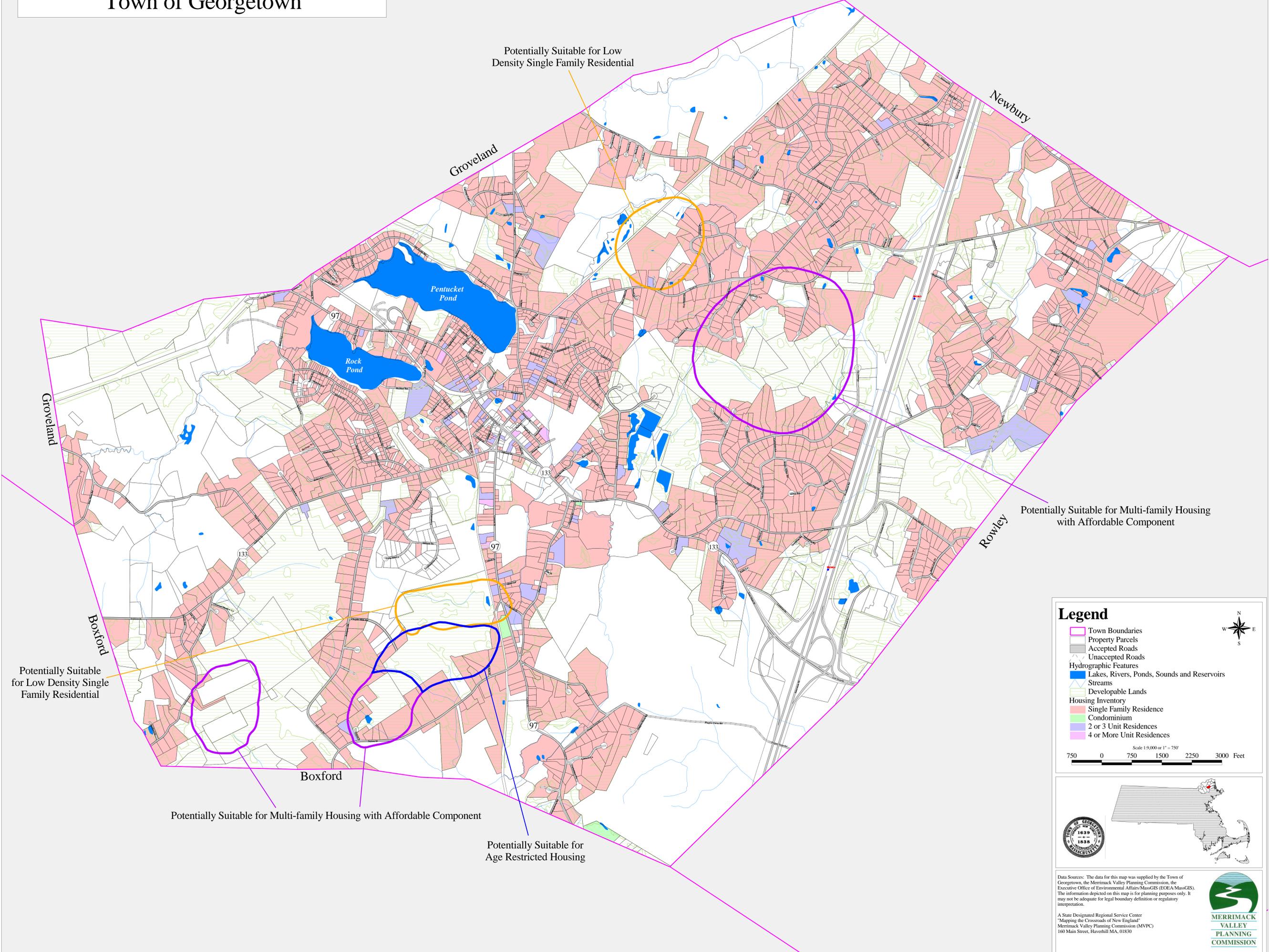


Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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 Merrimack Valley Planning Commission (MVPC)
 160 Main Street, Haverhill MA, 01830



Housing Recommendations Town of Georgetown



Potentially Suitable for Low Density Single Family Residential

Newbury

Groveland

Pentucket Pond

Rock Pond

Potentially Suitable for Multi-family Housing with Affordable Component

Rowley

Potentially Suitable for Low Density Single Family Residential

Boxford

Potentially Suitable for Multi-family Housing with Affordable Component

Boxford

Potentially Suitable for Age Restricted Housing

Legend

- Town Boundaries
- Property Parcels
- Accepted Roads
- Unaccepted Roads
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
- Developable Lands**
 - Developable Lands
- Housing Inventory**
 - Single Family Residence
 - Condominium
 - 2 or 3 Unit Residences
 - 4 or More Unit Residences

Scale 1:9,000 or 1" = 750'

750 0 750 1500 2250 3000 Feet




 1639
1838
MERRIMACK VALLEY

Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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 MERRIMACK VALLEY PLANNING COMMISSION

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6. ECONOMIC DEVELOPMENT

6.1 Introduction

This section of the Plan describes existing economic development conditions and potential economic development strategies for Georgetown that are in keeping with Georgetown’s traditional pattern of development and distinctive “small town” community character.

6.2 Georgetown’s Economy

The Town of Georgetown is located in northern Essex County, between the Merrimack River Valley and the communities bordering Plum Island Sound. Still widely forested, with many acres of state forest land, the town features convivial “small town” living within easy reach of major employment centers via Route I-95 and 97 to I-495. Its prime location is also handy to nearby seashore and other recreational areas along the Massachusetts North Shore and in New Hampshire and Maine. The town has industrial development areas available adjacent to Route 95 and also boasts a small but attractive downtown, which includes a thriving antiques center, an organ manufacturing company, and a supermarket.

Georgetown was incorporated in 1838, but its history began two hundred years before that when it was part of the Town of Rowley, a self-sufficient farming community. In the 1800s, rapid growth and a thriving town center brought demands from the townspeople of Georgetown to separate from the main part of Rowley.

The most important industry in the early days of the town was shoemaking, which grew rapidly in the nineteenth century. Other businesses related to shoemaking, such as tanning and currying leather and manufacturing shoeboxes, also prospered. During the latter part of the nineteenth century, Georgetown continued to prosper as more industries and shops, such as the manufacturing of clothing, cigars, soap, furniture, coffins and caskets, began their businesses here.

Today, the thriving industries of the 1800s are long gone. The town has been transformed into a quaint bedroom community, helped in large part when the Federal Government built I-95 in the 1950s, providing easy access to jobs in Boston and the inner suburbs. For the most part, the town center continues to feature small-scale, generally *non-chain*, retail and service establishments in keeping with the town’s historic development. However, rapid development throughout the Merrimack Valley in recent years has made Georgetown a more attractive place for commercial and business developers, as well as to home buyers seeking the qualities of small town living, an excellent public school system, and acres of scenic and recreational open space.



Community Assessment: Economic Development

| Assets | Liabilities |
|---|--|
| <ul style="list-style-type: none"> • Good road access provided by I-95, Route 133, and Route 97 is an important asset for attracting and retaining businesses. | <ul style="list-style-type: none"> • Routes 133 and 97 attract much thru-traffic, and as a result, are often clogged, especially during rush hour. • Lack of municipal sewerage system impedes business growth and intensification, as well as mixed-use development, in the town center |

Industrial Profile

Table 6.1 shows employment by major industry sector in the Town for each year from 1992 through 2001. Over the ten-year period, employment in Georgetown increased from approximately 1,393 to 2,429, or 71%. Major business sectors in the Town include:

- **Whole/Retail Trade:** This sector was the largest one in Georgetown in 1992 totaling 359 jobs; however, by 2001, it had fallen to third, as a relatively slow growth rate (15%) netted only 54 jobs.
- **Manufacturing:** This sector grew by 99% over the ten-year period, boasting 555 positions by the end of the period, making it the largest component of Georgetown's employment base in 2001. The above average growth rate alone is impressive enough, but considering the extreme difficulties the manufacturing sector experienced in the rest of the state and country over the past decade, and the rise in manufacturing employment in the Town looks infinitely more remarkable. However, the simple growth rate does not tell the entire story, as the sector experienced some significant ups and down during the ten-year period. Nevertheless, the general upward trend is good news for employees, as this sector is by and large a well paying one.

**Table 6-1
Employment by Industry, 1992-2001**

| Industry | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Change | Percent Change |
|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| Agriculture, Forestry, Fishing | b | b | b | 25 | 25 | b | 28 | 29 | 35 | 44 | - | - |
| Government | 228 | 233 | 251 | 259 | 282 | 370 | 346 | 371 | 375 | 371 | 143 | 63% |
| Construction | 185 | 206 | 194 | 184 | 274 | 291 | 341 | 411 | 513 | 472 | 287 | 155% |
| Manufacturing | 279 | 333 | 479 | 522 | 483 | 460 | 431 | 419 | 531 | 555 | 276 | 99% |
| TCPU ^a | 45 | 13 | 12 | 13 | 26 | 20 | 16 | 18 | 18 | 22 | -23 | -51% |
| Wholesale/Retail Trade | 359 | 355 | 374 | 420 | 417 | 446 | 490 | 486 | 414 | 413 | 54 | 15% |
| Finance, Insurance, Real Estate | 51 | 52 | 51 | 56 | 52 | 52 | 54 | 62 | 57 | 62 | 11 | 22% |
| Services | 246 | 301 | 279 | 271 | 330 | 346 | 459 | 509 | 485 | 490 | 244 | 99% |
| Total | 1,393 | 1,493 | 1,640 | 1,750 | 1,889 | 1,985 | 2,165 | 2,305 | 2,428 | 2,429 | 992 | 71% |

Source: Massachusetts Division of Employment and Training

^aTransportation, Communication, and Public Utilities

b: Not provided, to avoid disclosing data about individual businesses

- **Government:** The number of government positions rose from 228 in 1992 to 371 in 2001, an increase of 63%. Growth was relatively steady, except in 1998 when the sector shed 24 jobs.
- **Construction:** This sector saw the strongest growth in employment in both number and percent change, swelling 155% through the addition of 287 jobs. This trend is not surprising due to the rapid growth the Town is experiencing.
- **Services:** As with manufacturing, this sector also grew by 99%, gaining 244 jobs for a total of 490 in 2001. The service sector encompasses a broad range of job types and salaries. Nationwide, it is the fastest growing sector of the economy with no signs of being overtaken for the foreseeable future. It should not be too long before this sector overtakes manufacturing as the largest provider of employment in Georgetown.

Georgetown Businesses

Georgetown has a diverse business base that includes manufacturers, retailers, government, small offices, and a medical care provider. **Table 6.2** lists the largest employers in the Town.

**Table 6-2
Largest Employers in Georgetown**

| Company | Type of Business | # Employees |
|--------------------------------|--|--------------------|
| Town Of Georgetown | Town Government | 232 |
| B & W Press Incorporated | Mfg. Specialty Envelopes | 137 |
| Baldpate Inc | Psychiatric Hospital | 105 |
| B M E Engineering Inc | Mfg. Metal Shelving & Metal Fabrication | 100 |
| Keystone Engineering Corp | Heavy Constr. Installation Of Eq. Struct. Steel Erection | 100 |
| Ufp Technologies Inc | Mfg. Foamed Plastic Packaging & Protective Padding | 100 |
| Mirra Co Inc | Road Site Work & Utilities Contractor | 60 |
| Crosby's Markets, Inc | Retail Groceries | 50 |
| Andrew J Le Blanc | Contract Stitching Service | 45 |
| Caruso & Mc Govern Cnstr | Inst. of Tel. Lines&Eq. & Asph.Pav.Mason. & Wtr.&Sew | 45 |
| Stilian Electric Inc | General Electrical Contractor | 45 |
| Georgetown Savings Bank | Fed. Savings Inst. Mortgage Banker/Correspondant | 27 |
| Nunan's Florist & Greenhouse | Retail Florist & Wholesale Artificial & Fresh Flowers | 25 |
| 4-H Camp Leslie | Trailer Park/Campsites | 25 |
| B & B Engineering Corp | Mfg. Municipal Fire Alarms | 20 |
| Premier Builders, Inc. | Single-Family House Constr, Nonres. Constr | 19 |
| Kleenline Corporation | Mfg. Sheet Metalwork Wholesale Industrial Equipment | 18 |
| G & W Engineering | Fabricate Sheetmetal Work | 15 |
| New England Golf Partners | Commercial Property | 15 |
| Ricci Concrete Construction Co | Concrete Contractor | 15 |
| Scotty's Service/Mobil | Filling Station | 15 |
| Quirk Construction Corp | Playground Contractor | 14 |
| Scotty's Mobil | Gasoline Service Station | 14 |
| Georgetown Realty Trust | Real Estate Investment Trust Trust Management | 13 |
| North Shore Automotive, Inc | Retail & Wholesale Automotive Parts | 12 |
| T Ford Co Inc | Gen. Contr. Of Commercial Buildings Renovation & Rep. | 12 |
| Radiology Services Inc | Wholesale & Services X-Ray Machines & Tubes | 10 |

Source: Dun and Bradstreet

Labor Force

Table 6-3 shows the occupation distribution of Georgetown residents compared to residents of Essex County, the State, and the nation using figures from the 2000 Decennial Census. The largest discrepancies between Georgetown and the other areas are present in management, professional, and related occupations, where 44.7% of Georgetown residents are classified, and in production, transportation, and material moving occupations, where 7.8% of Town residents are classified. These numbers indicate that on average Georgetown residents have higher incomes and are better educated than the rest of the county, state, and nation. Management, professional, and related occupations pay above average salaries and often require college or graduate level degrees.

**Table 6-3
Occupation Distribution of Georgetown Residents, 2000**

| Occupation Type | Georgetown % | Essex Co. % | State % | U.S. % |
|---|-------------------------|------------------------|--------------------|--------------------|
| Management, Professional, and Related | 44.7 | 39.4 | 41.1 | 33.6 |
| Service | 14.5 | 13.6 | 14.1 | 14.9 |
| Sales and Office | 24.0 | 27 | 25.9 | 26.7 |
| Farming, Fishing, and Forestry | 0.0 | 0.3 | 0.2 | 0.7 |
| Construction, Extraction, and Maintenance | 9.0 | 7.3 | 7.5 | 9.4 |
| Production, Transportation, and Material Moving | 7.8 | 12.4 | 11.3 | 14.6 |
| Total Civilian Residents Employed | 3,861 | 349,835 | 3,161,087 | 129,721,512 |

Source: U.S. Census Bureau, 2000 Census

**Table 6-4
Average Annual Labor Force and Unemployment, 1993-2002**

| Year | Georgetown | | | Massachusetts | | |
|-----------------|--------------------|-------------------|-----------------|----------------------|-------------------|-----------------|
| | Labor Force | Unemployed | Rate (%) | Labor Force | Unemployed | Rate (%) |
| 1993 | 3,726 | 181 | 4.9 | 3,164,144 | 218,742 | 6.9 |
| 1994 | 3,984 | 194 | 4.9 | 3,172,517 | 190,703 | 6.0 |
| 1995 | 3,850 | 162 | 4.2 | 3,164,130 | 169,758 | 5.4 |
| 1996 | 3,924 | 119 | 3.0 | 3,171,576 | 136,587 | 4.3 |
| 1997 | 4,046 | 126 | 3.1 | 3,261,604 | 130,841 | 4.0 |
| 1998 | 4,139 | 109 | 2.6 | 3,275,491 | 109,183 | 3.3 |
| 1999 | 4,393 | 102 | 2.3 | 3,284,079 | 104,977 | 3.2 |
| 2000 | 4,349 | 91 | 2.1 | 3,317,870 | 87,701 | 2.6 |
| 2001 | 4,380 | 131 | 3.0 | 3,393,173 | 124,911 | 3.7 |
| 2002 | 4,546 | 202 | 4.4 | 3,486,400 | 185,100 | 5.3 |
| % Change | 22.0% | | | 10.2% | | |

Source: Massachusetts Division of Employment and Training

As shown in **Table 6-4**, the labor force in Georgetown in 2002 totaled 4,546 persons, an increase of 22% since 1993. Over the same period, the State's labor force grew by only 10.2%. Unemployment trends in Georgetown over the past ten years have followed that of the State, although the rate in Georgetown has consistently been lower. The Town's and the State's unemployment rate hit a low point in 2000 (2.1% for Georgetown and 2.6% for Massachusetts) right before the most recent national recession began. In 2002, the unemployment rate reached 4.4% in Georgetown, the highest level since 1994.

Industrial and Commercial Areas

Georgetown has two industrial zoning districts and three commercial zoning districts. Commercial Zones A and B are located in and near the town center at the intersection of Routes 97 and 133. Commercial Zone C is located near the Interstate 95 Georgetown interchange. Industrial Zone A is a relatively small parcel of land that is located near the town center. Industrial Zone B is a much larger area that runs along almost the entire stretch of I-95 in Georgetown.

Tax Base

Table 6-5 shows total property values in Georgetown by major use categories for 1993, 1998, and 2003. The reason why there are no values for the Open Space category is not because there is no open space in the town. It simply means that Georgetown does not classify any of its land as open space, even though many towns do.

Property values for all the major categories increased between 1993 and 2003, rising 91% for residential property, 40% for commercial property, and 47% for industrial property. As a result of residential property values increasing faster than commercial and industrial property values, the value of residential property as a percentage of all the property in Town has increased from over 87% in 1993 to over 90% in 2003. Hence, the value of commercial property as a percentage of total property fell from 6.2% in 1993 to 4.7 in 2003, while the value of industrial property as a percentage of total property slid from 6.2% in 1993 to 4.9% in 2003.

Table 6-5
Total Assessed Property Values by Major Use Categories

| Use Category | Total Valuation (Dollars) | Total Taxes Assessed (Dollars) | Percent of Total % |
|---------------------|--------------------------------------|---|-------------------------------|
| 1993 | | | |
| Residential | 337,471,300 | 4,090,152 | 87.65 |
| Open Space | 0 | 0 | 0.00 |
| Commercial | 23,803,630 | 288,500 | 6.18 |
| Industrial | 23,730,000 | 287,608 | 6.16 |
| 1993 Totals | 385,004,930 | 4,666,260 | 100.00 |
| 1998 | | | |
| Residential | 436,727,400 | 6,546,544 | 90.20 |
| Open Space | 0 | 0 | 0.00 |
| Commercial | 23,492,200 | 352,148 | 4.85 |
| Industrial | 23,950,000 | 359,011 | 4.95 |
| 1998 Totals | 484,169,600 | 7,257,703 | 100.00 |
| 2003 | | | |
| Residential | 644,820,705 | 8,124,741 | 90.42 |
| Open Space | 0 | 0 | 0.00 |
| Commercial | 33,309,795 | 419,703 | 4.67 |
| Industrial | 34,972,800 | 440,657 | 4.90 |
| 2003 Totals | 713,103,300 | 8,985,101 | 100.00 |

1993 Tax Rate = \$12.12 per \$1,000 assessed value.

1998 Tax Rate = \$14.99 per \$1,000 assessed value.

2003 Tax Rate = \$12.60 per \$1,000 assessed value.

Change in Total Assessed Property Values by Major Use Categories, 1993 – 2003

| Use Category | Total Valuation Percent Change, 1993 - 2003 | Total Taxes Assessed Percent Change, 1993 - 2003 |
|---------------------|--|---|
| Residential | 91% | 99% |
| Open Space | 0% | 0% |
| Commercial | 40% | 45% |
| Industrial | 47% | 53% |
| Total | 85% | 93% |

Source: Massachusetts Department of Revenue

Employment and Training Programs

The Lower Merrimack Valley Workforce Investment Board oversees and implements workforce development activities in fifteen towns, including Georgetown. The Board, which is composed of business people as well as labor, education, and community leaders, helps connect employers with job seekers.

The Board's ValleyWorks One-stop Career Center provides workforce and training assistance to job seekers and employers in the Merrimack Valley. It provides people who are currently working, as well as those seeking employment, with the training they need. Eligibility for specific programs offered by the Center is based on the needs and profile of the individual applying for services. Basic job search services include job matching, resume development, career counseling, veteran's services, and information and referral to State, Federal, and private resources as well as to education and training programs. The Center offers access to the Internet, newspapers and periodicals, fax and copy machines, and other tools that aid in searching for jobs. Workshops are available on computer basics, resume development, interviewing skills, business etiquette, and job search strategies.

The Workforce Investment Board also serves as a conduit for Federal and State workforce development funds, including the State's Workforce Training Fund. This fund is financed through employer payroll deductions, and is available to any business in the Commonwealth to help with workforce retraining.

The Whittier Vocational Technical High School and the Northern Essex Community College offer career training and certificate programs in several trades and service professions (ranging from computer sciences to welding to cosmetology.) These institutions are valuable resources for providing job skills to the region's residents.

6.3 Potential Economic Development Strategies

In general, the economic development strategies proposed for Georgetown should seek to reinforce the small scale, traditional business development patterns along Main Street (Route 133) and Route 97, the two major thoroughfares through town that have long connected the community to its neighbors and to Route I-95. These previously developed areas could be improved with modest enhancements to existing commercial establishments and with mixed-use development that would combine small-scale housing with commercial uses. This approach is not geared toward creating a larger town center that would significantly enlarge the existing commercial uses, nor to allowing for an imbalanced expansion of multi-family housing that would be inconsistent with the needs and scale of the community. Rather, it would incorporate smart growth principles by concentrating business improvements and enhancing housing opportunities in areas that are already developed, thereby limiting the opportunity for further strip development and sprawl elsewhere in town.

The primary emphasis is on actions that would:

- Reinforce the appearance and vitality of the town center, along Main Street in particular, by promoting commercially-oriented mixed-use development that may include moderate amounts of residential uses (including rental units and condominiums), and by encouraging façade and streetscape improvements to enhance existing business properties.

- Promote investment in and reuse of the town center area and adjacent land through a Village Centerzoning overlay district that would further define appropriate uses, site planning requirements, and design character.
- Establish and enforce New England-style building design standards to help retain the “small town” and historic character of the town center.
- Evaluate the feasibility of constructing a small-scale (“package”) wastewater treatment facility to enhance wastewater management in the town center (and possibly the adjoining neighborhoods), as an aid to the downtown businesses and to support mixed-use development opportunities in an environmentally-responsible manner.
- Provide for enhanced and updated regulations to better manage both the opportunities and impacts associated with home-based businesses in Georgetown.

6.3.1 Improved Downtown Access and Mobility

Some of the parking in and around the town center area is inadequate, poorly located, or not conducive to pedestrians seeking to conveniently access or move among multiple business destinations.

Enhance parking in the town center (Strategy ED-1): The Town should explore options for improving downtown parking. This could be accomplished through techniques such as shared parking among uses and the provision of more and better parking locations within vacant and underutilized downtown area parcels. These options are discussed more fully in the Transportation section of the Plan.

Business and residential uses need to provide the correct amount of parking spaces in order to meet varying needs. Future business improvements and mixed-use development will generally result in higher parking demand than exists today, so clear policies and guidelines will be needed. The goal should be to provide neither too much nor too little parking, so that the land is efficiently used. In some limited cases, daytime and evening needs are different, and a single space can sometimes serve multiple purposes.

6.3.2 Improved Wastewater Treatment

Georgetown currently operates without a municipal sewage system. Instead, all sewage is treated with on-site septic systems on individual properties. Currently, many of the septic systems in the downtown center area are barely meeting capacity requirements of local businesses. As a result, merchants and business owners are at risk of septic failure. Future economic development within the downtown area will be constrained by the inability to create or expand septic systems or construct additional wastewater capacity.

Explore feasibility of a package wastewater treatment facility (Strategy ED-2): The Town should explore the feasibility of instituting a package sewage treatment facility to meet the current and future wastewater treatment needs of the town center and densely-developed surrounding neighborhoods. The following discussion focuses on specific strategies that would advance both appropriate redevelopment and environmentally responsible sewage treatment programs:

Current technology and state regulations allow for the installation of small treatment systems that can cost-effectively service multiple properties without requiring large investments or creating excess capacity that would spur unwanted development. A package treatment system is able to replace undersized or poorly operating existing septic systems. Additionally, some parcels may not be developable or permit further expansion because of regulatory restrictions on soil conditions and the inability to accommodate a Title 5-compliant septic system. Some properties in the town center area may be appropriate as locations for enhanced commercial or mixed-use development, but are constrained by inadequate wastewater treatment and disposal capacity. The Town can establish a strategy to help develop and locate a package treatment facility that would be cost effective and serve the most desirable development density and use pattern.

- *Establish funding, development and operational methods for a package treatment plant* - Development of a package treatment plant could be organized and led by the Town. Construction of a shared system could be financed through several methods. It could be created through direct capital expenditures, financed through public bonding, or subscribed by property owners, who share proportionately in the cost. Under any financing mechanism, public costs would be compensated by property owners, either through direct payments or through betterment fees in order to become part of the system. Maintenance charges would then be incurred by participating parcel owners on an annual or quarterly basis. These fees would reflect the flow volumes allotted to each property or use, with a penalty or additional fee incurred if the allocated level were exceeded. The location of such a plant would need to be coordinated to meet technical and practical requirements, and would likely require the willing participation of one or more existing property owners where the package plant would be located. Transfer of ownership and easements would need to be negotiated and established as part of the process.
- *Establish the appropriate location and technology* - The Town would need to work with the downtown property owners and establish the most appropriate location and technology for a package treatment plant. The area that a package system can serve is, in part, determined by its design and technology. Gravity fed systems are used where the effluent is brought to the plant from sources at a higher elevation. Pumped systems use a combination grinder and pump that pre-treats the effluent mechanically and then pumps the waste to the package treatment plant. In either method, users need to be within a half-mile of the plant. For the town center, any existing or proposed property connected to the system would need to be situated within that distance.
- *The establishment of specific guidelines for size and type of development eligible for participation in a package treatment plant* - By state regulations, residential and commercial uses are allocated different volumes of flow into shared wastewater systems. The Town, by understanding and applying these standards, could tailor the development of a package plant system to match its particular planning goals. In considering economic development strategies within the commercial center, the Town would need to ascertain flow volumes that should be allowed for mixed-use developments.

6.3.3 Mixed-Use Development

Land zoned for business uses is limited and concentrated in the town center area of Georgetown. The Town could support more intense use of the existing business zone to accommodate future commercial expansion and development. Mixed-use development is an associated and attractive approach that would provide for multiple uses on a single site. It could also provide for limited amounts of housing to serve as a redevelopment incentive and provide additional housing choices in the community. This pattern reflects traditional models of rural villages and town centers, where small shops, stores and service establishments were often mixed with small apartments or living units on the same or adjacent parcels.

Encourage appropriate service-oriented and retail businesses (Strategy ED-3): The Town could encourage the expansion or development of service-oriented businesses in the town center that do not generate high parking demand or traffic. Types of such service-oriented businesses could include convenience services and professional services of an appropriately small scale. Encouraged uses might include legal firms, financial consulting practices, dental and general family health offices, and veterinary practices. Other encouraged businesses could include small shops, restaurants, or cafés. The Town might discourage certain types of retail, warehousing, vehicle service and repair, and similar businesses that produce high traffic demand or are not generally considered compatible with nearby residential uses due to the possible nuisances resulting from their operation. The actions needed to implement this strategy include:

- *Refine land use regulations to provide a more specific and detailed list of desirable commercial uses* - The zoning regulations within the Town could be more specific in regard to the types of uses permitted or conditionally allowed within the town center area. The lists can be amended to convey categories of uses that should not be allowed, as well. The regulations can also be tailored to provide for clear site planning standards and dimensional limitations that would serve to manage the scale and character of future development.
- *Create regulatory restrictions to discourage undesirable “chain retail” uses* - Participants in the Visioning process expressed concerns that inappropriate chain retail establishments may be located within the town center. These concerns are probably linked to the scale of operations, the generic (non-New England style) character of the architecture and signage, and the arrangement of the uses on the site. In general, such establishments are more typically drawn to locations with higher daytime traffic volumes than are prevalent in the town center today. While the Town cannot regulate the ownership of businesses, the design and site planning characteristics within the town center area can be organized to exclude objectionable aspects of typical “strip” development. For example, guidelines and processes that encourage a mix of residential and commercial uses tend to be unattractive to chain businesses. Design controls can prohibit architecture or signage that is generic and not in keeping with the character of the town. In addition, site planning standards can eliminate the capacity to create large parking areas and building orientations that are associated with chain operations. Finally, as noted above, refined use definitions can prohibit certain types of businesses that are typically associated with chain operations.

Promote moderate amounts of residential development with commercial uses in the town center area (Strategy ED-5): Allowing the provision of a moderate amount of housing above or adjacent to commercial uses can serve several goals simultaneously. Such development can become an incentive for property owners to upgrade and reinvest in their properties. This type of development is very

traditional as a way of providing for a livelier and more interesting town center. The allowance for housing - either condominiums or rental units - can also serve an important housing need by expanding the range of housing choices and price points within the community. The scale and type of development envisioned could provide, for example, one or two floors of housing units above a ground floor business. Site planning standards would be needed to control the character of the buildings and the allocation of parking, to ensure that the resulting character would be compatible with the traditional small town and historic qualities of the town. Actions that would be linked to this strategy include:

- *Establish standards of compatibility* - Combined housing and businesses that move into existing, altered or new structures in the town center should be regulated through standards that specify the need for compatibility among uses. This can be accomplished through design guidelines, conditions of use, and other zoning regulation specific to mixed-use development.
- *Allow housing as a conditional use* - The Town would need to establish clear criteria in the zoning bylaws to describe the amount and types of units that could be provided as companion elements to a commercial development in the area.
- *Consider providing incentives for affordable housing* - The Town could create incentives in the zoning bylaws that would provide benefits to a developer that included some affordable housing units within a mixed-use development. Such an approach would help the Town to continue to meet its state affordable housing requirements (Chapter 40B) while reducing unwanted pressure and impacts associated with potential private sector affordable housing units in other, less-suitable locations. Placing mixed-used development in the town center location would enable the Town to site affordable housing where residents would be closer to shopping and major circulation routes.

6.3.4 Zoning Strategies and the Town Center

Zoning is a fundamental municipal tool for carrying out planning policies. Appropriate zoning can shape development to control uses, building sizes, and population densities. However, the zoning cannot achieve the planning goals without consistent enforcement. Inherent in the zoning recommendations is an associated requirement that Georgetown enforce its zoning by-laws. With zoning enforcement, the Town will be able to both protect and upgrade the community due to an ability to implement planning policies.

Establish a special Village Center zoning overlay district to guide town center development (Strategy ED-6): A zoning overlay district establishes special requirements for an area that help direct its uses and appearance. The requirements are then applied to the existing underlying zoning districts. The zoning overlay tool is typically used to promote specific public interests in an area where the standard zoning categories do not fully accomplish public policy goals. An overlay zone is superimposed over one or more underlying zones and modifies the underlying regulations. Any development within the overlay zone must comply with the requirements of the overlay zone as well as the requirements of the underlying zone, if those underlying requirements have not been specifically modified through the overlay. In addition to having geographic boundaries, the requirements of the overlay district can be organized to apply to specific use categories, parcel sizes, or other similar criteria.

Overlay districts are often used to preserve unique characteristics of an area, manage economic development, and require special site planning or design standards that may not be provided through

the underlying zoning. The overlay district in the Georgetown town center area could supplement existing land use and development standards with more specific development standards, make provisions for permitted and conditional uses, and establish special review guidelines and procedures. These guidelines could recognize and work to preserve and enhance the unique characteristics of the town center area.

In order to implement a Village Center zoning overlay district, the Town would need to:

- *Confirm the limits and standards associated with the underlying zoning in the town center area* - As a first step, the Town should confirm and consolidate current business-zoned districts in the town center area. This confirmation would include a review of the existing parcels and the limits of the business zone, and consider any changes that might be appropriate as part of the underlying requirements. The Town should consider any individual parcels that may warrant exclusion from or inclusion into the business district.
- *Create a process to establish an overlay zone* - The Town (through the Planning Board) would need to clearly define the geographic limits and the purposes of the Village Center overlay district. The geographic limits could be the same as, or might vary from, the current business districts. The limits could also extend into neighboring residentially zoned parcels if the overlay district is going to serve as a tool to help restrict and define the site planning relationships and densities of residential uses as they relate to future commercial uses. For example, parcels of land may be split by the zone boundary line or by environmentally sensitive land. There can be certain advantages to applying an overlay district that extends into land adjacent to the business zone. For example, the site planning standards associated with an overlay zone could help establish special landscape requirements and setbacks to create a buffer between business and residential uses. Standards could be established to create desirable transitions in use and visual appearance that distinguish the town center from surrounding residential areas.

Simultaneously, the Planning Board would need to define the specific standards and criteria that would be applicable to the overlay district, as further described below. The overlay district should address refined planning goals regarding topics such as permitted or conditional uses, dimensional standards, shared parking standards, special site planning considerations, and perhaps design standards. The establishment of the proposed overlay district would then follow the steps required of any zoning bylaw amendment, including Town Meeting approval.

- *Use the special permit process to provide for conditional approval* - In some cases, the approval of uses that may be proposed for the town center area would be conditioned upon whether the impacts are acceptable. The overlay zone can provide a clear list of conditional uses and provide the reasons that would lead to approval or rejection of a specific proposal. For example, a small café that allows take-out food may be appropriate where a larger fast-food establishment would not. The special permit process is also very useful for tailoring parking solutions to specific parcels and uses.
- *Site plan review* - Both permitted and conditional uses can be subject to special site planning requirements that help shape the siting of buildings, parking and open space. The overlay zone could create guidelines that diminish the visual impact of parking, for example, and provide for setbacks of buildings in keeping with the traditional character of the area.

- *Design review* - An overlay district can also be linked to design review of architectural elements as part of the review and approval process.

Enforce zoning regulations (Strategy ED-7): Without proper zoning administration and enforcement the Town's land use and economic development goals could be substantially compromised over time. Inappropriate business uses could intrude in areas that are not suitable or desired by the Town and in a manner that is not complementary of Georgetown's small town character. In many towns, the separate position of a zoning compliance official is established in order to administer and enforce zoning regulations. In the Town of Georgetown, the Building Inspector currently also serves as the zoning compliance official. Actions required to fulfill this strategy include:

- *Definition of administration and enforcement procedures* - The Town could provide improved descriptions of zoning procedures and more clear interpretations of the zoning for the zoning enforcement official to follow in order to administer and enforce the by-laws. The Town may grant the zoning official with the ability to enforce zoning violations through the levy of fines or suspension of permits. Accordingly, the Town should also clearly specify the process that a property may follow to correct a violation, such as appeals or mediation with a zoning review board.

6.3.5 Building Design Guidelines

Improved building design guidelines can provide the Town with an additional tool to meet its economic development goals for the town center area. Such guidelines are not site planning standards or specific zoning requirements. Instead, design guidelines set a framework for expectations concerning the character and quality of new construction and renovations of buildings. Because of the many individual requirements for different uses and projects, it is important to provide flexible approaches to design that will nevertheless reinforce the desirable character and quality of an area. In the town center area, design guidelines could help provide a consistent quality that will enhance property values and encourage reinvestment.

It is important that any potentially-affected property owners be afforded individual expression while creating projects that are compatible with the traditional New England architecture that exists within the town. Such guidelines are useful as a means to inform owners and their designers of the desired character of projects before they are submitted for approval. Guidelines then serve as the criteria for formal comments and suggestions which can be accomplished through either an advisory program or a compulsory step that is part of the zoning review and approval process. It is rare to require specific approval of a design as a pre-requisite for zoning approval except in special cases like historic districts or urban renewal areas, and it is unlikely that requiring formal approval is either necessary or advisable for Georgetown.

Strategies for instituting design guidelines include:

Establish design guidelines and a design review process (Strategy ED-8): The Planning Board could investigate several models for implementing design guidelines, including discussions with other communities that have successfully used this tool. The Planning Board should focus on those elements of the architectural character that are most important to achieving a reasonable level of quality within the town center area. Draft and final guidelines would be assembled, which should be brief, clear, and connected to the economic development goals of the Town. A design review process would then need

to be established. A design review committee would be appointed by the Selectmen or Planning Board, and would typically include individuals with professional backgrounds in architecture, landscape design, or related fields. The design review board could act entirely as an advisory board, as a resource for owners and designers. The review board could also be convened to prepare recommendations for changes or enhancements to projects as part of the normal review and approval of special permits or projects requiring site plan review.

Encourage façade improvements (Strategy ED-9): Façades provide the public face of buildings to the street. Emphasis could be placed on guidelines for façade improvements in the town center area. There are advantages to consistent approaches to such architectural elements as porches, rooflines, colors, materials, and other features. A consistent approach can create a cohesive architectural style to maintain the rural character so important to the residents and image of Georgetown.

6.3.6 Strategies for Home-Based Businesses

As part of the Visioning and master planning process, town-wide issues regarding home-based businesses were discussed. The preservation of Georgetown's traditional neighborhoods and semi-rural character is a stated fundamental goal of the Town. At the same time, there is strong interest in maintaining and even expanding appropriate home-based businesses within the Town's predominantly residential areas. Many of these businesses are considered an asset to the community and are harmonious with the Town's residential and semi-rural character. However, significant conflicts can and likely will arise when the scale or type of home business operation comes into conflict with the character of the surroundings. The Planning Board should consider developing planning policies that clearly define the conditions that would allow for home-based businesses within the Town's residential districts. Home-based businesses can provide needed (often *high-end*) jobs and local income, and can make use of the existing street and roadway infrastructure. Such businesses can contribute to an overall Smart Growth strategy for the Town.

The following discussion provides several strategies that could be considered by the Town to enhance home-based business opportunities in Georgetown:

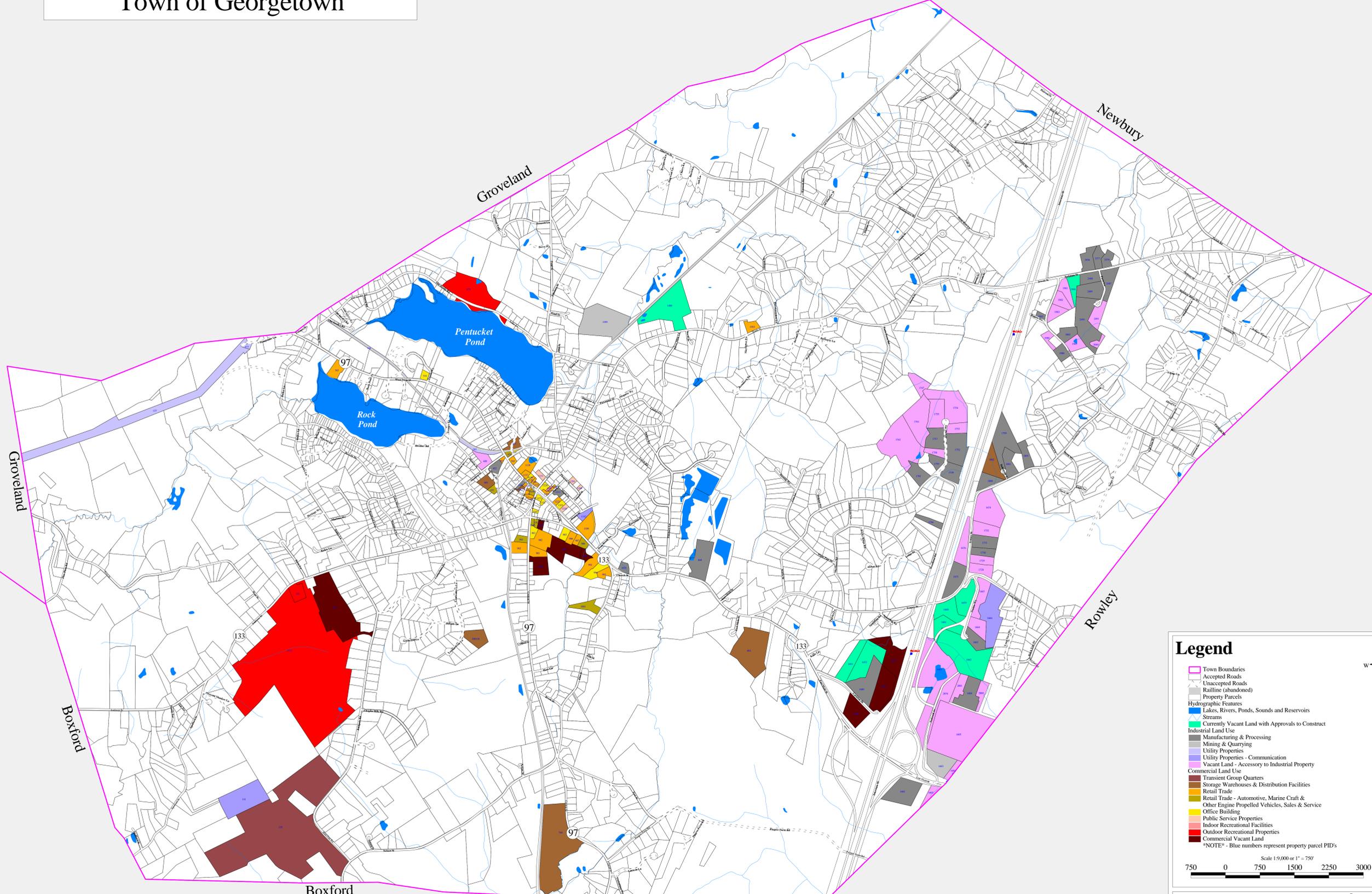
Define appropriate home-based business uses (Strategy E-10): The Town could provide a list of both acceptable and prohibited home-based businesses within the existing zoning bylaws. This strategy would require creating a better understanding of the criteria used to distinguish among the scale and type of business activity in regards to neighborhood compatibility. Appropriate home-based businesses could be defined by the following research effort:

- *An inventory of the existing home-based businesses* - There are a number of as-of-right home-based business existing in the Town. An inventory could be prepared of existing permitted businesses and their locations. The inventory could identify other pre-existing non-conforming home-based businesses that could continue because of their "grandfathered" status. Having an inventory of these uses allows the town to regulate any changes that may occur in terms of business type or use. Taking an inventory of these existing home occupations would also allow the Town to understand the type and location of businesses and their associated issues, including potential impacts. This could help guide further consideration of refined use standards regarding what should be permitted, prohibited, or allowed under special permit.

Revise regulations concerning home-based businesses (Strategy E-13): The Town could consider revising the zoning and site plan review standards for home-based businesses to reflect the Town's goals, using the inventory of existing conditions as a basis for discussion. Among the actions that could be part of revised regulations are the following:

- *Define home-based business an accessory use* - Qualifying home occupations could be considered an accessory use to residential uses in West Newbury. As such, proponents wanting to establish a home-based business could also be subject to a special permit review process. This review process would ensure the proponents use conforms to applicable performance standards, design guidelines, and zoning. This review process could be funded through the proponent's application fees.
- *Require a Town license to operate certain home-based businesses* - A home-based business could be required to apply for and maintain an operating license that is issued by the Town. This license could serve as a compliance mechanism for Georgetown. For instance, if a home occupation were found to be in non-compliance with any zoning by-law, such as performance standards, the Town would have the ability to revoke the license.
- *Establish site planning and design guidelines for home-based businesses* – Georgetown would be able to regulate the character and image of allowable home-based businesses through the establishment of design guidelines. Additionally, guidelines and standards further the Town's ability to ensure that encouraged business development does not change the rural character of West Newbury. Established design guidelines and standards would consider design parameters for such things as signs, displays, landscape buffers, and parking lot locations.
- *Establish performance standards:* As a component of the zoning by-laws, performance standards can be used to regulate elements of a zoned use, such as noise, vibration, and exterior lighting. Current performance standards outlined in the zoning by-laws are for application to the entire town and not to specific areas. Revisions to these performance standards would be the incorporation of specific parameters particular to individual home-based businesses. Such revisions could consider hours of operation and delivery, parking operations, and the like.

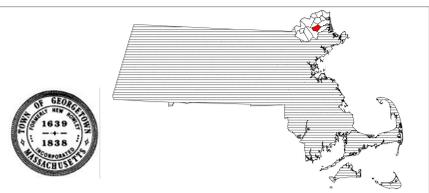
Economic Development Town of Georgetown



Legend

- Town Boundaries
- Accepted Roads
- Unaccepted Roads
- Railline (abandoned)
- Property Parcels
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
- Currently Vacant Land with Approvals to Construct**
 - Currently Vacant Land with Approvals to Construct
- Industrial Land Use**
 - Manufacturing & Processing
 - Mining & Quarrying
 - Utility Properties
 - Utility Properties - Communication
 - Vacant Land - Accessory to Industrial Property
- Commercial Land Use**
 - Transient Group Quarters
 - Storage Warehouses & Distribution Facilities
 - Retail Trade
 - Retail Trade - Automotive, Marine Craft & Other Engine Propelled Vehicles, Sales & Service
 - Office Building
 - Public Service Properties
 - Indoor Recreational Facilities
 - Outdoor Recreational Facilities
 - Commercial Vacant Land

Scale 1:9,000 or 1" = 750'
750 0 750 1500 2250 3000 Feet



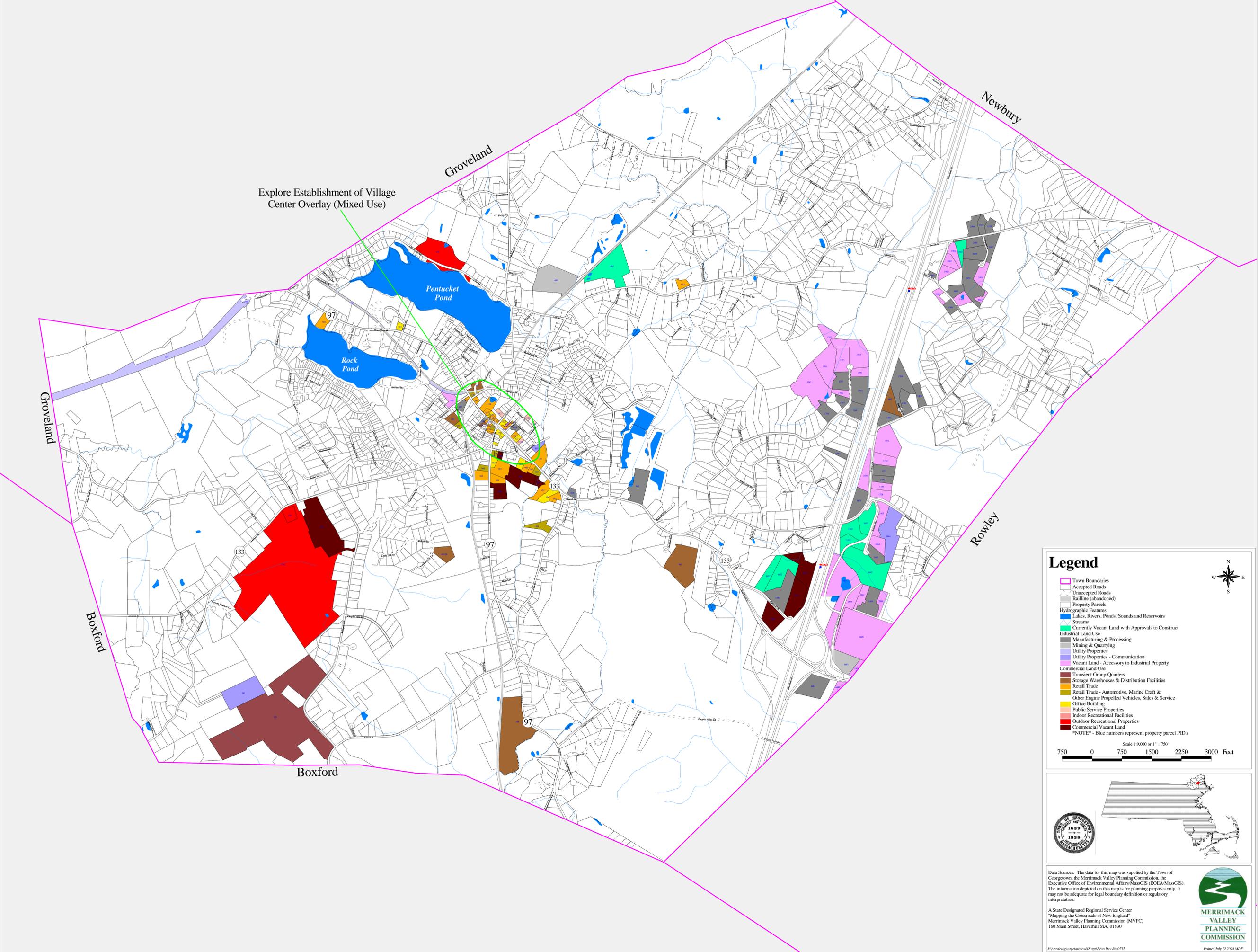
Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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Merrimack Valley Planning Commission (MVPC)
160 Main Street, Haverhill MA, 01830



Economic Development Recommendations

Town of Georgetown



Explore Establishment of Village Center Overlay (Mixed Use)

Groveland

Newbury

Rowley

Boxford

Boxford

Legend

- Town Boundaries
- Accepted Roads
- Unaccepted Roads
- Railline (abandoned)
- Property Parcels

Hydrographic Features

- Lakes, Rivers, Ponds, Sounds and Reservoirs
- Streams

Currently Vacant Land with Approvals to Construct

- Currently Vacant Land with Approvals to Construct

Industrial Land Use

- Manufacturing & Processing
- Mining & Quarrying
- Utility Properties
- Utility Properties - Communication
- Vacant Land - Accessory to Industrial Property

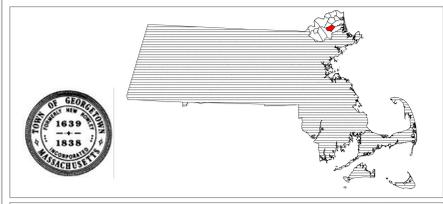
Commercial Land Use

- Transient Group Quarters
- Storage Warehouses & Distribution Facilities
- Retail Trade
- Retail Trade - Automotive, Marine Craft & Other Engine Propelled Vehicles, Sales & Service
- Office Building
- Public Service Properties
- Indoor Recreational Facilities
- Outdoor Recreational Facilities
- Commercial Vacant Land

NOTE - Blue numbers represent property parcel PIDs

Scale 1:9,000 or 1" = 750'

750 0 750 1500 2250 3000 Feet



Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

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MERRIMACK VALLEY PLANNING COMMISSION

Printed July 12, 2004 MDF

7. TRANSPORTATION

7.1 Introduction

Transportation systems are important to the quality of life within a community as they play a significant role in providing access to employment and recreation. Georgetown can be best described as a bedroom community, which is well served by Routes 95, 495, and 97 leading to regional employment centers. Georgetown has experienced significant residential development over the past decade and has also experienced a related increase in congestion along its more significant thoroughways. Future land development will likely have an additional impact on Georgetown's transportation infrastructure. The magnitude of such impact will, however, depend on the type, density, and location of future development.

This transportation section includes a discussion of Georgetown's community transportation goals and policies, an inventory of existing transportation facilities, a summary of the latest Journey to Work information, an analysis of existing traffic demands placed upon the most congested locations in Georgetown, an identification of high accident locations, an assessment of potential transportation impacts of proposed development based on Georgetown's build-out analysis, and recommended actions for developing future solutions to identified transportation deficiencies.

7.2 Regional Context

Georgetown is located in northern Essex County, approximately 30 miles north of Boston between the Merrimack River Valley and the communities bordering Plum Island Sound. Georgetown is part of the Merrimack Valley planning region and located on the fringe of the Boston Urbanized Area as defined in the 2000 Census, with ties to the former Lawrence/Haverhill urbanized area.

The Merrimack Valley Metropolitan Planning Organization (MPO) conducts regional transportation planning for 15 communities within the Merrimack Valley Planning Commission area, of which Georgetown is one. The MPO is the federally designated transportation planning organization, which is comprised of the following members:

- Merrimack Valley Planning Commission (MVPC)
- Merrimack Valley Regional Transit Authority (MVRTA)
- Massachusetts Highway Department (MHD)
- Executive Office of Transportation and Construction (EOTC)
- Mayor of Lawrence
- Mayor of Haverhill
- Chief officials of two urban communities in the Valley
- Chief officials of two non urban communities in the Valley

The MPO is responsible for prioritizing transportation improvement projects within the region for funding, conducting planning studies, and developing a long-range transportation plan to coordinate regional transportation actions. Perhaps the two most important planning documents are the Regional Transportation Plan and the Transportation Improvement Program.

Merrimack Valley Region 2003 Transportation Plan

The Merrimack Valley Region 2003 Transportation Plan describes and evaluates the existing regional transportation system including all the major modes of transportation such as highways, mass transit, freight, rail, bicycle and pedestrian travel. It also identifies transportation improvements that are needed to address any existing transportation needs as well as those projected to take place over the next 25 years.

Under Proposed and Approved Highway Projects, the Merrimack Valley Region 2003 Transportation Plan lists eight projects located in Georgetown. The Merrimack Valley Metropolitan Planning Organization (MPO) has approved two of these projects. These are the construction of an access road from Route 133 to Norino Way, with an estimated cost of \$2.5 million, and the roadway reconstruction project in Georgetown Square, with an estimated cost of \$2.3 million. The construction of the access road has been designated as regionally significant. The Merrimack Valley MPO has not yet approved the remainder of the projects listed in the plan. These projects include the reconstruction of Route 133 (Chestnut Street to Carlton Drive) at an estimated cost of \$1.4 million, and reconstruction of Route 97 (Central Street) from #80 to the Boxford town line at an estimated cost of \$1.8 million. The Plan also lists the replacement of the Bailey Lane, Parish Road, and Summer Street Bridges. The construction costs of the bridge projects have not yet been determined. Construction of a bicycle path from Brook Street to the Newbury town line is also listed. The cost of this project has not yet been determined. In addition, the 2003 Regional Transportation Plan includes recommendations and observations regarding the status of on-road bike routes in the Town.

Transportation Improvement Program

The region's FY 2004-2008 Transportation Improvement Program (TIP) includes one project in Georgetown: Route 97 Safety Improvements between Moulton Street and the Groveland town line at an estimated cost of \$2.2 million.

7.3 Existing Transportation Facilities Inventory

The attached Town of Georgetown – Transportation Facilities map displays roadway functional classification, public parking facilities, transit facilities, and existing and proposed bike paths and lanes. Areas of congestions as well as the Route 97 Safety Improvements project mentioned above are also indicated on this map. Georgetown is not currently serviced by the Merrimack Valley Regional Transit Authority's (MVRTA) fixed bus route system. The Town does, however, receive Ring & Ride services from the MVRTA. Due to the variable nature of this service, it is not denoted on the Transportation Facilities map. Georgetown has one Park & Ride lot (100 parking spaces), with fixed route bus service to Boston provided by the Coach Company commuter bus. Both of these facilities are denoted on the map. In addition, a potential location for an additional Park and Ride facility adjacent to Route 95 is shown.

Table T-1 below shows observed traffic volumes in Georgetown from 1991 through 2004.

Table 1: Town of Georgetown, Average Daily Traffic Flow (1991-2004)

| Route/Street | Location | 2004 VOL-MO | 2003 VOL-MO | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 |
|----------------|-----------------------------|----------------|----------------|-------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| 133/Andover St | Boxford Line | | | | | | 6573 | | | | | 4799 | | | |
| 133/E. Main St | E of Library St | | 18861-AUG | | | | | 15559 | | | | | | | 14188 |
| 133/E. Main St | W of I-95 | | 18756-JUL | 17294 | 17858 | | | 14238 | 14885 | 15392 | 14023 | 12953 | 14364 | 12907 | 11943 |
| 133/E. Main St | Rowley Line (WB) | | | | 6610 | | | | 5003 | | | | | | |
| 133/E. Main St | Rowley Line (EB) | | | | 6432 | | | | 5840 | | | | | | |
| 97/Central St | Boxford Line | | | | | | | | 9222 | | | | | | |
| 97/Central St | S of Main St | | | 14103 | | | | | | | | 13991 | | | |
| Elm St | S of Rte 133 | | | 2177 | | | | 1445 | | | | 1468 | | | |
| Jackman St | W of Ordway St/E of Farm Ln | | | 1427 | | | | | 1249 | | | | 1356 | | |
| Jewett St | W of Warren St | | | 1600 | | | | 1985 | | | | 1005 | | | |
| Library St | E of Rte 97 | | 3525-JUN | | | | 2946 | | | | | | | | 2304 |
| North St | Newbury Line | 3108-MAY | 2891-AUG | | 2985 | | | 2781 | | | 2517 | | | | 2254 |
| North St | E of Mill St | | | | 5683 | | | | 5379 | | | | 5941 | | |
| Pond St | Groveland Line | | | 1537 | | | | 1481 | | | | | | | 1320 |
| Prospect St | E of Rte 97 | 3028-MAY | | | 1970 | | 2195 | 2210 | | 2162 | 2488 | | | | 2214 |
| Route 97 | Groveland Line | | | | 15852 | | | | 16241 | 14065 | 13231 | 13862 | 13558 | 12441 | 13199 |
| Tenney St | NE of Rte 133 | | | | 4267 | | | | 4084 | | | | 3578 | | 2145 |

7.4 Journey to Work Census Data

Analysis of Journey to Work flows for 1990 and 2000 for Town of Georgetown reveal the following.

Journey to Work Data for Georgetown Residents

The number of Georgetown residents traveling to their jobs increased 14.6% between 1990 and 2000 from 3,300 to 3,783. As shown in **Table T-2** and **Table T-3**, the number of Georgetown residents traveling to a job within the community increased from 526 to 665 between 1990 and 2000, while the number of Georgetown residents that traveled to work in the Merrimack Valley region decreased by 4.9% during the same period. **Table T-2** shows that 75 fewer residents traveled to a job in the Merrimack Valley in 2000 than was the case in 1990. The number of Georgetown residents commuting to work in Boston grew significantly, from 236 in 1990 to 407 in 2000, a 72% increase. There were also significant increases in the number of Georgetown residents working on Cape Ann and in the Northern Middlesex Council of Governments (NMCOG) region.

Table T-2: Georgetown Residents, Work Zone Destination

| Zone | 1990 | (%) | 2000 | (%) | Change |
|----------------|-------|--------|-------|--------|--------|
| MVPC Region | 1,517 | 46.0% | 1,442 | 38.1% | -75 |
| Greater Boston | 420 | 12.7% | 473 | 12.5% | 53 |
| Cape Ann | 169 | 5.1% | 242 | 6.4% | 73 |
| NMCOG Region | 68 | 2.1% | 153 | 4.0% | 85 |
| Route 128 | 573 | 17.4% | 683 | 18.1% | 110 |
| Southern NH | 47 | 1.4% | 5 | 0.1% | -42 |
| Southern Edge | 117 | 3.5% | 160 | 4.2% | 43 |
| Route I-495 | 0 | 0.0% | 38 | 1.0% | 38 |
| Central NH | 7 | 0.2% | 24 | 0.6% | 17 |
| Boston | 236 | 7.2% | 407 | 10.8% | 171 |
| Others | 146 | 4.4% | 156 | 4.1% | 10 |
| | 3,300 | 100.0% | 3,783 | 100.0% | 483 |

Table T-3 identifies those individual communities that Georgetown residents traveled to for work. Other than those working in town, more Georgetown residents traveled to work in Boston in 2000 than any other community, followed by Peabody and then Danvers. It is interesting to note that Peabody, followed by Boston, showed the highest percent increase in Georgetown residents working in their community with 91.1% and 72.5% respectively (112 residents in 1990 to 214 in 2000 for Peabody, and 236 residents to 407 for Boston). Significant decreases were observed in the number of Georgetown residents traveling to work in Danvers (- 35.9%), Haverhill (-36.3%), and Andover (-26.2%).

Table T-3: Georgetown Residents, Place of Work

| 1990 | | 2000 | |
|---------------|--------------|---------------|--------------|
| Workplace | # of Workers | Workplace | # of Workers |
| Georgetown | 526 | Georgetown | 665 |
| Danvers | 245 | Boston | 407 |
| Haverhill | 240 | Peabody | 214 |
| Boston | 236 | Danvers | 157 |
| Lynn | 203 | Haverhill | 153 |
| Andover | 141 | Newburyport | 123 |
| Beverly | 135 | Andover | 104 |
| North Andover | 117 | Cambridge | 95 |
| Peabody | 112 | Beverly | 94 |
| Lawrence | 82 | North Andover | 94 |
| Groveland | 81 | Salem | 94 |
| Newburyport | 81 | Burlington | 93 |
| Rowley | 66 | Lynn | 80 |
| Cambridge | 63 | Ipswich | 73 |
| Woburn | 63 | Lawrence | 62 |
| Methuen | 55 | Rowley | 62 |
| Salem | 46 | Boxford | 60 |
| Waltham | 45 | Billerica | 60 |
| Tewksbury | 41 | Gloucester | 58 |
| Newbury | 36 | Wakefield | 56 |
| Topsfield | 35 | Malden | 49 |

Journey to Work Data for Jobs Located in Georgetown

As indicated in **Table T-4** on the following page, there were 2,138 jobs that people commuted to in Georgetown, a 66.4% increase from the 1,285 observed in 1990. In addition, most of the persons traveling to jobs located in Georgetown are from the Merrimack Valley region. The number of Merrimack Valley residents traveling to work in Georgetown grew by 538 persons between 1990 and 2000. Nevertheless, the overall percentage of persons living in the Valley and working in town declined by almost 5% during the decade. Meanwhile, there were significant percentage increases for persons traveling to work in Georgetown from the Greater Boston (58.9%), Route 128 (147%) and Southern New Hampshire (135%) regions.

Table T-4: Georgetown Employment, Work Zone Origin

| Zone | 1990 | (%) | 2000 | (%) | Change |
|----------------|------|-------|------|-------|--------|
| MVPC | 928 | 72.2% | 1447 | 67.7% | 519 |
| Greater Boston | 78 | 6.1% | 124 | 5.8% | 46 |
| Cape Anne | 57 | 4.4% | 31 | 1.4% | -26 |
| NMCOG | 25 | 1.9% | 22 | 1.0% | -3 |
| Route 128 | 62 | 4.8% | 153 | 7.2% | 91 |
| Southern NH | 43 | 3.3% | 101 | 4.7% | 58 |
| Edge | 20 | 1.6% | 50 | 2.3% | 30 |
| Route I-495 | | 0.0% | | 0.0% | 0 |
| Central NH | 15 | 1.2% | 44 | 2.1% | 29 |
| Boston | 13 | 1.0% | 14 | 0.7% | 1 |
| Others | 44 | 3.4% | 152 | 7.1% | 108 |
| | 1285 | | 2138 | | 853 |

Table T-5: Georgetown Employment, Town of Origin

| 1990 | | 2000 | |
|---------------|--------------|--------------|--------------|
| RESIDENCE | # of Workers | RESIDENCE | # of Workers |
| Georgetown | 526 | Georgetown | 665 |
| Haverhill | 165 | Haverhill | 344 |
| Boxford | 53 | Groveland | 57 |
| Groveland | 45 | Beverly | 54 |
| Beverly | 44 | Danvers | 52 |
| Merrimac | 32 | Andover | 49 |
| Lynn | 29 | Newburyport | 49 |
| Danvers | 27 | West Newbury | 49 |
| Amesbury | 24 | Amesbury | 47 |
| Peabody | 22 | Methuen | 41 |
| Saugus | 21 | Peabody | 36 |
| West Newbury | 21 | Lawrence | 35 |
| Tewksbury | 20 | Salem | 32 |
| Lawrence | 16 | Seabrook NH | 32 |
| North Andover | 16 | Boxford | 29 |
| Salem | 15 | Lynn | 27 |
| Scituate | 15 | Woburn | 25 |
| Sandown NH | 14 | Topsfield | 24 |
| Seabrook NH | 14 | Gloucester | 22 |
| Boston | 13 | Salisbury | 22 |
| Wenham | 13 | Rowley | 17 |

Journey to Work Conclusion

With over 41% of all Georgetown residents now working in the City of Boston, Greater Boston, or along Route 128, the data clearly shows that persons are traveling further to their jobs in 2000 than was the case in 1990. In 1990, only 37.3% of Georgetown residents worked in these areas. **Table T-2** and **Table T-3** show that the number of people living in town and traveling to neighboring communities dropped between 1990 and 2000 while the number of people commuting to communities further away, both in the Valley and elsewhere, increased. This finding is verified by the fact that, according to the 1990 and 2000 censuses, the average

commuting time for Georgetown residents increased from 25.9 minutes in 1990 to 30.4 minutes in 2000. While some of this increase is no doubt related to increased congestion, it is likely that much of the increase corresponds to the increase in distance traveled.

Likewise, data from **Table T-4** and **Table T-5** show that persons are traveling further to reach their jobs in Georgetown than was the case in 1990, with there being a significant increase in the number of persons commuting to the community from Greater Boston and Route 128.

7.5 Analysis of Existing Congested Transportation Facilities

The following is an operations analysis of the signalized intersection of Route 97 and Route 133, commonly referred to as Georgetown Square (**Figure T-1**). MVPC's Congestion Management System has identified this intersection as an area of congestion in Georgetown.

Operations Analysis Methodology

The operations of the signalized intersection of Route 97 at Route 133 (Georgetown Square) were conducted by the methodology presented in the 2000 *Highway Capacity Manual*.

Level of Service

A primary result of operations analyses is the assignment of level of service to traffic facilities under various traffic flow conditions. Level of service is a qualitative measure describing operational conditions within a traffic stream and the perception of these conditions by motorists and/or passengers. A level of service definition provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing the worst.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.



Figure T-1: Georgetown Square, North Street and East Main Street

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very small delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively small delay; however, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher delays. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Evaluation Criteria

Evaluation criteria used in the capacity analyses are described below.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 Highway Capacity Manual. This method assesses the effect of signal type, timing, phasing, progression, vehicle mix, and geometrics on delay. Level-of-service designations are based solely on the criterion of calculated control delay, also known as signal delay. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Delay can also be a measure of driver discomfort, frustration, fuel consumption, and increased travel time. **Table T-6** summarizes the relationship between level of service and delay. The tabulated delay criterion may be applied in assigning LOS designations to individual lane groups, intersection approaches, or to entire intersections.

Table T-6: Level-of-Service Criteria for Signalized Intersections^a

| Level of Service | Average Control Delay__(seconds per vehicle) |
|------------------|--|
| A | <=10 |
| B | >10 and <=20 |
| C | >20 and <=35 |
| D | >35 and <=55 |
| E | >55 and <=80 |
| F | >80 |

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000; page 16-2.

Operations Analysis Results for Congested Locations

Table T-7 on the following page presents the results of the operations analysis for the signalized intersection of Route 97 at Route 133.

Table T-7: Operations Analysis Results for Route 97 and Route 133 (Georgetown Square)

| Peak Hour | Movement/Total ^a | V/C ^b | AD ^c | LOS ^d | Queue ^e | Length ^f |
|-----------------|-----------------------------|------------------|-----------------|------------------|--------------------|---------------------|
| Weekday Morning | Route 97 EB LT | 0.07 | 19.3 | B | 0.9 | 23 |
| | Route 97 EB TH | 0.88 | 40.2 | D | 27.7 | 693 |
| | Route 97 EB RT | 0.49 | 23.3 | C | 10.9 | 273 |
| | Route 133 WB LT | 1.04 | 102.5 | F | 12.1 | 303 |
| | Route 133 WB TH/RT | 0.42 | 16.8 | B | 11.9 | 298 |
| | Route 97/133 NB LT/TH | 0.89 | 40.7 | D | 25.3 | 633 |
| | Route 97/133 NB RT | 0.04 | 14.7 | B | 0.7 | 18 |
| | North St. SB LT/TH/RT | 0.89 | 46.7 | D | 17.9 | 448 |
| | Intersection | 0.99 | 41.1 | D | | |
| Weekday Evening | Route 97 EB LT | 0.32 | 25.7 | C | 1.5 | 38 |
| | Route 97 EB TH | 0.49 | 26.1 | C | 13.9 | 348 |
| | Route 97 EB RT | 0.24 | 23.3 | C | 5.5 | 138 |
| | Route 133 WB LT | 0.52 | 25.7 | C | 6.7 | 168 |
| | Route 133 WB TH/RT | 1.02 | 67.2 | E | 43.9 | 1098 |
| | Route 97/133 NB LT/TH | 1.23 | 148.3 | F | 54.8 | 1370 |
| | Route 97/133 NB RT | 0.03 | 14.3 | B | 0.6 | 15 |
| | North St. SB LT/TH/RT | 0.80 | 32.3 | C | 19.2 | 480 |
| | Intersection | 1.12 | 71.2 | E | | |

^aNB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; LT = Left-Turn; TH = Through movement; RT = Right Turn.

^bVolume to Capacity ratio.

^cAverage Control Delay is in seconds per vehicle.

^dLevel of Service.

^e95th percentile queue is in vehicles.

^fLength of queue is in feet; assumes 25 feet per vehicle.

As shown in **Table T-7**, the intersection of Route 97 at Route 133 operates near capacity at LOS D during the weekday morning peak hour and over capacity at LOS E during the weekday evening peak hour. During the weekday morning peak hour, traffic on West Main Street (Route 97 eastbound) was observed to frequently back up to Prospect Street, however, all of the vehicles do make it through the intersection on green during one cycle. According to the analysis, the 95th percentile queue is approximately 28 through vehicles plus another 7 vehicles wanting to turn right for a total queue length of approximately 875 feet. Also, traffic in the left turn lane on East Main Street (Route 133 westbound) operates over capacity during the weekday morning peak hour. Likewise, during the weekday evening peak hour, traffic on Central Street (Routes 97 and 133) operates over capacity and queues through the Library Street intersection for approximately 55 vehicles or approximately 1370 feet, according to the analysis.

Traffic on Central Street was observed to not block Andover Street or Library Street with its queue, which backed up to and beyond the shopping plaza. The Library Street signal was

observed to effectively meter vehicles into the portion of Central Street that is designated as both Route 97 and Route 133. Traffic on East Main Street operates over capacity and stacking of approximately 44 vehicles or approximately 1,100 feet occurs during the weekday evening peak hour, according to the analysis. Traffic was observed to queue on East Main Street to Elm Street and beyond during this peak hour. Also, there are activities within Georgetown Square that cause a less than ideal flow of through vehicles on East Main Street through the intersection. These activities that cause the friction chiefly include: vehicles parking or pulling out of parking spaces on East Main Street, vehicles entering or exiting driveways along East Main Street, pedestrians entering a crosswalk at the Park and Ride lot, and left-turning vehicles maneuvering over to the left-turn bay.

7.6 Transportation Network Safety

Increased traffic volumes, congestion, and traffic speeds are some factors that contribute to the increased incidence of automobile crashes and reduced safety of roadway users. Certain measures can be taken to increase safety of the roadway users, including: (1) improving the design of highways and intersections, and (2) increasing the enforcement of speed limits.

Historical traffic crash data was obtained for the intersections in Georgetown from MassHighway computer files, which were developed using data from the Registry of Motor Vehicles. The data was reviewed over a three-year period, from 2000 to 2002, to determine crash trends. **Table T-8** provides a summary of the highest crash locations, which were defined at those locations experiencing an average of 2 or more crashes per year.

Table T-8: Georgetown Intersection Crash Summary – Highest Crash Locations (2000 to 2002)^a

| Intersection | Number of Crashes | Crash Type ^d | | | | | Severity ^c | | | Roadway Condition | | |
|-------------------------------------|-------------------|-------------------------|----|----|---------|------------|-----------------------|----|---|-------------------|-----|-----|
| | | CM | RE | HO | ROR/HFO | Unkn/Other | PD | PI | F | Dry | Wet | Ice |
| Route 133 at I-95 ramps | 22 | 4 | 6 | 1 | 7 | 4 | 15 | 7 | 0 | 16 | 6 | 0 |
| Georgetown Square | 20 | 6 | 16 | 0 | 1 | 0 | 11 | 9 | 0 | 17 | 2 | 1 |
| Route 133 at Tenney Street | 12 | 4 | 5 | 0 | 2 | 1 | 8 | 4 | 0 | 6 | 4 | 2 |
| Route 97 at Route 133 (Andover St.) | 9 | 5 | 3 | 1 | 0 | 0 | 7 | 2 | 0 | 21 | 6 | 0 |
| Route 97 at Prospect Street | 7 | 2 | 4 | 0 | 1 | 0 | 4 | 3 | 0 | 4 | 3 | 0 |

^aSource: MassHighway crash database.

^bCrash Type: CM = Cross-Movement or angle type; RE = Rear-End; HO = Head-On; ROR/HFO = Ran Off Road or Hit Fixed Object; and Unkn = Unknown type.

^cCrash Severity: PD = Property Damage only; PI = Personal Injury; F = Fatal.

The signalized intersections of Georgetown experiencing the highest numbers of crashes are:

- Route 97 (West Main Street) at Route 133 (East Main Street) at Central Street and North Street, also known as Georgetown Square, with an average of 6.7 crashes per year; and
- Route 97 (Central Street) at Route 133 (Andover Street) and Library Street with an average of 3.0 crashes per year.

According to an analysis of the intersection data and as shown in **Table T-8**, the signalized intersection locations with the highest number of reported crashes are the two signalized intersections of Route 133 and Route 97. These two intersections are prone to congestion during the peak commuter periods of the day.

The unsignalized intersections of Georgetown experiencing the highest numbers of crashes are:

- Route 133 (East Main Street) at the Interstate 95 ramps with an average of 7.3 crashes per year;
- Route 133 (East Main Street) at Tenney Street with an average of 4.0 crashes per year; and
- Route 97 (West Main Street) at Prospect with an average of 2.3 crashes per year.

The Route 133 at the Interstate 95 ramps location is actually two unsignalized intersections, since it includes both ramps. The predominant collision type at almost all intersections, signalized or unsignalized, is rear-end collisions. The greatest number of collisions occurring at the Interstate 95 ramps with Route 133 is of the run-off-road or hit-fixed object type. The reason for this is not immediately apparent, however, one could speculate that vehicles are traveling at speeds greater than those posted at this wide-open intersection. Road conditions also seemed to be more of a factor at unsignalized intersections, than signalized intersections. On a percentage basis, more crashes occurred on wet pavement, belonging to roadways that are not intersecting at a traffic signal.

The number of crashes at the intersections have also been reviewed against intersection traffic volumes and then compared to the rate of crashes for other intersections. MassHighway indicates in 2003 that based on data for the most recent years, there is a statewide average rate of 0.87 crashes per million entering vehicles (mev) for signalized intersections and 0.66 crashes per mev for unsignalized intersections. The Route 97 (West Main Street) and Route 133 (East Main Street) at Central Street and North Street signalized intersection has a crash rate of approximately 0.90 crashes per mev, a rate that is slightly higher than that of the statewide average rate for signalized intersections; while the intersection of Route 97 (Central Street) at Route 133 (Andover Street) and Library Street has a crash rate of approximately 0.47 crashes per mev, a rate that is somewhat lower. Despite there being a lot of congestion on West and East Main Streets, the unsignalized intersections of Route 133 (East Main Street) at Tenney Street and Route 97 (West Main Street) at Prospect Street have crash rates of approximately 0.52 and 0.38, respectively, rates that are somewhat lower than that of the statewide average.

Specific design measures can be taken at intersections to improve and enhance safety. Some of these measures include: signalization of intersections to control traffic at a congested intersection in a more orderly fashion, widening of intersections for the provision of turn lanes to allow through traffic to bypass vehicles waiting to turn, and realigning intersecting roads or

grading corners to improve corner sight distances. As with other roadway improvement projects, engineering studies must be conducted prior to these projects to weigh the positive and negative impacts of proposed changes against each other. All studies and designs should consider accommodation of pedestrians and bicyclists, two groups that often share the roadways with automobiles, especially during the summer months. Providing better facilities for these users will improve the safety of automobile drivers as well.

7.7 Build Out Traffic Volumes on Arterial and Collector Roadways

Local officials have expressed an interest in reviewing how traffic volumes in the community would change under the build out scenario. MVPC transportation staff performed this analysis using its regional traffic model combined with the results of its build out analysis.

MVPC conducted a buildout analysis of the remaining developable land in the Town of Georgetown under Massachusetts Executive Order Number 418, issued by Governor Cellucci on January 21, 2000. This analysis included a tally of developable land in Georgetown excluding land that is considered permanently protected open space or is protected by the Wetlands Protection Act or the Rivers Protection Act. Also, land that is constrained due to severe physical conditions, such as adverse topography, was excluded. The most intensive by-right development, in accordance with the Town's zoning requirements, was assumed to occupy all of the developable land that was not absolutely constrained. The analysis also assumed that there would be no new development on property that is currently developed. The MVPC Build Out analyses showed that the Town of Georgetown could hold 3,397 new residents under the current zoning and accommodate 2,059,855 square feet of commercial/industrial space.

Table T-9 below shows the arterial and collector roadways in Georgetown. The Merrimack Valley Metropolitan Planning Organization classified these roadways as being arterials or collectors in 1992. Future year traffic volumes for Route 133, Route 97, Tenney Street, and the remaining arterial and collector roadways in the community were developed using the Merrimack Valley Planning Commission's regional traffic model. The 2040 projected traffic volumes are the result of the percentage increase in traffic volumes between 2000 and 2040 derived from MVPC's traffic simulation model applied to actual traffic counts. This was accomplished by calculating the number of additional jobs and dwelling units that could be added to each Traffic Analysis Zone (TAZ) in Georgetown based on the square footage of developable commercial/industrial space and number of dwellings allowed under existing zoning as identified in the community's build out analysis. Similar calculations were also performed for the other communities in the Merrimack Valley region. This latter step is necessary to account for the impact of traffic passing through Georgetown during peak travel periods.

Table T-9: Georgetown Roads Committee Classification of Georgetown’s Roads

| Functional Class | Roadway |
|------------------|---|
| Arterials | Interstate 95 |
| | Route 133 |
| | Route 97 |
| | Georgetown Rd. - Central St. (97) to Boxford TL |
| | Jewett St (North St to I-95) |
| Major Collectors | Library St. - Central St. (97) to E. Main St. (133) |
| | North St. (Georgetown Sqr to Newbury Line) |
| | King St. - Groveland to W. Main (97) |
| | Mill St. - North St. to Pond St. |
| | Pond St. - North St. to Groveland Line |
| Minor Collectors | Prospect St. - Main St. (97) to Pond St. |
| | Tenney St (East Main St to I-95) |
| | Jackman St. - Jewett St. to Newbury Line |
| | Jewett St (I-95 to Jackman St) |
| | Jewett St. - Tenney St. to Rowley Line |
| | Tenney St. (I-95 to Jewett St West) |
| | Warren St. - Jewett St. to Jackman St. |

MVPC assumed that build out conditions across the region would occur in the year 2040. This year was selected based on the rate of population growth in the region over the past 30 years, which shows an average 10-year population growth rate of about 8.7%. At that rate, the region would achieve its residential build out population limit of approximately 406,000 in just under 30 years. Build out of the region’s commercial and industrial land would likely occur subsequent to the attainment of the residential build out. Consequently, a 40-year build out time horizon was selected.

Table T-10 below shows that most roadways in the community will see a significant increase in traffic volumes under the build out condition. Largest percentage increases are expected to occur on Jewett Street, Jackman Street and Pond Street, where volumes are projected to more than double. These roadways are located in the northern section of the community and will provide access to the developable residential and industrial land that is located in that area.

Table T-10: Buildout Analysis Results—Projected Average Daily Traffic on Georgetown Roads

| STREET NAME | LOCATION | 2000 ADT ^a | 2040 ADT ^a | Percentage Increase |
|------------------|-------------------------|-----------------------|-----------------------|---------------------|
| NORTH STREET | N of Mill St | 5683 | 8540 | 50.28% |
| ANDOVER STREET | Boxford TL | 6573 | 6824 | 3.82% |
| CENTRAL STREET | SW of Georgetown Square | 13757 | 14728 | 7.06% |
| WEST MAIN STREET | NW of Georgetown Square | 15656 | 21046 | 34.43% |
| EAST MAIN STREET | SE of Georgetown Square | 12881 | 19363 | 50.32% |
| NORTH STREET | NE of Georgetown Square | 5645 | 9071 | 60.68% |
| EAST MAIN STREET | S of Library St | 18171 | 26130 | 43.80% |
| TENNEY STREET | SW of Jewett | 2183 | 3198 | 46.49% |
| JEWETT STREET | NW of Warren St | 1523 | 3958 | 159.86% |
| CENTRAL STREET | Boxford TL | 9222 | 12625 | 36.90% |
| ANDOVER STREET | E of Lake Shore Drive | 10929 | 15693 | 43.59% |
| TENNEY STREET | N of Rt. 133 | 4267 | 5230 | 22.56% |
| EAST MAIN STREET | NW of I-95 | 17858 | 25418 | 42.33% |
| ACCESS ROAD | N of Route 133 | -- | 4699 | -- |
| POND STREET | Groveland TL | 1499 | 4452 | 196.97% |
| WEST MAIN STREET | Groveland TL | 16275 | 24564 | 50.93% |
| JACKMAN STREET | West of Warren St | 1392 | 3284 | 135.91% |

^aAverage daily traffic volumes in vehicles per day (vpd).

TBD = To Be Determined

Tenney Street traffic volumes near Route 133 are expected to increase by 22% under the build out. This relatively modest increase is due to the fact that a significant amount of traffic will be using the new Access Road to travel to the industrial areas off Woodland and Searles Street.

It is also interesting to note that Main Street traffic volumes are only projected to increase around 35% to 50% under this scenario. Much of this traffic is “pass through” traffic from other communities that is traveling on Main Street to access Route I-95. These volumes also reflect the level of increased congestion that would occur on this already congested roadway.

None of the volumes shown for the above roadways indicate that additional travel lanes will be needed. However, volumes on Main Street will be such that traffic exiting intersecting roadways is likely to experience significantly greater delays.

7.8 Transportation Goals and Recommended Actions

MVPC has worked with local officials and the community to identify a set of goals and policies that will guide the Town of Georgetown in maintaining, managing, and where necessary, improving its transportation network. In addition, MVPC has developed a list of recommended actions that the Town should implement to achieve these goals, as well as to address any additional transportation issues and deficiencies identified in the above analysis. **Table T-11**, on the following page lists these transportation goals and recommended actions.

There are three main transportation goals listed in **Table T-11**:

- 1) Increase Safe and Easy Access Along Roadways While Preserving the Rural Character of Georgetown;
- 2) Enhance Safe Bicycle and Pedestrian Access Throughout Town; and
- 3) Enhance Access to Public Transportation.

These goals are broken down further into sub-goals. For instance, under Goal 1, Increase Safe and Easy Access Along Roadways While Preserving the Rural Character of Georgetown, the first sub-goal is 1.1 Reduce congestion in Georgetown Square as well as other problematic areas in Town. Listed under Sub-goal 1.1 are associated recommended actions (e.g. 1.1.1 Conduct a study of the feasibility and potential impacts to neighborhoods of connecting existing local roads...). Please note that the recommended actions, where appropriate, cross-reference one another. The columns to the right in **Table T-11** are intended to serve as guidance for implementation of the recommended actions.

The Town may find it helpful to combine several of the recommended actions to form additional, discrete plans or policies. For example, a Biking and Pedestrian Facilities Master Plan could be developed to include not only a needs assessment and recommendations for future pedestrian and bicycle routes, but also design guidelines for pedestrian and bicycle facilities (see recommended actions under Goal 2, Enhance safe bicycle and pedestrian access throughout Town).

It should also be noted that public participation will play a significant role in many of the recommended actions.

Table T-11: Georgetown Community Transportation Goals and Recommended Actions

| Number | Goal | | | | |
|------------|---|--|--|------------------------------------|---|
| 1 | Increase Safe and Easy Access Along Roadways While Preserving Rural Character of Georgetown | | | | |
| | Recommended Actions | Responsible Party | Potential Community Benefits | Potential Costs^a | Potential Funding Sources |
| <i>1.1</i> | <i>Reduce congestion in Georgetown Square as well as other problematic areas in Town</i> | | | | |
| 1.1.1 | Conduct a study of the feasibility and potential impacts to neighborhoods of connecting existing local roads (cul-de-sac and otherwise) in order to provide additional access routes for local traffic. Study should also assess the potential impacts of encouraging future through-streets over cul-de-sacs and include relevant recommendations. | Planning Dept./ GHD, GPD/ GFD | Preparation for reduced congestion in Georgetown Square | Low | Staff Time |
| 1.1.2 | Implement measures identified in 1.1.1 | Planning Board/ Selectmen | Reduced congestion in Georgetown Square | Low - High | Staff Time/ Community Funds |
| 1.1.3 | Conduct traffic analyses of congested intersections as identified in this report including Pond/Prospect/North Streets (and the Perley Elementary School) as well as the Square. | GHD/ GFD/ GPD/ Schood Dept./ PTA | Preparation for reduced congestion at affected intersections | Low | Community Funds/ Merrimack Valley MPO |
| 1.1.4 | Implement measures identified in 1.1.3 | Planning Board/ Selectmen | Reduced congestion at affected intersections | Low - Medium | Staff Time/ Community Funds/ Mass Highway |
| 1.1.5 | Coordinate with West Newbury, Newbury, Rowley, Boxford, and Groveland on methods to reduce through traffic coming from these communities. | Planning Board/ MVPC | Preparation for reduced traffic; reduced vehicle speeds | Low | Staff Time |
| 1.1.6 | Confer with area businesses about scheduling truck deliveries during off-peak travel times or consider ordinance restricting delivery times. | Planning Dept./ Police Dept. | Reduced congestion on affected roadways | Low | Staff Time |
| 1.1.7 | Identify and analyze potential truck routes through town. Work with MassHighway to gain approval through the Truck Exclusion applications process. | Planning Dept./ MVPC/ Police Dept. | Preparation for reduced heavy vehicle traffic | Low | Staff Time |
| 1.1.8 | Establish system to routinely consider and remedy potential transportation conflicts related to large construction projects such as Library expansion. | GHD/ Planning Board/ Police Dept./ GHD | Reduced heavy vehicle traffic; less noise | Low | Staff Time |

| | | | | | |
|--------|---|--|---|---------|--|
| 1.1.9 | Review existing zoning for Georgetown Square to assess whether permitted uses encourage preferred forms of traffic. | Planning Dept. | Preparation for reduced traffic in downtown area | Low | Staff Time |
| 1.1.10 | Seek and secure State and other funding to assist with actions noted in 1.1.1 - 1.1.9 as necessary | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |
| 1.2 | Implement traffic calming measures in Georgetown Square and other areas in order to ensure safe access through town | | | | |
| 1.2.1 | Research available traffic calming measures, including MA's traffic calming guidelines and successful methods used by other towns with similar characteristics to Georgetown to reduce travel speeds where deemed necessary. | Planning Board and/or Planning Dept. | Preparation for safer roadways | Low | Staff Time |
| 1.2.2 | Distinguish between where traffic calming measures would be most beneficial and where traffic regulation enforcement would be most beneficial to reduce traffic speeds and other violations. | Planning Board and/or Planning Dept./ Police Dept. | as above | Low | Staff Time |
| 1.2.3 | Implement context-appropriate traffic calming measures where most appropriate. | Selectmen/ Planning Board/ Police Dept./ GHD | Reduced traffic speeds; safer roadways | Various | Staff Time/ Community Funds/ MHD |
| 1.2.4 | When released, review new MassHighway design standards for bridges and roads and review town ordinances/standards as deemed appropriate to maintain and enhance the Town's character. | GHD/ Planning Dept./ Planning Board | Preparation for improved roadway and corridor aesthetics | Low | Staff Time |
| 1.2.5 | Develop a system to ensure the integration of traffic-related concerns into the earliest planning stages of any significant development in Town, including but not limited to traffic circulation, parking, service areas, public transportation, and pedestrian and bicycle access and movement; related design standards and guidelines (see 1.2.4) should be considered simultaneously | Planning Board/ GHD | Safer roadways; improved vehicular, pedestrian and bicycle access; improved roadway and corridor aesthetics | Low | Staff Time |
| 1.2.6 | Increase enforcement of transportation-related noise, including noise from large diesel trucks with compression brakes. | Police Dept. | Reduced noise levels in Town | Low | Staff Time |
| 1.2.8 | Seek and secure State and other funding to assist with actions noted in 1.2.1 - 1.2.6 as necessary | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |

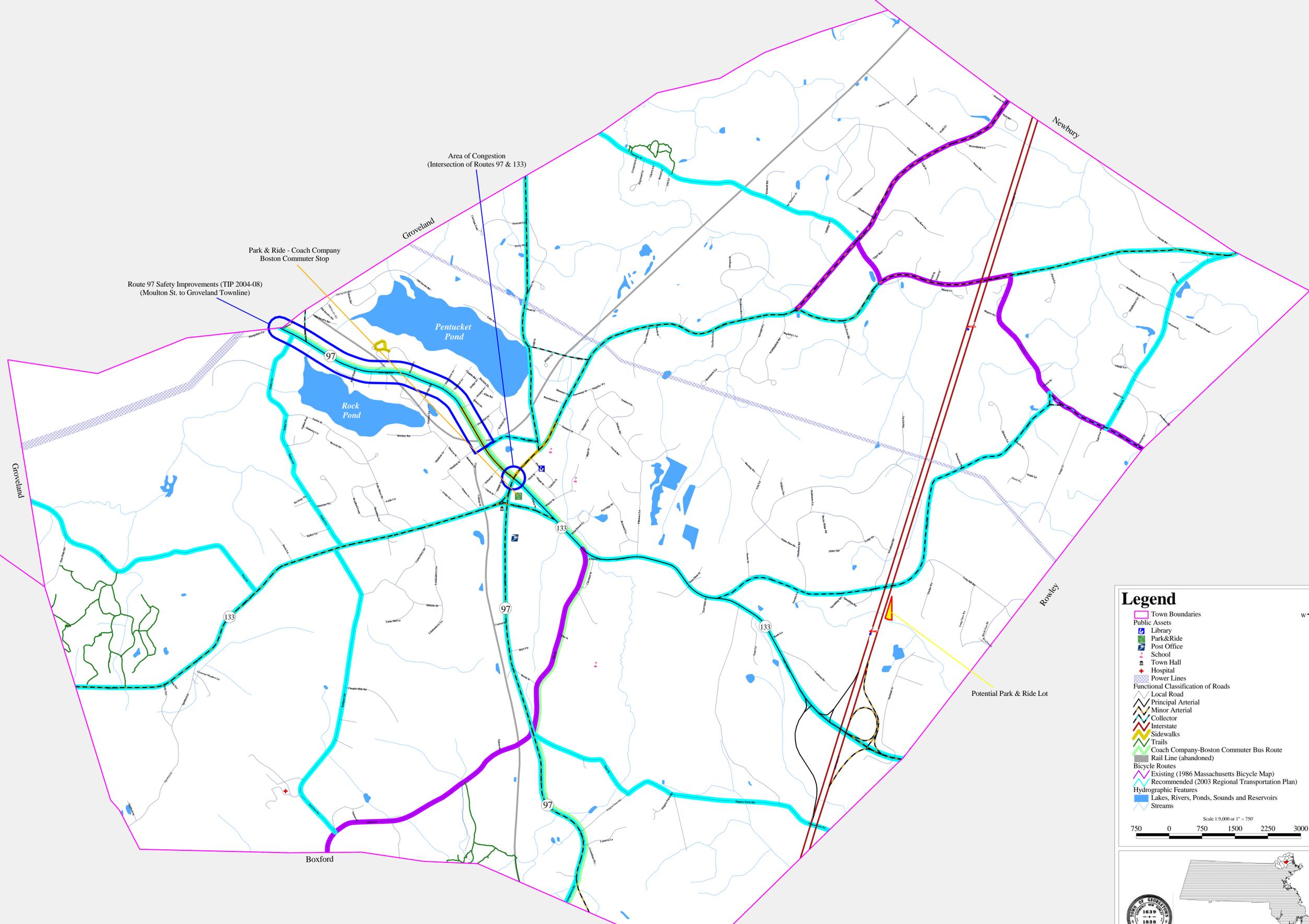
| | | | | | |
|---------------|--|-----------------------------------|---|------------------------|---|
| 1.3 | Provide adequate parking while ensuring that such facilities do not interfere significantly with traffic circulation | | | | |
| 1.3.1 | Conduct study to ascertain impacts of existing parking facilities on traffic circulation, particularly in the Square, and assess any need for changes to these facilities. If appropriate, study should make recommendations for where additional parking would be most suitable. | Planning Dept/ Selectmen | Adequate parking; Safer and less congested roadway | Low | Community Funds/ Merrimack Valley MPO |
| 1.3.2 | Implement measures identified in 1.3.1 | Planning Board/ Selectmen | Adequate parking; Safer and less congested roadway | Various | Staff Time/ Community Funds/ MHD |
| 1.3.3 | Seek and secure State and other funding to assist with actions noted in 1.3.1 and 1.3.2 as necessary | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |
| | | | | | |
| Number | Goal | | | | |
| 2 | Enhance Safe Bicycle and Pedestrian Access Throughout Town | | | | |
| | Recommended Actions | Responsible Party | Potential Community Benefits | Potential Costs | Potential Funding Sources |
| 2.1 | <i>Enhance safe pedestrian access to Georgetown Square and improve connections between neighborhoods</i> | | | | |
| 2.1.1 | Identify existing pedestrian travel corridors. | Planning Dept. | Preparation for enhance pedestrian mobility and safety | Low | Staff Time |
| 2.1.2 | Identify and adopt model design standards and policies for pedestrian and bicycle facilities that would reflect the character of Georgetown while ensuring safe pedestrian and bicycle access (same as 2.2.1) | GHD/Planning Board/ OSPR Comm | Improved aesthetics, improved pedestrian and bicycle mobility and safety | Low | Staff Time |
| 2.1.3 | With an eye to enhancing connections between neighborhoods, public facilities and recreational areas, and incorporating data from existing pedestrian and bicycle travel corridors, prepare a prioritized inventory of where sidewalks, crosswalks and and rail-trails are most desirable. | GHD/ Planning Dept./ OSPR Comm | Preparation for enhanced pedestrian mobility and safety | Low | Staff Time |
| 2.1.4 | Provide facilities identified in 2.1.3 | GHD | Enhanced pedestrian mobility and safety | Low/Medium | Community Funds/MHD |

| | | | | | |
|--|--|-----------------------------------|--|------------|---|
| 2.1.5 | Explore connecting existing neighborhoods via greenways and to consider implementing a neighborhood circulation ordinance stipulating greenway connections between future residential subdevelopments. | Planning Dept., OSPR Comm | Preparation for enhanced pedestrian mobility and safety | Low | Staff Time |
| 2.1.6 | Implement measures identified in 2.1.5. | Planning Board/ Selectment | Enhanced pedestrian mobility and safety | Low | Staff Time |
| 2.1.7 | Employ a system to monitor for, document, and prioritize pedestrian facility improvements | Planning Dept./ GHD | as above | Low | Staff Time |
| 2.1.8 | Develop a sidewalk and crosswalk maintenance program to ensure that sidewalks are passable year-round. | GHD | Improved pedestrian mobility | Low | Staff Time |
| 2.1.9 | Evaluate/provide additional facilities to service bicyclists and pedestrians at natural route endpoints, including bicycle racks, trash receptacles, and rest room facilities (same as 2.2.6). | Planning Dept./ GHD/ OSPR Comm | Improved pedestrian and bicycle mobility | Low/Medium | Community Funds/Grants/ Business Community |
| 2.1.10 | Ensure that all relevant handicapped accessibility requirements are fulfilled. | GHD | as above | Low | Staff Time |
| 2.1.11 | Seek State and other funding to assist with pedestrian improvements noted in 2.1.1 - 2.1.10 as necessary. | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |
| 2.2 | | | | | |
| <i>Enhance safe bicycle access throughout Town</i> | | | | | |
| 2.2.1 | Identify and adopt model design standards and policies for pedestrian and bicycle facilities that would reflect the character of Georgetown while ensuring safe pedestrian and bicycle access (same as 2.1.2) | GHD/Planning Board/ OSPR Comm | Improved aesthetics, improved pedestrian and bicycle mobility and safety | Low | Staff Time |
| 2.2.2 | With an eye to enhancing connections between neighborhoods, public facilities and recreational areas, and other common destinations, and incorporating existing bicycle and pedestrian travel corridors, prepare an inventory of where on- and off-road bicycle routes, including rail-trails, are most desirable. | GHD/ Planning Dept./ OSPR Comm | Preparation for enhanced bicycle mobility and safety | Low | Staff Time |
| 2.2.3 | Employ a system to monitor for, document, and prioritize potential bicycle route improvements | Planning Dept./ GHD | as above | Low | Staff Time |

| | | | | | |
|---|---|---|---|------------------------|---|
| 2.2.4 | Continue to collaborate with local and regional communities to improve and enhance regional bicycle route networks, including rail-trails. | Planning Dept./ Planning Board/ OSPR Comm | Improved bicycle mobility, access to regional trail network | Low | Staff Time |
| 2.2.5 | Construct facilities identified in 2.2.2 - 2.2.4 | GHD | Improved bicycle mobility, access to regional trail network | Low/Medium | Community Funds/ TE Funds (MHD)/ Grants |
| 2.2.6 | Evaluate/provide additional facilities to service bicyclists and pedestrians at natural route endpoints, including bicycle racks, trash receptacles, and rest room facilities (same as 2.1.9) | Planning Dept./ GHD/ OSPR Comm | Improved pedestrian and bicycle mobility | Low/Medium | Community Funds/Grants/ Business Community |
| 2.2.7 | Ensure that all relevant handicapped accessibility requirements are fulfilled. | GHD | Improved bicycle mobility | Low | Staff Time |
| 2.2.8 | Seek State and other funding to assist with bikeway improvements noted in 2.2.1 - 2.2.7 as necessary. | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |
| | | | | | |
| Number | Goal | | | | |
| 3 | Enhance Access to Public Transportation | | | | |
| | Recommended Actions | Responsible Party | Potential Community Benefits | Potential Costs | Potential Funding Sources |
| 3.1 | <i>Increase access to public transportation for Georgetown residents and visitors</i> | | | | |
| 3.1.1 | Explore potential for additional Park & Ride facility within Georgetown, ideally located near Route I-95. | Planning Dept. | Preparation for adequate commuter parking | Low | Staff Time |
| 3.1.2 | If appropriate/feasible, implement recommendations provided by 3.1.1. | Planning Board/ Selectment | Adequate commuter parking | Medium - High | MHD |
| 3.1.3 | Seek State and other funding to assist with public transportation improvements noted in 3.1.1 and 3.1.2 as necessary. | Selectmen | Sufficient funding to achieve goal | Low | Staff Time |
| | | | | | |
| ^a Low Cost is defined as below \$50,000, Medium \$50,000 - \$250,000, High \$250,000 and above | | | | | |

Transportation Facilities

Town of Georgetown



Route 97 Safety Improvements (TIP 2004-08)
(Moulton St. to Groveland Townline)

Park & Ride - Coach Company
Boston Commuter Stop

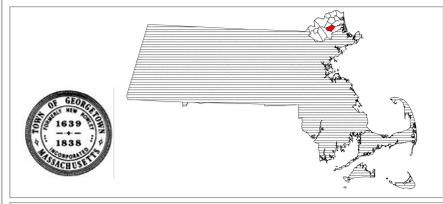
Area of Congestion
(Intersection of Routes 97 & 133)

Potential Park & Ride Lot

Legend

- Town Boundaries
- Public Assets**
 - Library
 - Park & Ride
 - Post Office
 - School
 - Town Hall
 - Hospital
- Power Lines
- Functional Classification of Roads**
 - Local Road
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Interstate
 - Sidewalks
 - Trails
 - Coach Company-Boston Commuter Bus Route
 - Rail Line (abandoned)
- Bicycle Routes**
 - Existing (1986 Massachusetts Bicycle Map)
 - Recommended (2003 Regional Transportation Plan)
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams

Scale 1:9,000 or 1" = 750'



Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

A State Designated Regional Service Center
"Mapping the Crossroads of New England"
Merrimack Valley Planning Commission (MVPC)
160 Main Street, Haverhill MA, 01830

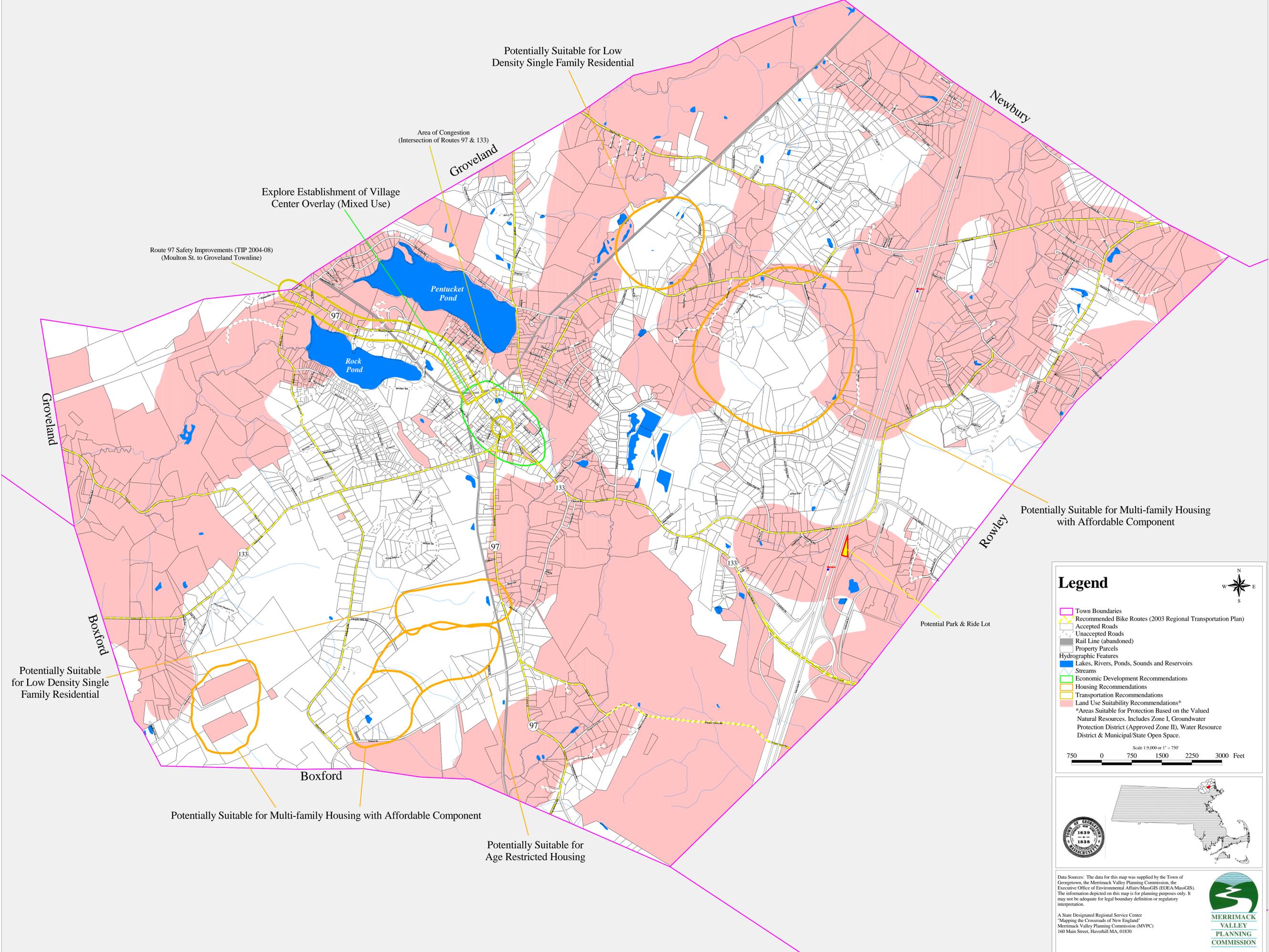
MERRIMACK VALLEY PLANNING COMMISSION

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8. ACTION PLAN

The following Action Plan map represents a synthesis of the key open space, housing, economic development, and transportation recommendations that are described in the preceding chapters. It was developed by layering the Open Space and Recreation Lands map, Land Use Suitability map, Housing Recommendations map, Economic Development Recommendations map, and Transportation Facilities map. It is intended to provide a geographical context to the various plan recommendations and to highlight consistencies and/or conflicts among the recommended actions.

Action Plan Town of Georgetown

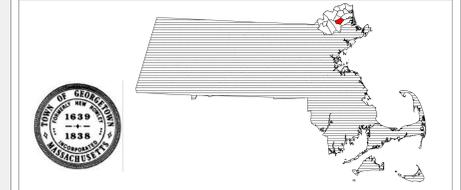


Legend

- Town Boundaries
- Recommended Bike Routes (2003 Regional Transportation Plan)
- Accepted Roads
- Unaccepted Roads
- Rail Line (abandoned)
- Property Parcels
- Hydrographic Features**
 - Lakes, Rivers, Ponds, Sounds and Reservoirs
 - Streams
- Economic Development Recommendations
- Housing Recommendations
- Transportation Recommendations
- Land Use Suitability Recommendations*
 - *Areas Suitable for Protection Based on the Valued Natural Resources. Includes Zone I, Groundwater Protection District (Approved Zone II), Water Resource District & Municipal/State Open Space.

Scale 1:9,000 or 1" = 750'

750 0 750 1500 2250 3000 Feet



Data Sources: The data for this map was supplied by the Town of Georgetown, the Merrimack Valley Planning Commission, the Executive Office of Environmental Affairs/MassGIS (EOEA/MassGIS). The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition or regulatory interpretation.

A State Designated Regional Service Center
 "Mapping the Crossroads of New England"
 Merrimack Valley Planning Commission (MVPC)
 160 Main Street, Haverhill MA, 01830

MERRIMACK VALLEY PLANNING COMMISSION

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APPENDIX A

Massachusetts OCD Sustainable Development Principles

Commonwealth Capital Application (DRAFT)

Commonwealth Capital Application Guidance (DRAFT)



SUSTAINABLE DEVELOPMENT PRINCIPLES

The mission of the Massachusetts Office for Commonwealth Development (OCD) is to care for the built and natural environment by promoting sustainable development through the integration of energy, environmental, housing, and transportation agencies' policies, programs and regulations.

OCD will encourage the coordination and cooperation of all agencies, invest public funds wisely in smart growth and equitable development, give priority to investments that will deliver living wage jobs, transit access, housing, open space, and community-serving enterprises, and be guided by a set of sustainable development principles.



1. REDEVELOP FIRST. Support the revitalization of community centers and neighborhoods. Encourage reuse and rehabilitation of existing infrastructure rather than the construction of new infrastructure in undeveloped areas. Give preference to redevelopment of brownfields, preservation and reuse of historic structures and rehabilitation of existing housing and schools.



2. CONCENTRATE DEVELOPMENT. Support development that is compact, conserves land, integrates uses, and fosters a sense of place. Create walkable districts mixing commercial, civic, cultural, educational and recreational activities with open space and housing for diverse communities.



3. BE FAIR. Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure social, economic, and environmental justice. Make regulatory and permitting processes for development clear, transparent, cost-effective, and oriented to encourage smart growth and regional equity.



4. RESTORE AND ENHANCE THE ENVIRONMENT. Expand land and water conservation. Protect and restore environmentally sensitive lands, natural resources, wildlife habitats, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open space. Preserve critical habitat and biodiversity. Promote developments that respect and enhance the state's natural resources.



5. CONSERVE NATURAL RESOURCES. Increase our supply of renewable energy and reduce waste of water, energy and materials. Lead by example and support conservation strategies, clean power and innovative industries. Construct and promote buildings and infrastructure that use land, energy, water and materials efficiently.



6. EXPAND HOUSING OPPORTUNITIES. Support the construction and rehabilitation of housing to meet the needs of people of all abilities, income levels and household types. Coordinate the provision of housing with the location of jobs, transit and services. Foster the development of housing, particularly multifamily, that is compatible with a community's character and vision.



7. PROVIDE TRANSPORTATION CHOICE. Increase access to transportation options, in all communities, including land- and water-based public transit, bicycling, and walking. Invest strategically in transportation infrastructure to encourage smart growth. Locate new development where a variety of transportation modes can be made available.



8. INCREASE JOB OPPORTUNITIES. Attract businesses with good jobs to locations near housing, infrastructure, water, and transportation options. Expand access to educational and entrepreneurial opportunities. Support the growth of new and existing local businesses.



9. FOSTER SUSTAINABLE BUSINESSES. Strengthen sustainable natural resource-based businesses, including agriculture, forestry and fisheries. Strengthen sustainable businesses. Support economic development in industry clusters consistent with regional and local character. Maintain reliable and affordable energy sources and reduce dependence on imported fossil fuels.



10. PLAN REGIONALLY. Support the development and implementation of local and regional plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the larger Commonwealth.

COMMONWEALTH CAPITAL APPLICATION



Municipality:

Email:

Date:

Name:

Title:

Phone:

Please attach to this application a letter signed by the municipality’s chief elected official designating a point of contact and outlining how the community has met, or made a binding commitment to, the following criteria. For zoning measures, please cite the zoning bylaw or ordinance and submit a zoning map. For non-zoning criteria or recently passed zoning, provide a copy of pertinent plans, bylaws, appropriations, maps, or other documentation. Electronic submissions are preferred. See Application guidance for additional details and a sample letter.

| | | Existing | Commit |
|---|---|--|------------------------------|
| 1. PROMOTE COMPACT DEVELOPMENT (42) | | | |
| a. | Mixed-use zoning district with capacity for additional growth | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |
| b. | Zoning for accessory units | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |
| c. | Zoning allowing, as of right, multi-family dwellings (not age restricted) | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| | If capacity exists within such districts for the equivalent of >20% of existing units in the community | <input type="checkbox"/> (3) | <input type="checkbox"/> (1) |
| d. | Zoning for clustered development | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| | If zoning is mandated, as of right, or has been utilized in the past 12 months | <input type="checkbox"/> (3) | <input type="checkbox"/> (1) |
| e. | Zoning for transfer of development rights | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |
| f. | Zoning directing new development to existing water and sewer network | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |
| 2. EXPAND HOUSING OPPORTUNITIES (33) | | | |
| a. | Executive Order 418 Housing Certification, including, where applicable, regional certification | <input type="checkbox"/> (7) | |
| b. | DHCD-approved Affordable Housing Plan | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |
| c. | Attainment of the affordable housing goals | <input type="checkbox"/> (7) | |
| d. | Zoning requiring the inclusion of affordable units | <input type="checkbox"/> (6) | <input type="checkbox"/> (3) |
| e. | Local funding or use of appropriate municipally-owned land | <input type="checkbox"/> (6) | <input type="checkbox"/> (2) |
| 3. REUTILIZE BROWNFIELDS AND ABANDONED BUILDINGS (12) | | | |
| a. | Plan for redevelopment: (a) inventory, (b) remediation/reuse strategy, (c) site planning, (d) other | <input type="checkbox"/> (6) | <input type="checkbox"/> (3) |
| b. | Incentives for Brownfields assessments and reuse: (a) funding, (b) tax incentives, (c) permit streamlining, (d) other | <input type="checkbox"/> (6) | <input type="checkbox"/> (3) |
| 4. PLAN FOR LIVABLE COMMUNITIES (10) | | | |
| a. | Current Master Plan or Executive Order 418 Community Development Plan | <input type="checkbox"/> (2) | <input type="checkbox"/> (1) |
| | If zoning is consistent with the plan | <input type="checkbox"/> (2) | <input type="checkbox"/> (2) |
| | If the plan and zoning are consistent with relevant Regional Policy Plan (when available) | <input type="checkbox"/> (2) | <input type="checkbox"/> (1) |
| b. | Current DCS-approved Open Space and Recreation Plan | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| 5. PROMOTE LIVABLE COMMUNITIES (12) | | | |
| a. | Adoption of Community Preservation Act or Land Bank, or recent passage of municipal bond authorization or significant funding for open space protection | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| b. | Protection of 15-25% of land area by a permanent Chapter 184-type restriction or fee-simple Article 97 type acquisition | <input type="checkbox"/> (2) | |
| | If 25% or more of land area | <input type="checkbox"/> (3) | |
| | If a restriction or fee acquisition occurred in the past 12 months | <input type="checkbox"/> (3) | |
| | If a restriction or acquisition was undertaken jointly with a land trust in past 12 months | <input type="checkbox"/> (2) | |
| 6. ADVANCE SOUND WATER POLICY (12) | | | |
| a. | Water Conservation Plan consistent with the Water Conservation Standards | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| b. | Implementation of (a) stormwater BMPs, (b) LID techniques, (c) other water resource measures | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| c. | Integrated Water Resources Management Plan | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| 7. PRESERVE WORKING NATURAL LANDSCAPES (12) | | | |
| a. | Right-to-farm bylaw | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| b. | Zoning for agricultural and forestry uses (≥10 acres per dwelling unit) | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| c. | Existing agricultural commission or use of Ch. 61-61A-61B right of first refusal in last 2 years | <input type="checkbox"/> (4) | |
| 8. PROMOTE SUSTAINABLE DEVELOPMENT VIA OTHER ACTIONS (7) | | | |
| a. | Existing or commitment to local measures or actions not listed | <input type="checkbox"/> (7) | <input type="checkbox"/> (5) |
| TOTAL BOTH EXISTING & COMMIT POINTS (MAX. 140) | | <input style="width: 100px; height: 30px;" type="text"/> | |

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Commonwealth Capital Application Guidance

This document is intended solely to assist communities as they complete and submit their Commonwealth Capital application to the Office for Commonwealth Development (OCD). For information on OCD and its policy initiatives, including a copy of the Romney Administration's Sustainable Development Principles, please visit www.mass.gov/ocd/. Detailed information on the Commonwealth Capital policy can be found on the OCD website at: www.mass.gov/ocd/comcap.html.

Education Sessions & Technical Assistance: Beginning in June of 2004, sessions will be held across the state to assist communities in understanding Commonwealth Capital and completing their application. In addition, technical assistance will be available to assist communities in completing their Commonwealth Capital applications and to help them implement sustainable development consistent land use regulations. Visit OCD's Commonwealth Capital web page at www.mass.gov/ocd/comcap.html for a schedule of upcoming sessions and other information.

Scoring: A municipality's score on this application will represent 20% of its overall score on any application to a Commonwealth Capital program (see OCD's Commonwealth Capital web page for more detail). Communities receive points on their Commonwealth Capital application for measures already in place at the time of application, and for those to which they are willing to commit. In most cases, communities can receive points for either an existing measure or one they are willing to commit to, but not both.

Some criteria, such as the establishment of an agricultural commission or the concentration of growth on a water and sewer network, are not feasible in every community. The application has been crafted in a way that will ensure balanced access to grants across urban, suburban, and rural communities. As a result, applicant communities are not expected to earn all available Commonwealth Capital points; a good score may be half of available points.

Documentation: In addition to a letter signed by the chief elected official (see example in Appendix 1) outlining fulfillment of the criteria and assigning a specific municipal designee, communities must document existing zoning measures by citing the zoning bylaw or ordinance and submitting a zoning map (preferably in electronic format on a CD-ROM or as an attachment to email). OCD will verify the existence of these measures via the Ordinance.com website. For non-zoning related criteria, recently passed zoning measures, or where a municipality does not submit their bylaw or ordinances to www.ordinance.com, communities will provide a copy of pertinent plans, bylaws, appropriations, maps or other documentation (preferably in electronic format on a CD-ROM or as an attachment to email) in support of their application. Communities will show commitment to implementing criteria by providing a letter from the appropriate municipal board, commission, or authority documenting an approved motion to take the plan or technique to a vote of the appropriate municipal organization within one year of application. For example, communities would demonstrate their commitment to implementation of cluster zoning by providing a letter documenting a motion accepted by the planning board to develop, review, and submit an appropriate by-law or ordinance for consideration by the local legislative body (i.e. town meeting or city council) within 12 months.

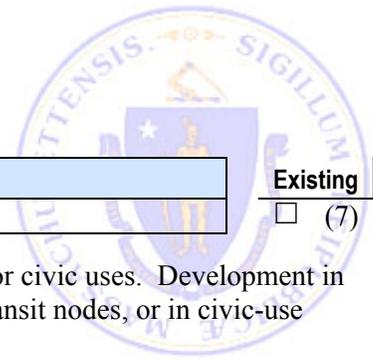
Applications should be submitted to: Massachusetts Office for Commonwealth Development
Attn: Commonwealth Capital
100 Cambridge Street, 10th Floor
Boston, MA 02114

Process: While Commonwealth Capital applications can be submitted at any time, and will be good for all Commonwealth Capital programs, it is suggested that communities submit applications--both program and Commonwealth Capital applications--to meet specific program deadlines (as per past practice). The resulting score will be good for the remainder of the state fiscal year (July 1--June 30). If local circumstances change, documentation can be submitted to amend a community's application and increase the score received. An OCD interagency team will review applications within 30 days of receipt. The municipal designee whose name would appear at the top of the Commonwealth Capital application) will be contacted if questions arise or information is missing. In addition, the designee will be contacted for a discussion of the municipality's score prior to a public posting of the municipality's score on OCD's Commonwealth Capital web page.

Questions: For questions on Commonwealth Capital, please visit www.mass.gov/ocd/comcap.html; send an email to commcap@massmail.state.ma.us, or call (617) 626-1154.

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Specific Guidance for Evaluation Criteria



| 1. PROMOTE COMPACT DEVELOPMENT (42) | | Existing | Commit |
|-------------------------------------|---|------------------------------|------------------------------|
| a. | Mixed-use zoning district with capacity for additional growth | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |

Mixed-use zoning districts incorporate housing as well as industrial, commercial, or civic uses. Development in these districts can occur as adaptive reuse, upper story and infill development at transit nodes, or in civic-use districts, downtowns, or commercial areas.

One of the key ways in which the Commonwealth can achieve a more sustainable development pattern is to grow in the traditional pattern of our past. This criterion encourages communities to redevelop first and to concentrate development in new or existing mixed-use districts that include housing, commercial, and civic uses.

Mixed-use zoning districts must include capacity for the creation of a meaningful number of new housing units and square feet of additional space for other uses. Communities will submit a map illustrating the district(s) and cite the zoning text. In addition, communities will discuss the feasible use of the bylaw to create new development. Ideally capacity for future growth will be demonstrated through the completion of a buildout analysis for mixed-use zoning district(s), however, communities can document capacity for growth through any convincing means.

It is expected that these districts will be at a variety of scales and densities that reflect the diversity of communities from the rural towns of the Berkshires to the urban centers of eastern Massachusetts. Guidance on traditional neighborhood design, which emphasizes mixed-use zoning, can be found at:

commpres.env.state.ma.us/content/tnd.asp.

| 1. PROMOTE COMPACT DEVELOPMENT (42) | | Existing | Commit |
|-------------------------------------|----------------------------|------------------------------|------------------------------|
| b. | Zoning for accessory units | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |

Accessory dwelling units are independent units created within or on the lot of single-family homes. Accessory units can be a cost-effective means of increasing the supply of affordable rental housing in a community without substantially changing the community’s character or needing to provide new infrastructure (road, sewers, etc.). While accessory unit bylaws and ordinances are becoming more common, many communities still prohibit accessory units. This criterion encourages communities to pass zoning that will allow for the creation of accessory units as a means of adding to their housing supply quickly and in a sustainable manner.

Communities with zoning in place that permits accessory units must identify the zoning ordinance or bylaw and its citation in order to receive 7 points. Municipalities committing to take an accessory unit bylaw or ordinance to town meeting or city council for a vote within 12 months of submitting their Commonwealth Capital application will receive 3 points.

Information on accessory dwelling units can be found in Chapter 3 “Zoning and Land Use Strategies” of the Citizens’ Housing and Planning Association’s (CHAPA) publication, *Taking the Initiative: Guidebook on Creating Local Affordable Housing Strategies*, available at: www.mhp.net/community/initiative_guidebook.php.

| 1. PROMOTE COMPACT DEVELOPMENT (42) | | Existing | Commit |
|-------------------------------------|---|------------------------------|------------------------------|
| c. | Zoning allowing as of right multi-family dwellings (not age restricted) | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| | If capacity exists within such districts for the equivalent of $\geq 20\%$ of existing units in the community | <input type="checkbox"/> (3) | <input type="checkbox"/> (1) |

The intent of this criterion is to encourage communities to establish as of right zoning for duplex, three-family, apartment buildings, housing above retail, and other types of multi-family units. For the purpose of this criterion, housing other than a single-family home is considered multi-family (with one exception; accessory units will not be counted under this criterion as they have their own, 1b, above). Less than half of Massachusetts’ communities have zoned for the construction of any new multi-family housing as of right. However, more multi-family units are needed to increase the diversity of housing options and to lower the overall cost of housing.

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Points for this criterion are cumulative. Communities that have zoned for multi-family housing as of right (not age restricted) will receive 4 points, or with a commitment, 2 points. Communities that have zoned enough land area to produce housing units in multi-family structures in excess of 20% of the number of existing units in the community will receive an additional 3 pts (thus 7 points total for this criterion) or with a commitment to enhance the development potential of an existing district to 20% or more of existing units an additional point (thus 5 points total). With a commitment to both zoning for multi-family housing and production in excess of 20%, a community will receive 3 points (the total of both commitment points). Example: In order to receive seven points, a community with 1,000 existing housing units needs to have capacity for 200 or more multi-family units as of right within a zoning district or districts. Note: These units may or may not already exist.

For documentation, communities will submit a zoning map and the zoning bylaw or ordinance citation indicating where multi-family is allowed as of right, accompanied by a very basic analysis of the number of units that could be constructed within the district(s). While ideally yield would be calculated through a buildout analysis, these calculations need only be precise enough to approximate the unit yield. In most instances, total land area in the district divided by land area required per unit will suffice. For example, a district with a requirement for 5,000 square feet of land area per unit, and which consists of 50 acres, would be assumed to yield 435 units. Those without a land area requirement will need to submit alternative documentation (for instance, a calculation using floor area ratio and an assumed gross square foot area per unit for estimating # of units).

| 1. PROMOTE COMPACT DEVELOPMENT (42) | | Existing | Commit |
|-------------------------------------|--|------------------------------|------------------------------|
| d. | Zoning for clustered development | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |
| | If zoning is mandated, as of right, or has been utilized in the past 12 months | <input type="checkbox"/> (3) | <input type="checkbox"/> (1) |

A cluster subdivision (otherwise known as open space residential design or conservation subdivision design) concentrates houses on smaller parcels of land, while the additional land, which would have been allocated to individual lots, is permanently protected (preferably with a permanent Chapter 184-type restriction) as open space. Typically, road frontage, lot size, setbacks, and other subdivision regulations are redefined to permit the developer to preserve ecologically sensitive areas, historical sites, or other unique characteristics of the land being subdivided.

This technique provides housing and protects open space as part of the development process, without the need for local or state funding. If broadly applied in a coordinated fashion, it has the potential to conserve important natural resource areas and connecting corridors while allowing landowners to develop much needed housing.

Points for this criterion are cumulative. Passage of a bylaw or ordinance which permits cluster by special permit earns a community 4 points (A commitment to a vote of the local legislative body within the next 12 months on a cluster by special permit bylaw or ordinance earns 2 points). Communities can earn 3 additional points (or one additional point for commitment) in two different ways. A community that permits cluster development as of right or mandates cluster development will receive 3 additional points. Or communities who have issued a building permit for a cluster subdivision within the 12-month period preceding their application can also earn the additional 3 points (for a total of 7). Points are available for communities that commit to cluster development by taking a bylaw or ordinance to a vote of the local legislative body within the next 12 months (2 points) and an additional point is available (total of 3) for those communities that take an as of right or mandatory cluster bylaw or ordinance to a vote (or a total of 5 for communities with existing cluster zoning and a commitment to change to an as of right or mandatory cluster provision).

Submittal of the zoning map and citation of the bylaw or ordinance suffices for documentation of existing zoning. Communities show their commitment to implement cluster zoning by providing a letter documenting a motion accepted by the planning board to develop, review, and submit an appropriate by-law or ordinance for consideration by the local legislative body within 12 months.

Information on this technique is available at: commpres.env.state.ma.us/content/csd.asp.

| 1. PROMOTE COMPACT HOUSING AND DEVELOPMENT (42) | | Existing | Commit |
|---|---|------------------------------|------------------------------|
| e. | Zoning for transfer of development rights | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |

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Transfer of Development Rights (TDR) is a zoning technique that uses market forces to transfer development from one location (the “sending area”) where development is undesirable (examples include farms, forests and water supply lands.) to another location (the “receiving area”) where growth is more suited (examples include a downtown, rail station, and a brownfield site.). A typical use of TDR transfers growth from prime agricultural land to a community’s downtown, where it can occur at a greater density than would otherwise be possible. TDR is a zoning technique with a great deal of untapped potential as a tool for large-scale land protection and the accommodation and concentration of new development, both policy goals of the Romney Administration.

With appropriate documentation, a TDR bylaw earns a community 7 points. Commitment to take a bylaw or ordinance to a vote of the local legislative body within one year earns a community 3 points. Information on transfer of development rights can be found at: commpres.env.state.ma.us/content/tdr.asp.

| 1. PROMOTE COMPACT DEVELOPMENT (42) | | Existing | Commit |
|--|--|------------------------------|------------------------------|
| f. | Zoning directing new development to existing water and sewer network | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |

A key smart growth premise is full utilization of existing infrastructure prior to extension or expansion of infrastructure capacity. The Romney Administration supports the use of existing water and sewer infrastructure (if possible) before constructing new water and sewer lines to previously undeveloped sites. Where such infrastructure exists, a community will earn 7 points by demonstrating that growth in serviced areas is of higher density, comprised of different uses, or otherwise reflects the intention of the community to use the availability of water and/or sewer infrastructure as a growth management tool. Note: It is recognized that not all locations with water and/or sewer infrastructure are appropriate for future growth and utilization of existing water and sewer networks should be consistent with sound water policy.)

Communities should cite bylaws or ordinances, and submit maps, plans, or other documentation to show that existing land use regulations achieve this criterion. Communities can earn three points by submitting a letter from an appropriate municipal board or commission demonstrating their commitment to this technique.

| 2. EXPAND HOUSING OPPORTUNITIES (33) | | Existing |
|---|--|------------------------------|
| a. | Executive Order 418 Housing Certification, including, where applicable, regional certification | <input type="checkbox"/> (7) |

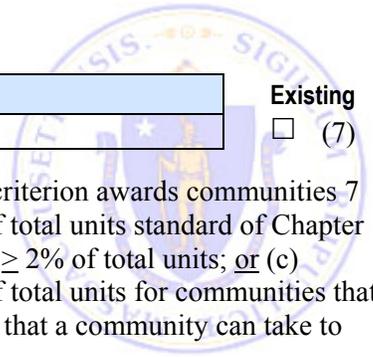
A key goal of the Romney Administration is to expand housing opportunities. Executive Order 418 provides an incentive to communities to do so. Municipalities can apply annually to the Department of Housing and Community Development (DHCD) for housing certification, indicating that they have produced housing units that meet certain guidelines. Communities who achieve certification during FY 2005 earn seven points and need not submit additional documentation. Information about E.O. 418 housing certification and a list of FY05 certified communities are available at: www.massdhcd.com/eo418/homepage2.htm.

| 2. EXPAND HOUSING OPPORTUNITIES (33) | | Existing | Commit |
|---|---------------------------------------|------------------------------|------------------------------|
| b. | DHCD-approved Affordable Housing Plan | <input type="checkbox"/> (7) | <input type="checkbox"/> (3) |

One of the critical challenges facing the Commonwealth is a lack of affordable housing. Pursuant to Chapter 40B, DHCD established by regulation the ability for communities to plan in advance for the provision of affordable housing to meet their 40B obligation. Affordable Housing Plans include an analysis of needs, statement of goals, and a strategy for achieving a mix of housing including family housing, rental and homeownership opportunities. This criterion encourages municipalities to complete an Affordable Housing Plan documenting their strategy for housing construction and will earn a community 7 points.

DHCD’s list of approved plans, available at www.state.ma.us/dhcd/Toolkit/PProd/ApPlans.htm, will be used to verify applications. Communities who submit Affordable Housing Plans for review by DHCD are considered eligible to receive these points. Communities seeking three points for commitment will submit a letter from their chief elected official stating that an Affordable Housing Plan will be completed and submitted to DHCD within one year of application to Commonwealth Capital. All plans must meet standards established by the DHCD and available with other information at: www.state.ma.us/dhcd/Toolkit/PProd/default.htm.

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| 2. EXPAND HOUSING OPPORTUNITIES (33) | | Existing | Commit |
|---|--|------------------------------|--------|
| c. | Attainment of the affordable housing goals | <input type="checkbox"/> (7) | |

Insufficient affordable housing is a key problem facing the Commonwealth. This criterion awards communities 7 points for attainment of affordable housing goals defined as (a) meeting the 10% of total units standard of Chapter 40B; (b) creation in the previous calendar year of subsidized housing equivalent to $\geq 2\%$ of total units; or (c) creation in the previous calendar year of subsidized housing equivalent to 0.75% of total units for communities that have an approved Affordable Housing Plan. This criterion is identical to measures that a community can take to receive relief from Chapter 40B under pending legislation.

Municipalities do not need to submit documentation for this criterion. The Subsidized Housing Inventory maintained by DHCD will be used to determine that the 10% goal has been met, and new additions to the inventory will be used to assess municipal attainment of the 2 unit creation measures. Communities should ensure, however, that qualifying affordable units constructed in the last year are included in DHCD's inventory.

Related information can be found at:

Subsidized Housing Inventory: www.state.ma.us/dhcd/Toolkit/shi.htm

Planned Production: www.state.ma.us/dhcd/Toolkit/PProd/default.htm

| 2. EXPAND HOUSING OPPORTUNITIES (33) | | Existing | Commit |
|---|--|------------------------------|------------------------------|
| d. | Zoning requiring the inclusion of affordable units | <input type="checkbox"/> (6) | <input type="checkbox"/> (3) |

Inclusionary zoning requires that a certain percentage of housing units constructed in a particular development be affordable. For example, a 15% affordability requirement would mandate that a developer of a 100-unit subdivision provide 15 units of housing affordable to those who earn no more than 80% of the area wide median income. Note: A density bonus often accompanies an affordability requirement, allowing a developer to build more housing units than zoning would otherwise permit.

Seven points will be awarded to communities with inclusionary zoning in place. Communities will submit a zoning map showing where the zoning applies and a citation of the bylaw or ordinance. Three points will be awarded to communities that commit to a vote on an inclusionary zoning bylaw or ordinance within the next 12 months.

Communities will submit a letter so indicating from the planning board. Information on inclusionary zoning can be found in Chapter 3 "Zoning and Land Use Strategies" of the CHAPA publication, *Taking the Initiative: Guidebook on Creating Local Affordable Housing Strategies* available at: www.mhp.net/community/initiative_guidebook.php.

| 2. EXPAND HOUSING OPPORTUNITIES (33) | | Existing | Commit |
|---|--|------------------------------|------------------------------|
| e. | Local funding or use of appropriate municipally-owned land | <input type="checkbox"/> (6) | <input type="checkbox"/> (2) |

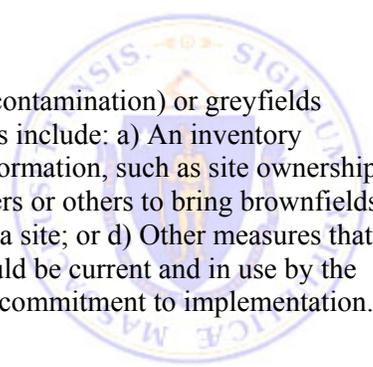
Municipalities (including a housing authority acting on a municipality's behalf) can demonstrate their support (and earn 6 points) for expansion of housing opportunities by providing funding (from a variety of sources including the Community Preservation Act (CPA)) or municipal land for housing production. As documentation, communities will provide a narrative on the amount of funding or land provided for housing purposes within the past two years, including a description of the quantity and affordability of housing produced as a result of the municipality's actions. The receipt and use by a municipality of Community Development Block Grant (CDBG) funds or other municipally-administered grant funds for housing production will be considered local for the purpose of this application. Communities earn 2 points for commitment to seek municipal funding or land dedication for housing within the next 12 months.

| 3. REUTILIZE BROWNFIELDS AND ABANDONED BUILDINGS (12) | | Existing | Commit |
|--|---|------------------------------|------------------------------|
| a. | Plan for redevelopment: (a) inventory, (b) remediation/reuse strategy, (c) site planning, (d) other | <input type="checkbox"/> (6) | <input type="checkbox"/> (3) |

"Redevelop First" is a key tenet of smart growth and the first of OCD's Sustainable Development Principles. Completion of or a commitment to any of the actions (a-d) will earn a community 6 or 3 points respectively. Communities will submit appropriate documentation, i.e. inventories, redevelopment or site plans, etc. with their applications. These measures relate to actions a community (individually or as part of a regional effort) took or will

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take to plan for redevelopment of brownfields (land contaminated or suspected of contamination) or greyfields (land vacant or underutilized but not suspected of contamination.). Planning efforts include: a) An inventory completed at the local or regional level to develop a list of such sites with basic information, such as site ownership; b) A remediation/reuse strategy outlining practical means of encouraging site owners or others to bring brownfields or greyfields into productive use; c) Site planning specific to the redevelopment of a site; or d) Other measures that demonstrate a municipality’s commitment to redevelopment. These measures should be current and in use by the community; any of measures (a-d) will earn a municipality 6 points or 3 points for commitment to implementation. Brownfields information can be found at: www.mass.gov/dep/bwsc/brownfld.htm.



| 3. REUTILIZE BROWNFIELDS AND ABANDONED BUILDINGS (12) | |
|--|--|
| b. | Incentives for Brownfields assessments and reuse: (a) funding, (b) tax incentives, (c) permit streamlining (d) other |

Existing (6) Commit (3)

As with **3 a.** above, completion of or a commitment to any of the actions (**a-d**) will earn a community 6 or 3 points respectively (submit appropriate documentation, i.e. zoning or budget citation, property tax code). This criterion measures a community’s financial or regulatory efforts related to redevelopment of brownfields or greyfields. Funding must be at a meaningful level, and could be provided through a variety of means including the creation of a revolving fund, contribution to a regional brownfields cleanup program, or bond authorization. Local tax incentives include use of tax increment financing, business improvement districts, or other measures that provide owners or purchasers of brownfields or greyfields with meaningful incentives to redevelop these sites. Any substantive streamlining of the permitting process for such sites will earn a community points. Zoning and other measures can demonstrate the community’s commitment. In order to earn the 6 points, any of measures (**a-d**) must be currently available to parties seeking to reuse sites in the community. Brownfields information can be found at: www.mass.gov/dep/bwsc/brownfld.htm.

| 4. PLAN FOR LIVABLE COMMUNITIES (10) | |
|---|---|
| a. | Current Master Plan or Executive Order 418 Community Development Plan |
| | If zoning is consistent with the plan |
| | If the plan and zoning are consistent with relevant Regional Policy Plan (when available) |

Existing (2) Commit (1)
 (2) (2)
 (2) (1)

The Romney Administration supports planning for future growth and, under this criterion, communities receive points for completing or committing to the completion of either a Master Plan that meets the requirements of Chapter 41 Section 81D or a Community Development Plan pursuant to Executive Order 418. Points for this criterion are cumulative; completion of a plan is worth 2 points, consistency between a community’s plan and zoning is worth an additional 2 points, and consistency with the regional policy plan of a community’s Regional Planning Agency earns a community 2 more points, for a maximum of 6 points for this criterion. Ideally plans will be updated every five years, however for the purpose of this criterion, communities can demonstrate that their plan is current by documenting recent re-examination and affirmation of the plan’s goals, passage of bylaws, or ordinances implementing the plan, submission of grant applications designed to follow-up on the plan, or similar measures.

It is expected that many communities will earn 2 points for having a plan, but few will earn the additional points for zoning that is consistent with the plan or a plan that is consistent with the relevant Regional Policy Plan. It is not necessary to submit any documentation if a community has completed a Community Development Plan, as OCD has a complete list of communities who have completed a Community Development Plan. Those communities earning points for a Master Plan should NOT submit paper copies of their plan. Electronic submissions of the entire plan are preferred on CD-ROM. If the plan exists only in paper form, please submit only an executive summary or goals statement electronically via email or CD-ROM. In addition, communities should attach to their application, documentation for any points they believe they are entitled to for consistency of the plan with zoning or consistency with the Regional Policy Plan. Consistency between plans and zoning can be demonstrated by listing goals and policies, land use objectives, and/or “action items” from an implementation section of a community’s plan and zoning provisions that correspond to those goals. Similarly, communities will indicate ways in which their plan and zoning conform to the land use goals of their RPA’s Regional Policy Plan. Communities without a plan in place can earn additional points by committing to completion of a Master Plan (1 point; with 2 additional points for

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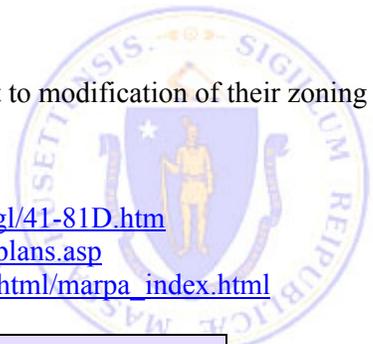
commitment to consistency with the relevant regional policy plan.) or commitment to modification of their zoning to conform to the plan (2 points).

Related information:

Chapter 41 Section 81D Master Plan requirements: www.state.ma.us/legis/laws/mgl/41-81D.htm

Community Development Plan information: commpres.env.state.ma.us/content/cdplans.asp

Massachusetts Association of Regional Planning Agencies: www.pyvpc.org/marpa/html/marpa_index.html



| | | | |
|---|---|------------------------------|------------------------------|
| 4. PLAN FOR LIVABLE COMMUNITIES (10) | | Existing | Commit |
| b. | Current DCS-approved Open Space and Recreation Plan | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

Open Space and Recreation Plans identify and plan for local open space priorities. These plans guide a community’s management of natural resources and recreational opportunities and facilities. The Romney Administration supports pro-active planning for natural resource protection and recreation as an important way of promoting stewardship of natural resources. The state’s Division of Conservation Services (DCS) has long-standing requirements for the completion of an Open Space & Recreation Plan (valid for a 5-year period) before a community can apply for Self-Help, Urban Self-Help and Federal Land and Water Conservation Fund grant rounds. Additional information is available at: www.state.ma.us/envir/dcs/openspace/default.htm.

Communities with a DCS approved Open Space and Recreation Plan receive 4 points; OCD will rely upon the latest list of communities with approved and valid plans from DCS as documentation. As within other criterion, communities can earn 2 commitment points if they have either submitted a draft plan to DCS for review or submitted a letter from the Conservation Commission indicating their intent to complete and submit an Open Space and Recreation Plan within the next 12 months.

| | | | |
|--|---|------------------------------|------------------------------|
| 5. PROMOTE LIVABLE COMMUNITIES (12) | | Existing | Commit |
| a. | Adoption of Community Preservation Act (CPA) or Land Bank, or recent passage of municipal bond authorization or significant funding for open space protection | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

The Romney Administration encourages communities to adopt open space funding measures to promote livable and environmentally sustainable communities. (Note: the CPA can also be used for historic preservation and affordable housing needs.) Through each of these measures, a municipality demonstrates its commitment to fund land protection with its own resources. The means by which a municipality raises these funds is intentionally flexible; for example, a set aside of hotel/motel taxes to land protection would be acceptable. In order to earn 4 points, non-CPA or Land Bank communities must have authorized or utilized “significant” funding, equivalent to that which would typically be raised by the CPA or Land Bank, over the last two years. Communities can earn 2 points by committing to seek municipal funding within the next year. Appropriate documentation, such as a copy of a town meeting warrant article approving funding, should be submitted. Information on the Community Preservation Act is available at: commpres.env.state.ma.us/content/cpa.asp.

| | | |
|--|---|------------------------------|
| 5. PROMOTE LIVABLE COMMUNITIES (12) | | Existing |
| b. | Protection of 15-25% of land area by a permanent Chapter 184-type restriction or fee-simple Article 97-type acquisition | <input type="checkbox"/> (2) |
| | If 25% or more of land area | <input type="checkbox"/> (3) |
| | If a restriction or fee acquisition occurred in the past 12 months | <input type="checkbox"/> (3) |
| | If a restriction or acquisition was undertaken jointly with a land trust in past 12 months | <input type="checkbox"/> (2) |

This criterion acknowledges the value to the Commonwealth of existing protected open space and gives communities with a significant portion of their community in permanently protected status, credit for their contribution. Communities also receive credit for recent actions to permanently protect land.

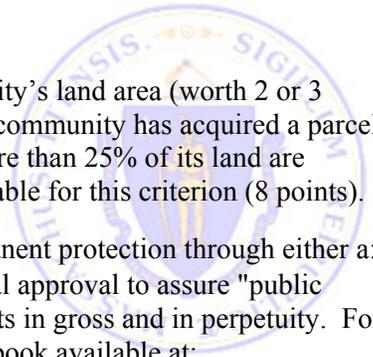
No documentation of the amount of permanently protected land need be submitted, as MassGIS will utilize its protected open space GIS datalayer to make this determination on behalf of OCD. However, communities should ensure that recent acquisitions or restrictions have been submitted to MassGIS for inclusion in the datalayer, as these submissions will be used to award points for recent land protection.

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Note that beyond permanent protection of 15-25% or more than 25% of a community's land area (worth 2 or 3 points respectively), the points for this criterion are cumulative. For example, if a community has acquired a parcel of land in the last year (3 points) in concert with a land trust (2 points), and has more than 25% of its land are permanently protected (3 points), it will earn the maximum number of points available for this criterion (8 points).

It is important to the Romney Administration that land acquired also receive permanent protection through either a:

- Chapter 184-type conservation restriction, which requires EOEAs secretarial approval to assure "public benefit." The Secretary's approval affords certain protections for easements in gross and in perpetuity. For more, information, read the Massachusetts Conservation Restriction Handbook available at: www.state.ma.us/envir/dcs/restrictions/default.htm); or
- Article 97 protection (www.mass.gov/legis/const.htm#art097.htm). Lands acquired for the natural resource purpose listed in Article 97 require approval of the General Court before they can be sold or used for other purposes. EOEAs Article 97 Land Disposition Policy can be found at: www.mass.gov/envir/mepa/fourthlevelpages/article97policy.htm



| 6. ADVANCE SOUND WATER POLICY (12) | | Existing | Commit |
|------------------------------------|--|------------------------------|------------------------------|
| a. | Water Conservation Plan consistent with the Water Conservation Standards | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

One way in which communities can meet current and future demands for water is through increased efficiency of water use. The Romney Administration encourages communities to create a Water Conservation Plan consistent with the Water Conservation Standards of the Massachusetts Water Resources Commission. These Standards help achieve environmental and economic benefits, such as protecting water supply sources for future needs, reducing costs for treatment and disposal, reducing system throughput, decreasing the potential for pollution of ground and surface waters, improving service to water supply customers while holding down costs, and helping to protect ground water and surface water levels and flow regimes to protect habitats and the natural functioning of riverine systems.

The [Water Resources Commission](#) adopted Water Conservation Standards with the goal of providing practical recommendations to assist public and private water utilities in achieving the maximum possible efficiency in their water supply systems and in encouraging increasing efficiency by consumers. Communities should submit their Water Conservation Plan to receive 4 points or a letter committing to the development of a Plan to receive 2 points.

| 6. ADVANCE SOUND WATER POLICY (12) | | Existing | Commit |
|------------------------------------|--|------------------------------|------------------------------|
| b. | Implementation of a) stormwater BMPs, b) LID techniques, or c) other water resource measures | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

Lack of groundwater recharge from stormwater and/or wastewater due to the movement of water out of a basin is a significant cause of water deficits. The goal of the Romney Administration is to keep water local by facilitating more recharge and mimicking the natural hydrological system.

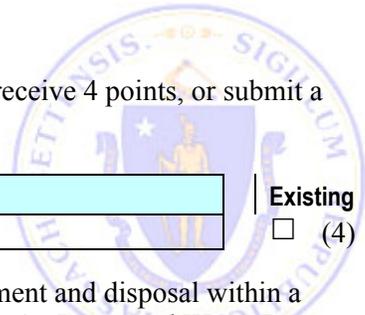
Stormwater and urban runoff is the single largest source of water movement and contamination resulting in water quality problems in rivers, lakes, ponds, and marine waters in Massachusetts. The use of Best Management Practices (BMPs) can help control these water quantity and quality problems. For guidance on stormwater management standards, implementation of the standards, and BMP technical guidance, please refer to: www.mass.gov/dep/brp/stormwtr/stormpub.htm.

Low Impact Development (LID) is a set of landscape and development techniques that encourage infiltration of stormwater at the lot level to reduce run off, increase ground water recharge, and reduce non-point source pollution. LID includes preservation of environmentally sensitive site features, use of vegetated buffers to remove pollutants, and reduction of impervious surfaces to decrease run off. The primary tools of LID are landscaping features and naturally vegetated areas that encourage detention, infiltration, and filtration of stormwater on site. Other tools include water conservation, use of pervious surfaces, maintaining existing vegetated areas, and minimizing disturbed areas. For more details, please refer to www.state.ma.us/envir/water/default.htm.

In addition to stormwater BMPs and LID techniques, other subdivision regulation or zoning measures can be used to address water quality and quantity concerns such as stormwater, aquifer protection, flood zone, and impervious

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surface limits. Communities should document water measures already in place to receive 4 points, or submit a letter committing to implementation of a particular measure to receive 2 points.



| 6. ADVANCE SOUND WATER POLICY (12) | | Existing | Commit |
|---|--|------------------------------|------------------------------|
| c. | Integrated Water Resources Management Plan | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

The Romney Administration encourages communities to plan for wastewater treatment and disposal within a watershed context and with adequate consideration of water supplies and demands. An Integrated Water Resources Management Plan evaluates current and future wastewater and water supply needs, assesses natural resource issues, identifies tradeoffs, and develops wastewater management alternatives to meet current and future needs. Furthermore, the Plan helps communities determine and understand existing and potential threats to their water resources. A Plan identifies and is sensitive to environmental resources, water supply needs, and their interconnection with wastewater choices. And finally, it demonstrates an understanding of groundwater recharge, streamflow, and water quality considerations.

The Department of Environmental Protection provides a guidance document available at: www.mass.gov/dep/brp/mf/files/fpintro.htm. Communities are strongly encouraged to contact the DEP office when developing their plans. Communities will submit a copy of their Integrated Water Resources Management Plan to receive 4 points, or a letter of committing to the development of a Plan within the next 12 months to receive 2 points.

| 7. PRESERVE WORKING NATURAL LANDSCAPES (12) | | Existing | Commit |
|--|---------------------|------------------------------|------------------------------|
| a. | Right-to-farm bylaw | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

One way to encourage continued agricultural use is local passage of a [right-to-farm bylaw](#), which protects farmers from nuisance complaints about their farming practices. Communities with such a bylaw or ordinance in place earn 4 points and those that commit to taking a right-to-farm bylaw to town meeting or city council for a vote, within the next 12 months, receive 2 points. Submittal of the bylaw or ordinance or a letter of commitment will serve as documentation for this criterion. More information and a model bylaw are available from the Department of Agricultural Resources at (617) 626-1726.

| 7. PRESERVE WORKING NATURAL LANDSCAPES (12) | | Existing | Commit |
|--|--|------------------------------|------------------------------|
| b. | Zoning for agricultural and forestry uses (≥ 10 acres per dwelling unit) | <input type="checkbox"/> (4) | <input type="checkbox"/> (2) |

Many Massachusetts communities have zoned for 2-3 acre house lots across the majority of their land, zoning which disperses housing development resulting in higher rates of land consumption per unit and is a detriment to natural resource-based industries such as agriculture, forestry, tourism, and recreation. Communities with zoning in place at resource protective densities of 1 house per 10 acres or more will earn 4 points. Communities will earn 2 points for a commitment to take such a zoning bylaw or ordinance to a vote within the next 12 months. Low-density zoning should not be the only available development density for the community. Low densities should be contrasted with housing opportunities elsewhere, typically by providing for higher residential densities in a community's downtown or other appropriate sites. This pattern of low density in one portion of the community and high density in another is best accomplished in concert with a transfer of development rights and/or cluster development as of right zoning system with incentives to encourage landowners to either entirely transfer development rights off of a property or concentrate development on smaller portions of their agricultural, forestry, recreational, or other lands.

Despite widespread and successful utilization of this technique in other states, in Massachusetts low-density zoning for resource protection is currently poorly understood and thus controversial. Guidance on natural resource-based zoning, including legal issues associated with this technique, is under development and will be made available upon completion on the OCD website at: www.mass.gov/oecd/.

| 7. PRESERVE WORKING NATURAL LANDSCAPES (12) | | Existing | Commit |
|--|--|------------------------------|---------------|
| c. | Existing agricultural commission or use of Ch. 61-61A-61B right of first refusal in last 2 years | <input type="checkbox"/> (4) | |

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Agricultural commissions promote and protect agricultural interests for present and future generations. The existence of an agricultural commission in a community provides a forum for consideration of farming issues, assuring that the impact of land use and other local decisions on farm interests is properly considered. Establishment of agricultural commissions helps to achieve the Romney Administration’s principle to foster sustainable businesses.

Communities earn 4 points toward their Commonwealth Capital score by having an agricultural commission in place. Information on agricultural commissions, and the process for forming one, is available from the Department of Agricultural Resources by calling 617-626-1726. Submittal of a copy of the bylaw or ordinance establishing the agricultural commission will serve as documentation that this criterion has been met.

Communities can also earn the four points available for this criterion if they have taken advantage of their right of first refusal (or land has been protected via assignment of their right to a land trust) to protect farm and other lands under MGL Chapters 61, 61A and 61B within the last two years. The Chapter 61 (www.mass.gov/legis/laws/mgl/GL-61-TOC.HTM), 61A (www.mass.gov/legis/laws/mgl/GL-61A-TOC.HTM) and 61B (www.mass.gov/legis/laws/mgl/GL-61B-TOC.HTM) programs help landowners afford to maintain farms, natural areas, and working forests by reducing property taxes paid on forest, agricultural, and recreational lands. One of the conditions of the Chapter 61 programs is the ability for the host community to purchase lands being sold for development; the Romney Administration encourages local communities to do so in order to conserve our natural resources and support natural resource-based industries.

As documentation that this criterion has been met communities will submit a copy of a town meeting vote and evidence of deed recording from the assessor. Where the right of first refusal is assigned, communities should submit minutes of a meeting authorizing the assignment and evidence that the assignee has completed the purchase.

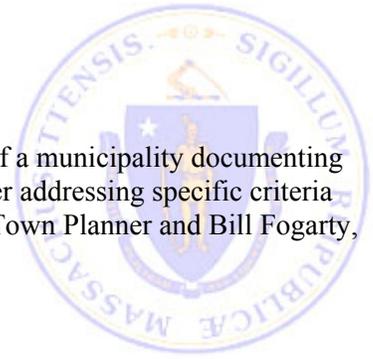
| 8. PROMOTE SUSTAINABLE DEVELOPMENT VIA OTHER ACTIONS (7) | | Existing | Commit |
|---|--|------------------------------|------------------------------|
| a. | Existing or commitment to local measures or actions not listed | <input type="checkbox"/> (7) | <input type="checkbox"/> (5) |

A wide variety of activities exist for municipalities to demonstrate the consistency of their actions with OCD’s Sustainable Development Principles. Energy efficiency, transportation activities, historic preservation, and environmental justice are a few of many areas in which communities can receive credit for policies and actions that are consistent with the [Sustainable Development Principles](#). For example, existing or committed activities could include development of a strategic plan to reduce greenhouse gas emissions through energy efficiency, green building design, renewable energy, distributed generation, and combined heat and power; and initiatives to take full advantage of utility energy efficiency programs. Another example is participation in regional, intergovernmental, or multi-jurisdictional compacts or other formal agreements that promote regional planning such as compacts to protect key regional features, improve water quality, or provide regional infrastructure. Communities will make and document their case; the OCD team reviewing applications will reward a community with up to 7 points based on the quality and quantity of sustainable development consistent actions.

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Appendix 1: Sample Language:

Applications must be accompanied by a letter signed by the chief elected official of a municipality documenting attainment of the Commonwealth Capital criteria. Example sections of such a letter addressing specific criteria were developed in concert with the Town of Wilbraham (thanks to John Pearsall, Town Planner and Bill Fogarty, Town Administrator) and are shown below.



1.b. Existing Zoning For Accessory Units

Wilbraham adopted accessory apartment zoning in 1994. An accessory apartment may be established in a residential dwelling by special permit from the Planning Board pursuant to sections 3.6.2.15 and 4.10 of the Wilbraham Zoning By-Law.

1.d. Existing Zoning For Clustered Development, which has been utilized in the past 12 months

Wilbraham adopted cluster zoning in 1964, one of the first communities to do so in Massachusetts. Wilbraham is now in its third generation version of cluster zoning that is referred to as flexible zoning and is codified under sections 3.4.2.8 and 4.7 of the Wilbraham Zoning By-law. Flexible zoning is allowed by special permit from the Planning Board in all residential zoning districts and has become the preferred and most commonly used method of new residential land development in Wilbraham. During the past 12 months, the following definitive flexible zoning subdivision application was granted a special permit by the Planning Board:

| <u>Subdivision</u> | <u>Date of Approval</u> |
|--------------------|-------------------------|
| Patriot Ridge Lane | October 22, 2003 |

4.b. Current DCS-approved Open Space and Recreation Plan

The Current Five Year Open Space and Recreation Plan (2000-2005) was given conditional approval by DCS on August 25, 1999 and final approval on January 3, 2001.

5.a. Adoption of Community Preservation Act or Land Bank, or recent passage of municipal bond authorization or significant funding for open space protection

On May 17, 2004 the Wilbraham Town Meeting passed a municipal bond authorization not to exceed 1,300,000 dollars to purchase the Rice Farm Property consisting of approximately 250 acres to be permanently preserved for agricultural, conservation and passive recreation purposes. Reference: Article #4, 2004 Annual Town Meeting Warrant.

8.a. Existing local measures not listed

The Town of Wilbraham adopted a Ridgeline and Hillside Overlay Zoning District that requires site plan approval from the Planning Board which acts as the Ridgeline and Hillside District Review Board for development in the town on land located at ≥ 550 feet in elevation. Ridgeline and Hillside District site plan review provides additional protection with respect to the visual and environmental impacts of development pursuant to Section 9.3 of the Wilbraham Zoning By-Law.

APPENDIX B

November 13, 2003 Town-wide Public Visioning Forum

- **Forum Press Release**
- **Forum Flyer**
- **Forum Agenda**
- **Forum PowerPoint Presentation**
- **Summary of Citizen Comments**

NEWS RELEASE

FOR IMMEDIATE RELEASE:

**October 13, 2003
Georgetown Planning Board
1 Library Street
Georgetown, MA 01833**

CONTACT:

**Jacki Byerley
Georgetown Town Planner
(978) 352-5713
byerleyj@town.georgetown.ma.us**

COMMUNITY FORUM KICKS OFF GEORGETOWN MASTER PLAN ON THURSDAY, NOVEMBER 13

The Georgetown Planning Board and the Master Plan Committee invite Georgetown residents to participate in a Town Visioning Forum at the Georgetown High School cafeteria on Thursday, November 13, 2003 from 6:30 to 9:30 pm. The Visioning Forum will be an interactive workshop focusing on defining a vision for Georgetown's future. "We want as many residents as possible to join us to share their ideas about what they would like the town to be like in 20 years," said Georgetown Town Planner Jacki Byerley. "We hope everybody will get involved to make the Master Plan a success." Light refreshments will be offered.

At the Town Visioning Forum participants will discuss community issues with one another in a workshop format. They will analyze the strengths and weaknesses of the town today, identify positive and negative trends, and work with maps and other information to develop their ideas about what Georgetown should be like in another two decades. According to the town's planning consultant, Alan Macintosh of the Merrimack Valley Planning Commission, "We will present a brief analysis of current conditions in Georgetown with maps, charts, and photos, but most of the time will be devoted to giving town residents an opportunity to share with the Master Plan Committee what they like about Georgetown, what they would like to change, and how they would like to guide development in the future."

There will be additional opportunities to participate in the Master Plan process in the next six months through meetings of the Master Plan Committee. These meetings will focus on issues such as open space preservation, housing, economic development, and transportation.

For more information contact Jacki Byerley, Georgetown Town Planner, at 978-352-5713 or byerleyj@town.georgetown.ma.us

What does Georgetown's future look like?



Like This?



Or This?

If Georgetown does nothing, unplanned growth may result in undesirable urban *sprawl*. If this isn't your vision for Georgetown's future, then read on to see what the **Georgetown Master Plan** can do to help ensure that the town retains its special character and continues to be an attractive and safe place to live in the future. Did you know that... Georgetown's population grew by **30%** from 1980 to 2000 • that there is still enough buildable land in Georgetown to accommodate 1,300 new homes, which would bring in about 4,000 new residents and 650 school-age children • and that the Town will need an extra 450,000 gallons per day of water to meet future demand? **We Need Your Help...** to establish goals and guidelines that will promote sound planning for Georgetown's future.

A Plan for Georgetown's Future

Georgetown is a wonderful place to live: rich in history, with a beautiful landscape, great schools, and friendly people. As more people move here to experience what Georgetown has to offer, the town will grow and change. If this growth is poorly planned and managed, it could lead to higher residential tax rates, insufficient or polluted water, loss of critical open space, and increased traffic congestion. However, by planning carefully for the future, Georgetown can direct growth and change in a way that's positive for the Town, while still protecting Georgetown's unique characteristics. That's the purpose of the Georgetown Master Plan.

What is a Master Plan?

- The landscape patterns we see around us—rural vistas, open space, business areas, and new housing developments—are a result of the zoning and other town policies that collectively form a "blueprint" for a community's future. Master Planning is the process of reviewing this blueprint, determining whether the blueprint matches the community's desired future, and, if not, making the necessary changes to create the kind of community the residents envision.
- The Master Plan is a policy guide, not law. It will be up to Town boards, committees, and Town Meeting to follow the guidance of the Master Plan and adopt sensible and effective bylaws and policies.

What principles guide the Master Plan?

- The Georgetown Master Plan will be created through an inclusive public process. We need your suggestions, comments, and hopefully your support as the process unfolds.
- The Master Plan is not anti-growth; it's about finding creative ways to guide and shape the type, appearance, and design of future development. At the same time, the Master Plan will identify ways to protect what's special about Georgetown, such as its rural character, open space, and historic places.

What types of issues will the Master Plan address?

- The Master Plan will identify appropriate uses for land in the Town (e.g., housing, business, farmland, open space and recreation).
- The Master Plan will include strategies to protect open space and natural resources.
- The Master Plan will seek ways to provide adequate housing for the Town's residents, including the elderly and empty nesters.
- The Master Plan could offer guidelines for new commercial development, as well as recommendations for protective zoning laws and incentives that respect the rights of landowners and developers while preserving what's special about Georgetown.

But We Need Your Help!

- The Master Plan will only be successful if citizens offer their guidance and vision to help create this blueprint for Georgetown's future.
- Please join us in this effort by attending the **Master Plan Visioning Forum** scheduled for **November 13th, 6:30 pm**, at the **Georgetown High School Cafeteria**. And bring your friends and neighbors—your ideas are key to Georgetown's future!

Georgetown Master Plan Committee

C/o Georgetown Town Planner, 978-352-5713

Georgetown EO 418 Community Development Plan/Master Plan

The Future of Georgetown: Town-Wide Visioning Workshop

Georgetown High School Cafeteria - November 13, 2003 – 6:30pm – 9pm

Agenda

6:30 - 7:00

- *Introductions:*
Georgetown Master Plan Committee and Merrimack Valley Planning Commission
- *Brief Presentation:*
Envisioning Georgetown – Larissa Brown, *Community Design Partnership*

7:00 - 8:30 SMALL GROUP DISCUSSIONS

What do we like about Georgetown? What are we worried about? – 30 minutes

- What are Georgetown's assets? What are the positive trends and opportunities for the future?
- What are Georgetown's liabilities? What are the negative trends and future threats facing the town in the next 10 to 20 years?

Brainstorm on the future of Georgetown – 30 minutes

- Identify attributes, values, qualities, places, and activities that you hope will describe and identify Georgetown in the future.
- How do we want Georgetown to be described 10 to 20 years from now?

Balancing development and preservation for quality of life – 30 minutes

Identify on the map areas where change is desirable (and what kind) and areas where no change is desired. For example:

- What are your favorite places in Georgetown and how do you experience them?
- Which natural resources and open space areas should be preserved?
- Where and what kind of residential development or redevelopment is desirable?
- Where and what kind of retail, office, or industrial development or redevelopment is desirable?
- What transportation improvements are needed?

8:30-9:00 RETURN TO THE GROUP AS A WHOLE

Presentations from the Groups

- A representative from each of the small groups will briefly present the most important points from the group discussion

Summary and Next Step

Envisioning Georgetown...



Georgetown Master Plan
Committee

Consultants:

Merrimack Valley Planning Commission

Community Design Partnership

Community Design Partnership, Inc.

EO 418 Community Development Plan/Master Plan

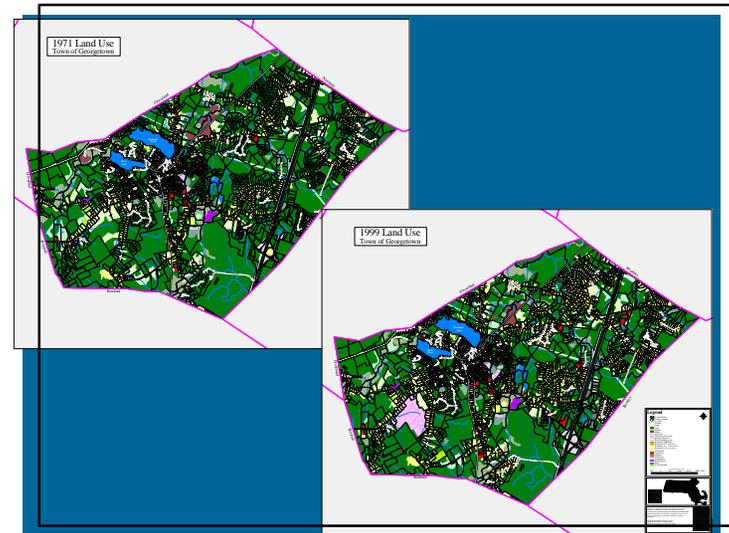
Focus on Four Elements:

- Natural Resources and Open Space
- Housing
- Economic Development
- Transportation

Why do a master plan?

- Where* do we want to grow? Where do we want to preserve land for development?
- How much* do we want to grow?
- What kind* of growth do we want?

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Georgetown was...

an Indian camping ground.

originally part of the settlement of Rowley and incorporated in 1838.

a town of orchards and cider producers until the temperance movement.

home of a bustling shoemaking industry for over a century and a small manufacturing center in the late 19th century.

Source: "A Brief History of Georgetown, Massachusetts"

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Georgetown is...

- a town of 13.17 square miles with a population of 7,377 people in 2,572 households.
- a fast-growing town. Since 1990 the population has increased by 16% and the number of households has increased 18% .

Source: U.S. Census

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Population Characteristics

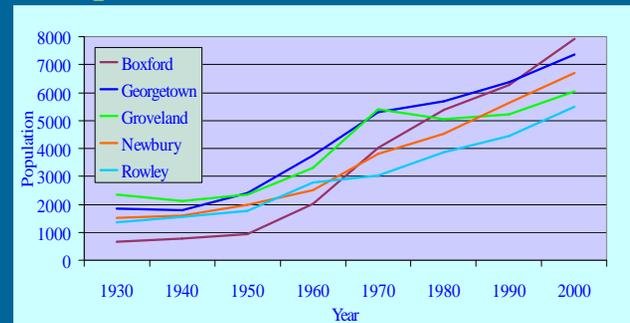
In 2000...

- Children under 18: 28.6%
- Adults 65 and over: 9.3%
- Median Age: 37.8
- Households with children under 18: 43.4%
- Households with persons 65 and over: 20.3%
- Single person households: 17%
- Average household size: 2.86
- Average family size: 3.27

Source: U.S. Census

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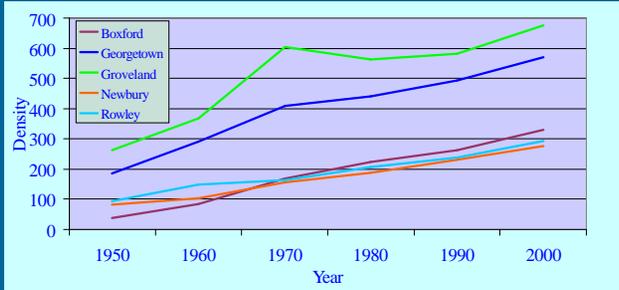
Population Growth 1930 to 2000



Source: MISER/Mass. State Data Center

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Population Density 1950 to 2000



DHCD website at <http://www.state.ma.us/dhcd/ipprofile/default.htm>

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Georgetown Could Be...

| Population Projections | | | | | |
|------------------------|--------------|--------------|--------------|--------------|------------------|
| Municipality | 2000 Census | 2010 | 2020 | 2025 | Maximum Buildout |
| Boxford | 7,921 | 9,923 | 11,924 | 12,925 | 13,795 |
| Georgetown | 7,377 | 8,265 | 9,154 | 9,598 | 11,140 |
| Groveland | 6,038 | 6,145 | 6,251 | 6,304 | 9,489 |
| Newbury | 6,717 | 8,398 | 10,079 | 10,920 | 13,486 |
| Rowley | 5,500 | 6,858 | 8,217 | 8,896 | 11,552 |
| West Newbury | 4,149 | 5,256 | 6,364 | 6,918 | 12,284 |

If every parcel were built to what current zoning and other regulations permit, Georgetown would have..

- 3,763 more residents
- 2.178 million more commercial square feet of development
- 642 more students
- 445,548 additional gallons per day of water demand
- 1284 more housing units
- 25 miles of additional roadway

Source: U.S. Census and Merrimack Valley Planning Commission

Median Household Income

Year 1999 \$76,260

Year 1989 \$44,861

Percent Change 70%

Greatest change compared to neighboring towns

Source: U.S. Census and Merrimack Valley Planning Commission

Environmental and Recreation Assets...

- Gentle topography with drumlin hills
- Diverse native plants and animals
- Parker River
- Pentucket Pond, Rock Pond
- Lufkin Brook, Penn Brook
- Baldpate Hill
- Over 1700 acres of protected land
- Passage of the Community Preservation Act
- Trails around Lufkin's Brook and Crane Pond
- Fishing including angling and ice fishing
- Birding – Swimming – Boating



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Environmental and Recreation Challenges

- Small brownfields sites - clean-up
- Aquifer protection – sole source of drinking water
- Parker River water flow
- Ground and surface water pollution
 - Septic system maintenance
 - Stormwater run-off and other nonpoint pollution
- Route 97/Parker River crossing flooding
- Development encroaches on open space and wildlife corridors
- Potential need for a community center



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Cultural and Historic Places

Captain Brocklebank House

- oldest house 1660

Schoolhouse #3

Historic cemeteries

Native American artifacts

Cluster of historic homes on Elm and Chestnut Streets

Source: Georgetown Open Space Plan 2001



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Georgetown is primarily residential...

- Most of town is zoned for one- or two-acre lots
- Diversity of housing ages and sizes
- Most street frontage is already developed
- Newer houses are nearly twice as big, on average, than older homes



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Georgetown is primarily residential...



- Total housing units in 2000: 2616
- Total housing units in 1990: 2219
- 18% increase in the number of housing units over the 1990s
- 25% of housing units built before 1940
- 31% of housing units built since 1980
- 94% single family homes
- 86% owner-occupied

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New Housing development types...

- Independent Senior Housing for the over 55 population – potential for 117 units in process
- Cluster-style developments
- Chapter 40B multifamily rental project



Source: Mass. Executive Office of Environmental Affairs

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Town approach to new housing development...

- Rate of Development Bylaw since 1995 – current limitation to 20 new building permits for new housing per year
 - with exceptions for over 55 housing, low and moderate income housing, rehabilitation and nonresidential development
- Independent Senior Housing Bylaw
- Housing Balance bylaw mandates affordable units in special permit projects
- Passage of the Community Preservation Act

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The Cost of Housing...



- Median price of a single family house in 1990: \$187,400
- Median price of a single family in 2002: \$332,250
- Percent change: 77%
- 35% of current Georgetown residents could not buy a house today in Georgetown

Source: The Warren Group; US Census

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Median Home Sales Price



Source: The Warren Group

Affordable Housing

- Appointment of the Affordable Housing Task Force in 2001
- Approval of the Mirra/Norino Chapter 40B project
 - Georgetown will be well over the 10% Chapter 40B goal.**
- Need for family housing to accommodate town employees and local young families
- The Affordable Housing Plan proposes creation of 2-4 affordable units, on average, every few years starting in 2006.

Source: LDS Consulting Group, Affordable Housing Needs Assessment

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Business: Georgetown Center



- Antiques stores
- Some handsome buildings with parking in the rear
- Some undistinguished commercial buildings with large front parking lots

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Business: Industry



- Located mostly parallel to Route 95
- Industrially-zoned land available
- Some industrial uses near residential areas

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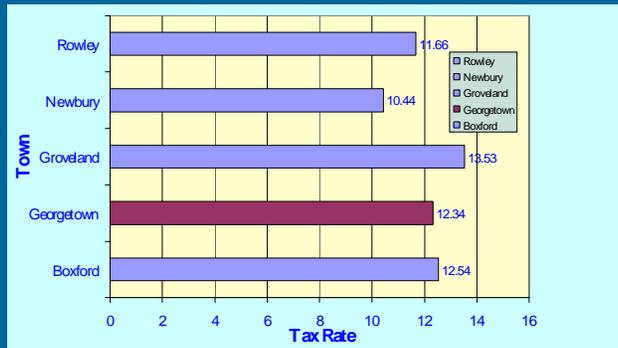
Getting Around: Transportation and Traffic

- Good highway access: I-95, I-495
- Other major roads: Routes 97 and 133
- Rail access via Rowley or other stations
 - 87% of commuters drove to work alone according to the 2000 census
 - 4.3% of workers worked at home
- Traffic congestion in town center
- Through traffic from I-495 to I-95



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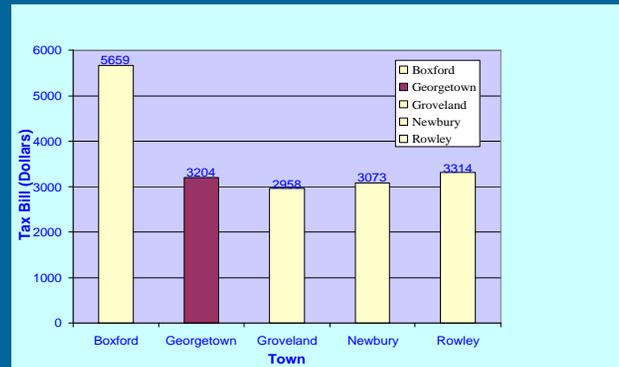
Comparative Tax Rates



Source: Mass. DOR Website

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Comparative Average Single Family Tax Bill



Source: Mass. DOR Website

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Visioning...

- What kind of town do you want Georgetown to be ten or 20 years from now?
- What's good about Georgetown?
What's not so good?



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Comments from Small Groups at Visioning Session

GROUP ONE

Assets – What’s good about Georgetown?

- Safe/crime free community
- Good place to raise children
- Community
 - Good community involvement/interaction
 - Good attendance at town meeting
 - Strong volunteerism
- Excellent schools
 - All in town (not part of a regional school system)
 - Small classes
 - Good educational quality – 100% pass MCAS, despite low per pupil expenditures
- Size of the town – small town feel
- Access
 - To highways and public transportation
 - To the coast
 - To other states
- Electric company
 - In town
 - Good rates/service
- Police and fire departments
 - Volunteer fire department
 - 2 fire stations, only 1 town funded
- Volunteer parks and recreation department
 - Trying to find space for more fields
- Summer concert series
- Can swim in the pond (most of the time)
 - Pond is getting/has gotten cleaner – used to be unswimmable

Liabilities: What’s not so good or needs improvement?

- Downtown
 - Not aesthetically pleasing
 - Not walkable
 - Not enough/not fully utilized parking
 - Need to drive everywhere – no pedestrian access to downtown
- Need more sidewalks/pedestrian access throughout town
 - Sidewalks end away from the downtown
 - Bicycling thru town is as hard as walking
- Not enough thru streets
 - Town eliminated several thru streets
 - Increases congestion on main roads
- No community center
- Library needs to be expanded
- Would like youth center like North Andover
- Water quality
 - With increasing population will need a new well
 - Currently have shallow wells
 - Water quality used to be better
 - Water currently “undrinkable” because of iron and mineral contamination
 - Cost of treatment v. cost of drilling a new, deep well
- Condition of school facilities
- School is reaching capacity – another will be needed as the town continues to grow

- Not much employment in town
 - Good access to highway and transportation allows people to get to where they work easily
 - Would like more jobs (light manufacturing) in town

Vision Elements: What should Georgetown's future be like?

- More housing will be built to accommodate the increasing population
 - Smaller house lots
 - Cluster development
 - Housing developments that allow preservation of open space and farm land
 - The amount of housing currently being built is slowed
- Places in town are accessible and usable by everyone
 - Library
 - Senior center
 - Youth center
 - Sports and other types of (active) recreation
 - Arts
 - Facility that would pay for itself (require membership?)
 - A (new) town square that is more than just a highway crossroads
- A walkable town
 - Sidewalks to (not just in) downtown
 - Natural paths/trails between places and subdivisions
 - Bike trails
 - A place where people don't have to drive everywhere they want to go
- It is easier to get around and through town using any means – driving, walking, etc.
- More friendly to light industry
- Downtown
 - Preserve historic structures
 - Allow mixed use/greater density
 - Good place for senior housing
- New, large space for community events
 - Multi-use facility
- Keep own school system – don't join a regional system
- Deeper wells have been drilled
- Sewer system – town only or join with other towns
- New businesses – hotel, more types of restaurants
- All efforts should be taken to preserve the small town, community feel

GROUP TWO

Assets – What's good about Georgetown?

- Small town feel, family town
- Antique shops
- American Legion Park
- Hampshire Woods
- Harry Mirch Park
- Wheeler Brook Farm
- Honor system farm stand
- Dunkin' Donuts
- Camp Dennison
- Pond when you can swim there
- Tennis courts
- Library and surrounding area

Liabilities: What's not so good or needs improvement?

- Growth and housing
 - Tearing down small houses to put up big ones
 - Want to keep it low-density, affluent, single family
 - Almost no Class A residential lots left
 - No sewerage downtown
 - Dual usage not allowed downtown
 - By-laws are prohibitive
 - Zoning & by-laws create higher housing costs
 - If generations can't afford to live in GT, there is a lack of "community"
 - Private property rights
 - Developers are developing the land and making the infrastructure
 - Growth hasn't been "done right"
 - No apartments downtown
 - No multi-family zoning
 - No multi-family zoning
 - Even with new project, there is still a lack of housing for a mid-income "condo" range
- Traffic
 - 3-6pm and on 97 East in the morning
 - Parking scare downtown
 - Growth in other towns will contribute to traffic in Georgetown
- Children
 - A large percent of the population is children
 - Vandalism is a problem
 - How will schools keep up with demand?
- Natural Resources
 - Aquifer protection
 - Pond is overrun with geese (can they be moved?)
 - Water quality has declined
 - CPA funds have been used to buy land that isn't directly useable by residents
- Cultural Resources
 - The library needs expansion - in danger of losing certification
 - No youth or senior center
 - A lot of old favorite places are gone

Vision Elements: What should Georgetown's future be like?

- A lively downtown with living space, tavern,
- Good design, restaurants; walkable
- Building where there's existing infrastructure
- Wheeler Brook Farm purchased w/ CPA funds
- Additional parking downtown
- Traffic subsided
- No multi-family housing
- Controlled density multifamily housing
- Accessory apartments available for rent
- Relocation of Scotty's Mobil
 - Move Scotty's to the Boxford line
- Upkeep of parks and public buildings
- Recreational area made of a previously ignored corner of town
- Georgetown has maintained or strengthened its town character
- Refurbished bowling alley has potential
- Old bus/railroad yard good place for senior housing
- Andover's parking is behind buildings
- Andover has one hour parking meters

- Site review for commercial projects to maintain “village” character
- Cluster zoning

GROUP THREE

Assets – What’s good about Georgetown?

- Nelson Street, rural streets
- schools (top 10% of MCAS)
- supporting tax base w/ residential
- 74% new to town: increasing tax base
- viable center

Liabilities: What’s not so good or needs improvement?

- traffic
- infrastructure
- permit process
- form of government
- Nimby –
 - lack of cared-for open space
 - Too many apartments/condos •balance in housing
 - amount of retail
 - zoning districts
 - water quality in pond
 - personal agenda & politics
- Need a strong town government
- Need to streamline permitting process
- Need standard operation procedures
- Need home-based occupations/cottage industries

Vision Elements: What should Georgetown’s future be like?

- Still in the country
- Style of houses
- Easy commute/location
- Small town feel
- No franchises such as fast food restaurants, malls
- uniformity of zoning & laws to keep within direction it’s going
- need to protect ruralness, “planned growth” brings people in
- need to preserve the character of a “small town”
- locally grown small business and industrial but no large franchises
- look at municipal buildings and schools to ensure proper size with growth
- larger library
- vibrant downtown w/ mixed use apartments over businesses
- creation of thru-streets not just cul-de-sacs

GROUP FOUR

Assets – What’s good about Georgetown?

- There is an existing town center
- The school is in the town center
- Viable: library, bank, post office, town hall, gas station, grocery, pizza (x3), doctors, CVS
- Small town: little league, junior olympics, bandstand music, lots of volunteers, PTA carnival, Fire Dept. Santa Claus
- Independent: schools
- Volunteer Fire Department
- Theater Groups

- Art Galleries
- Most boards have members/volunteers
- Resolved the 40B problem
- Scenic Areas: ponds, farmland/greenery, horse farms, Lufkin's Brook Area, golf course, Parker river
- Historical buildings
- Good access to Boston, Rte. 128, 495, NH, ocean, mountains, crossroads of Essex County, of NE Mass.
- Rural roads: narrow, windy, green, stone walls
- Good electric department
- Good school system
- Lots of potential for small businesses downtown

Liabilities: What's not so good or needs improvement?

- Trucks in residential neighborhoods (mostly Rte. 133)
- Traffic in center: commuter congestion, end of school day
- Speeding is a problem: enforcement
- Lack of business tax base
- No place for teenagers to hang out
- Encroachment on wetlands: potential danger to water supply, enforcement
- Fear of lawsuits
- Strain on water supply
- Cost of schools: need for space
- Open space/parks: not well managed, poor access-few trails, not well publicized
- Lack of growth control mechanisms available
- Concern about development around water supplies/aquifer
- Wastewater management in town center
- Not enough recycling

Vision Elements: What should Georgetown's future be like?

- Lots of protected open space
- New middle school & new community center: accessible to everyone-anytime
- New library
- End of traffic congestion
- Pedestrian-friendly town center
- More and better maintained, safe pedestrian ways: sidewalks and paths
- Bike trail/Rail trail
- Facelift for center buildings: façade improvements
- More proactive town government: take advantage of opportunities, especially in center, ex. tax Title
- Tennis courts & new playing fields
- Improve water quality of ponds
- Environmental education on best management practices for landscaping residential property esp. (fertilizers, pesticides, etc.)
- Delicious water and plenty of it
- Maintain historical integrity
- Family restaurant in center
- Town center: more choices, more vitality, no smoke
- Bigger parking spaces: a variety of parking spaces

GROUP FIVE

Assets – What's good about Georgetown?

- Location (convenient to highway, beach, other states)
- Small schools
- Business district

- American Legion Park (concert space, park, tennis courts; all need updating)
- Volunteerism is very high
- Pedestrian friendly
- Nice homes
- Historic homes
- Community Feel
- (Some feel) voice matters (e.g. town meeting)
- Have parks (but they need work)
- Quaint town
- Camp Dennison

Liabilities: What's not so good or needs improvement?

- Location (everyone travels through Georgetown to get somewhere else)
- Traffic!!!
- Industry and residential is mixed throughout town
- 133 traffic is excessive
- Water quality has gone down
- Issue of Town Hall vs. School feeling
- Not enough dissemination/communication (e.g. town is aware of grant opportunities but community groups are not)
- Town working as fiefdom
- (Some feel) town meeting format is disenfranchising – people are disengaged and not participating in gov't/town issues
- Open space located in backlots – concerned that this is regarded as developable land
- Insufficient sidewalks
- Zoning!!! Insufficient
- Lack of parking (area near Old Town Tavern)
- Inconsistencies of old and new homes (e.g. new home on Elm Street next to historical home)

Vision for the Future

- Community Center
- More sidewalks, and extending them beyond the town center – needed in the periphery
- More restaurants (sit down) downtown
- No connection downtown – Town Hall doesn't function in concert with shopping center – doesn't function as one unit
- Businesses are moving out
- Need bakery
- Do we need a Georgetown Chamber of Commerce (concern that business base needs to be more active first)
- Economic Development – need someone to oversee and manage it
- Bike trail
- Assisted living/senior center
- Need balance between building and residential
- Consideration of type of housing preferred (e.g. rental unit vs. condo), and tax structure for rental units
- Better definition of roles and responsibilities of community groups and government (e.g. town vs. school, local groups working on same issue but not knowing it)
- Concern that 40B housing –the rent control can drop off – someone needs to be watching this
- Set milestones for plan
- Need greater participation in government; need to illicit more participation
- Need improved Community Outreach
- Need improved community/cooperation
- How to structure housing so people can walk to business district
- Use and maintenance of open space/green space which is on the periphery of town
- Community Center
- A town center that promotes community needs

- Sidewalks
- Signage (e.g. so people know where library is, soccer fields are, etc.)
- Zoning to promote quaintness of town and to protect wellfields (big threat!)
- Library improvement
- Creation/identification of historic district
- Route 95 access road

APPENDIX C

Model Open Space Residential Development Bylaw *(Green Neighborhoods Alliance)*

GREEN NEIGHBORHOODS

MODEL OPEN SPACE RESIDENTIAL DEVELOPMENT BYLAW

I. PURPOSE AND INTENT

1. The Primary Purposes for OSRD are the following:
 - (a) To allow for greater flexibility and creativity in the design of residential developments;
 - (b) To encourage the permanent preservation of [choose] open space, agricultural land, forestry land, wildlife habitat, other natural resources including aquifers, waterbodies and wetlands, and historical and archeological resources in a manner that is consistent with a municipality's comprehensive and open space plan, if any;
 - (c) To encourage a less sprawling and more efficient form of development that consumes less open land and conforms to existing topography and natural features better than a conventional or grid subdivision;
 - (d) To minimize the total amount of disturbance on the site;
 - (e) To further the goals and policies of the [choose] comprehensive, master, and/or open space plans;
 - (f) To facilitate the construction and maintenance of housing, streets, utilities, and public service in a more economical and efficient manner.

2. The Secondary Purposes for OSRD are the following:
 - (a) To preserve and enhance the community character;
 - (b) To preserve and protect agriculturally significant land;
 - (c) To protect the value of real property;
 - (d) To protect community water supplies;
 - (e) To provide for a diversified housing stock;
 - (f) To provide affordable housing to persons of low and moderate income.

II. ELIGIBILITY

[Select 1A, 1B or 1C]

- 1A. Minimum Size of Tract. To be eligible for consideration as a OSRD, the tract shall contain a minimum of ____ acres. Where the tract is located in the [specify name of special district] the minimum tract area shall be ____ acres.
- 1B. Minimum Number of Lots. To be eligible for consideration as a OSRD, the tract shall contain not less than ____ lots.
- 1C. Any development that [will create more than ____ lots] *and/or* [is on a parcel of ____ acres or more] shall submit an application for OSRD to the Planning Board.
2. Zoning Classification. Only those tracts located in the ____ Districts shall be eligible for consideration as a OSRD.
3. Contiguous Parcels. To be eligible for consideration as a OSRD, the tract shall consist of a parcel or set of contiguous parcels.
4. Land Division. To be eligible for consideration as a OSRD, the tract may be a subdivision or a division of land pursuant to G.L. c. 41, s. 81P. *If condominium ownership is to be allowed (with a zero lot line approach), add the following:* provided, however, that OSRD may also be permitted where intended as a condominium on land not so divided or subdivided.

III. SPECIAL PERMIT REQUIRED

The Planning Board may authorize a OSRD pursuant to the grant of a special permit. Such special permits shall be acted upon in accordance with the following provisions:

IV. PRE-APPLICATION

1. Conference. The applicant is very strongly encouraged to request a pre-application review at a regular business meeting of the Planning Board. If one is requested, the Planning Board shall invite the Conservation Commission, Board of Health, and [list other appropriate committees/Boards]. The purpose of a pre-application review is to minimize the applicant's costs of engineering and other technical experts, and to commence negotiations with the Planning Board at the earliest possible stage in the development. At the pre-application review, the applicant may outline the proposed OSRD, seek preliminary feedback from the Planning Board and/or its technical experts, and set a timetable for submittal of a formal application. At the request of the applicant, and at the expense of the applicant, the Planning Board may engage technical experts to review the informal plans of the applicant and to facilitate submittal of a formal application for a OSRD special permit.

2. The planning board shall adopt rules and regulations relative to the size, form, number, and contents of the plans to be submitted for a pre-application review.

V. DESIGN PROCESS

At the time of the application for a special permit for OSRD in conformance with Section VI.1, applicants are required to demonstrate to the Planning Board that the following Design Process was performed by a certified Landscape Architect and considered in determining the layout of proposed streets, house lots, and open space.

1. **Step One: Identifying Conservation Areas.** Identify preservation land by two steps. First, Primary Conservation Areas (such as wetlands, riverfront areas, and floodplains regulated by state or federal law) and Secondary Conservation Areas (including unprotected elements of the natural landscape such as steep slopes, mature woodlands, prime farmland, meadows, wildlife habitats and cultural features such as historic and archeological sites and scenic views) shall be identified and delineated. Second, the Potentially Developable Area will be identified and delineated. To the maximum extent feasible, the Potentially Developable Area shall consist of land outside identified Primary and Secondary Conservation Areas.
2. **Step Two: Locating House Sites.** Locate the approximate sites of individual houses within the Potentially Developable Area and include the delineation of private yards and shared amenities, so as to reflect an integrated community, with emphasis on consistency with the Town's historical development patterns. The number of homes enjoying the amenities of the development should be maximized.
3. **Step Three: Aligning the Streets and Trails.** Align streets in order to access the house lots. Additionally, new trails should be laid out to create internal and external connections to existing and/or potential future streets, sidewalks, and trails.
4. **Step Four: Lot Lines.** Draw in the lot lines.

VI. PROCEDURES

1. Application.

An application for a special permit for a OSRD shall include a concept plan. The Concept Plan consists of a Sketch Plan and a Yield Plan (see Section VII). The Planning Board shall adopt rules and regulations relative to the size, form, number, and contents of the sketch plan and yield plan.

-

A. Sketch Plan.

The Sketch Plan shall be prepared by a certified Landscape Architect, or by a multi-disciplinary team of which one member must be a certified Landscape Architect, and shall address the general features of the land, give approximate

configurations of the lots, open space, and roadways, and include the information listed under Section 1.B of the Subdivision Rules and Regulations. The Sketch Plan shall incorporate the Four-Step Design Process, according to Section V above, and the Design Standards according to Section X below, when determining a proposed design for the development.

B. Relationship Between the Concept Plan and OSRD Subdivision Plan

The issuance of a Concept Plan special permit allows the applicant to submit an Open Space Definitive Subdivision Plan to the Planning Board for approval under the Subdivision Control Law. Any Concept Plan special permit issued by the Planning Board shall specifically state that the Open Space Definitive Subdivision Plan shall substantially comply with the Concept Plan.

An Open Space Definitive Subdivision Plan will be considered not to substantially comply with the Concept Plan if the Planning Board determines that any of the following conditions exist:

- (1) an increase in the number of building lots;
- (2) a significant decrease in the open space acreage;
- (3) a significant change in the lot layout;
- (4) a significant change in the general development pattern which adversely affects natural landscape features and open space preservation;
- (5) significant changes to the storm water management facilities; and/or,
- (6) significant changes in the wastewater management systems.

If the Planning Board determines that the Open Space Definitive Subdivision Plan does not substantially comply with the Concept Plan, the Board may disapprove the definitive subdivision plan for failure to comply with the condition of the special permit requiring that the Open Space Definitive Plan substantially comply with the Concept Plan.

The Planning Board may conditionally approve an Open Space Definitive Subdivision Plan that does not substantially comply with the Concept Plan special permit. However, such conditional approval must identify where the plan does not substantially comply with the Concept Plan special permit and shall require that the Concept Plan special permit be amended to be in compliance with the significant changes identified by the Planning Board. The Planning Board shall also require that the applicant file an application to amend the Concept Plan special permit within a specified time period.

The public hearing on the application to amend the Concept Plan special permit shall be limited to the significant changes identified by the Planning Board in their conditional approval of the Open Space Definitive Subdivision Plan. These are the only considerations that the Planning Board may take into account in deciding whether to amend the Concept Plan special permit.

2. **General Procedures.**

Whenever an application for a OSRD special permit is filed with the Planning Board, the applicant shall also file, within five (5) working days of the filing of the completed application, copies of the application, accompanying development plan, and other documentation, to the Board of Health, Conservation Commission, Building Inspector, Department of Public Works, Police Chief, Fire Chief, Town Engineer and _____ for their consideration, review, and report. The applicant shall furnish the copies necessary to fulfill this requirement. Reports from other boards and officials shall be submitted to the Planning Board within thirty-five (35) days of receipt of the reviewing party of all of the required materials; failure of these reviewing parties to make recommendations after having received copies of all such required materials shall be deemed a lack of opposition thereto. In the event that the public hearing by the Planning Board is held prior to the expiration of the 35 day period, the Planning Board shall continue the public hearing to permit the formal submission of reports and recommendations within that 35 day period. The Decision/Findings of the Planning Board shall contain, in writing, an explanation for any departures from the recommendations of any reviewing party.

3. **Site Visit.**

Whether or not conducted during the pre-application stage, the Planning Board may conduct a site visit during the public hearing. At the site visit, the Planning Board and/or its agents shall be accompanied by the applicant and/or its agents.

4. **Other Information.**

The submittals and permits of this section shall be in addition to any other requirements of the Subdivision Control Law or any other provisions of this Zoning Bylaw. To the extent permitted by law, the Planning Board shall coordinate the public hearing required for any application for a special permit for a OSRD with the public hearing required for approval of a definitive subdivision plan.

VII. BASIC MAXIMUM NUMBER (OF LOTS/UNITS/BEDROOMS)

[Choose either Option One or Two]

Determination of Yield, OPTION ONE: Formula

The Basic Maximum Number shall be derived after the preparation of a Yield Plan. The Yield Plan shall be the following calculation to determine the total number of lots (or dwelling units):

$$\text{Total Number of Lots} = \frac{\text{TA} - (0.5 \times \text{WA}) - (0.1 \times \text{TA})}{\text{district minimum lot area}}$$

TA = Total Area of Parcel
WA = Wetlands and Riverfront Areas of Parcel

----- *OR* -----

Determination of Yield, OPTION TWO: Sketch Plan

The Basic Maximum Number shall be derived from a Yield Plan. The Yield Plan shall show the maximum number of lots (or dwelling units) that could be placed upon the site under a conventional subdivision. The Yield Plan shall contain the information required for a [*choose either Sketch Plan or Preliminary Plan accordingly*], as set forth above in Section VI. The proponent shall have the burden of proof with regard to the Basic Maximum Number of lots (or dwelling units) resulting from the design and engineering specifications shown on the Yield Plan.

VIII. REDUCTION OF DIMENSIONAL REQUIREMENTS

OPTION ONE: Flexible (Zero-Lot Line)

The Planning Board encourages applicants to modify lot size, shape, and other dimensional requirements for lots within a OSRD, subject to the following limitations:

1. Lots having reduced area or frontage shall not have frontage on a street other than a street created by the OSRD; provided, however, that the Planning Board may waive this requirement where it is determined that such reduced lot(s) will further the goals of this bylaw.
2. At least 50% of the required setbacks for the district shall be maintained in the OSRD unless a reduction is otherwise authorized by the Planning Board.

---- *OR* ----

OPTION TWO: Sliding Scale

The Planning Board may authorize modification of lot size, shape, and other bulk requirements for lots within a OSRD, subject to the following limitations:

1. Lots having reduced area or frontage shall not have frontage on a street other than a street created by a subdivision involved, provided, however, that the Planning Board may waive this requirement where it is determined that such reduced lot(s) are consistent with existing development patterns in the neighborhood.

2. Lot frontage shall not be less than 50 feet. The Planning Board may waive this requirement where it is determined that such reduced frontage will further the goals of this bylaw.
3. Each lot shall have at least 50% of the required setbacks for the district unless a reduction is otherwise authorized by the Planning Board.
4. Lots may be reduced in area according to the following schedule¹:

| Minimum Open Space (%) | District Minimum Lot Area (sq. ft.) | OSRD Minimum Lot Area (sq. ft.) |
|-------------------------------|--|--|
| 50 | 80,000 | 20,000 |
| 50 | 60,000 | 15,000 |
| 50 | 40,000 | 10,000 |
| 50 | 30,000 | 7,500 |
| 50 | 20,000 | 5,000 |
| 50 | 10,000 | 5,000 |
| 70 | 80,000 | 10,000 |
| 70 | 60,000 | 7,500 |
| 70 | 40,000 | 5,000 |
| 70 | 30,000 | 5,000 |
| 70 | 20,000 | 5,000 |
| 70 | 10,000 | 5,000 |

IX. OPEN SPACE REQUIREMENTS

1. Open Space. A minimum of fifty percent (50%) of the tract shown on the development plan shall be open space. Any proposed open space, unless conveyed to the Town or its Conservation Commission, shall be subject to a recorded restriction enforceable by the Town, providing that such land shall be perpetually kept in an open state, that it shall be preserved exclusively for the purposes set forth herein, and that it shall be maintained in a manner which will ensure its suitability for its intended purposes.

¹ It should be noted that this table is for conceptual purposes only. Lot areas subject to 50% open space requirements were reduced by three-quarters; areas subject to 70% open space requirements were reduced by seven-eighths.

- A. The percentage of the open space that is wetlands shall not normally exceed the percentage of the tract which is wetlands; provided, however, that the applicant may include a greater percentage of wetlands in such open space upon a demonstration that such inclusion promotes the purposes of this bylaw.
- B. The open space shall be contiguous. Contiguous shall be defined as being connected. Open Space will still be considered connected if it is separated by a roadway or an accessory amenity. The Planning Board may waive this requirement for all or part of the required open space where it is determined that allowing non-contiguous open space will promote the goals of this bylaw and/or protect identified primary and secondary conservation areas.

[Select one version of (C)]

- C. The open space shall be used for wildlife habitat and conservation.

Or

- C. The open space shall be used for wildlife habitat and conservation and the following additional purposes [choose]: historic preservation, education, outdoor education, recreation, park purposes, agriculture, horticulture, forestry, a combination of these uses, and shall be served by suitable access for such purposes. The Planning Board may permit up to ____ % of the open space to be paved or built upon for structures accessory to the dedicated use or uses of such open space (i.e., pedestrian walks and bike paths).
- D. Wastewater and stormwater management systems serving the OSRD may be located within the open space. Surface systems, such as retention and detention ponds, shall not qualify towards the minimum open space required.

2. Ownership of the Open Space. The open space shall, at the Planning Board's election, be conveyed to:

- (a) the Town or its Conservation Commission;
- (b) a nonprofit organization, the principal purpose of which is the conservation of open space and any of the purposes for such open space set forth above;
- (c) a corporation or trust owned jointly or in common by the owners of lots within the OSRD. If such corporation or trust is utilized, ownership thereof shall pass with conveyance of the lots in perpetuity. Maintenance of such open space and facilities shall be permanently guaranteed by such corporation or trust which shall provide for mandatory assessments for maintenance expenses to each lot. Each such trust or corporation shall be deemed to have assented to allow the Town to perform maintenance of such open space and facilities, if the trust or corporation fails to provide adequate maintenance, and shall grant the town an easement for

this purpose. In such event, the town shall first provide fourteen (14) days written notice to the trust or corporation as to the inadequate maintenance, and, if the trust or corporation fails to complete such maintenance, the town may perform it. Each individual deed, and the deed or trust or articles of incorporation, shall include provisions designed to effect these provisions. Documents creating such trust or corporation shall be submitted to the Planning Board for approval, and shall thereafter be recorded.

X. DESIGN STANDARDS

The following Generic and Site Specific Design Standards shall apply to all OSRDs and shall govern the development and design process:

1. Generic Design Standards

- (a) The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal. Any grade changes shall be in keeping with the general appearance of the neighboring developed areas. The orientation of individual building sites shall be such as to maintain maximum natural topography and cover. Topography, tree cover, and natural drainage ways shall be treated as fixed determinants of road and lot configuration rather than as malleable elements that can be changed to follow a preferred development scheme.
- (b) Streets shall be designed and located in such a manner as to maintain and preserve natural topography, significant landmarks, and trees; to minimize cut and fill; and to preserve and enhance views and vistas on or off the subject parcel.
- (c) Mixed-use development shall be related harmoniously to the terrain and the use, scale, and architecture of existing buildings in the vicinity that have functional or visual relationship to the proposed buildings. Proposed buildings shall be related to their surroundings.
- (d) All open space (landscaped and usable) shall be designed to add to the visual amenities of the area by maximizing its visibility for persons passing the site or overlooking it from nearby properties.
- (e) The removal or disruption of historic, traditional or significant uses, structures, or architectural elements shall be minimized insofar as practicable, whether these exist on the site or on adjacent properties.

2. Site Specific Design Standards

[Select one (a)]

- (a) **Mix of Housing Types.** The OSRD may consist of any combination of single-family, two-family and multifamily residential structures. A multifamily structure shall not contain more than _____ dwelling units. Residential structures

shall be oriented toward the street serving the premises and not the required parking area.

Or

- (a) Maximum Percentage of Housing Type. The OSRD shall consist of ___ % single family, ___ % two family and ___% multifamily structures.
- (b) Parking. Each dwelling unit shall be served by two (2) off-street parking spaces. Parking spaces in front of garages may count in this computation. All parking areas with greater than ___ spaces shall be screened from view.
- (c) Buffer Areas. A buffer area of ___ feet may be provided at the following locations: [*choose from:*] (a) perimeter of the property where it abuts residentially zoned and occupied properties; (b) certain resource areas on or adjacent to the tract like ponds, wetlands, streams and riverfront areas, rock outcrops, ledge, agricultural or recreational fields, and land held for conservation purposes; and (c) existing public ways. Driveways necessary for access and egress to and from the tract may cross such buffer areas. No vegetation in this buffer area will be disturbed, destroyed or removed, except for normal maintenance of structures and landscapes approved as part of the project. The Planning Board may waive the buffer requirement in these locations when it determines that a smaller buffer (or no buffer) will suffice to accomplish the objectives set forth herein.
- (d) Drainage. The Planning Board shall encourage the use of “soft” (non-structural) stormwater management techniques (such as swales) and other drainage techniques that reduce impervious surface and enable infiltration where appropriate.
- (e) Common/Shared Driveways. A common or shared driveway may serve a maximum number of ___ single family units.
- (f) Screening and Landscaping. All structural surface stormwater management facilities shall be accompanied by a conceptual landscape plan.
- (g) On-site Pedestrian and Bicycle Circulation. Walkways and bicycle paths shall be provided to link residences with parking areas, recreation facilities (including parkland and open space) and adjacent land uses where appropriate.
- (h) Disturbed Areas. Not more than ___% of the total tract shall be disturbed areas. A disturbed area is any land not left in its natural vegetated state.

XI. DECISION OF THE PLANNING BOARD

The Planning Board may grant a special permit for a OSRD if it determines that the proposed OSRD has less detrimental impact on the tract than a conventional development proposed for the tract, after considering the following factors:

1. whether the OSRD achieves greater flexibility and creativity in the design of residential developments than a conventional plan;
2. whether the OSRD promotes permanent preservation of open space, agricultural land forestry land, other natural resources including waterbodies and wetlands, and historical and archeological resources;
3. whether the OSRD promotes a less sprawling and more efficient form of development that consumes less open land and conforms to existing topography and natural features better than a conventional subdivision;
4. whether the OSRD reduces the total amount of disturbance on the site;
5. whether the OSRD furthers the goals and policies of the [choose] open space/ master/ comprehensive plan(s);
6. whether the OSRD facilitates the construction and maintenance of streets, utilities, and public service in a more economical and efficient manner.
7. whether the Concept Plan and its supporting narrative documentation complies with all sections of this zoning bylaw.

XII. INCREASES IN PERMISSIBLE DENSITY

The Planning Board may award a density bonus to increase the number of dwelling units beyond the Basic Maximum Number. The density bonus for the OSRD shall not, in the aggregate, exceed fifty percent (50%) of the Basic Maximum Number. Computations shall be rounded to the lowest number. A density bonus may be awarded in the following circumstances:

1. For each additional ten percent (10%) of the site (over and above the required 50%) set aside as open space, a bonus of five percent (5%) of the Basic Maximum Number may be awarded; provided, however, that this density bonus shall not exceed 25% of the Basic Maximum Number.
2. For every two (2) dwelling units restricted to occupancy by persons over the age of fifty-five, one (1) dwelling unit may be added as a density bonus; provided, however, that this density bonus shall not exceed 10% of the Basic Maximum Number.
3. Where the Planning Board determines that the development is in substantial conformance with the document entitled "Town of _____, Residential Design Guidelines," a bonus of up to fifteen (15%) percent of the Basic Maximum Number may be awarded.

1. For every two (2) dwelling units restricted to occupancy for a period of not less than fifteen (15) years by persons or families who qualify as low or moderate income, as those terms are defined for the area by the Commonwealth's Department of Housing and Community Development, one (1) dwelling unit may be added as a density bonus; provided, however, that this density bonus shall not exceed 10% of the Basic Maximum Number.
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The bylaw was originally produced by the Metropolitan Area Planning Council, Boston, Massachusetts (August 2000). Assistance was provided by the Green Neighborhoods Alliance, a partnership involving the Massachusetts Office of Coastal Zone Management; Camelot Realty Trust; Massachusetts Audubon Society; North Shore Advocacy Office; Massachusetts Executive Office of Environmental Affairs; Merrimack Valley Planning Commission; MAPC; North East Builders Association; Spearfields, Ltd.; Symes Associates, Inc.; as well as planners, planning board members, and open space committee members across the North Shore. Generous technical review was provided by Donald Schmidt, Principal Land Use Planner, MA Department of Housing And Community Development. The original version has been updated and amended by the Green Neighborhoods Alliance (August 2001).

APPENDIX D

DRAFT Demolition Delay Bylaw

DRAFT Demolition Delay Bylaw
for
Historically or Architecturally Significant Buildings

Section 1. Intent and Purpose

Intent and purpose: the Demolition Delay bylaw is enacted for the purpose of preserving and protecting significant buildings within the Town Georgetown. Such buildings reflect distinctive features of the architectural, cultural, economic, political, or social history of the Town, and their preservation promotes the public welfare by making the Town a more attractive and desirable place to live and work.

The intent of the bylaw is to provide an opportunity to develop preservation solutions for significant, preferably preserved properties threatened with demolition. The bylaw is intended to encourage owners and townspeople to seek out persons who might be willing to purchase, preserve, rehabilitate, or restore such buildings rather than demolish them, and to limit the detrimental effect of demolition on the historical architectural resources of the Town. To achieve these purposes, the Georgetown Historical Commission ("the Commission") is empowered to advise the Building Inspector with respect to the issuance of permits for demolition of significant buildings, and, where appropriate and consistent with the intent and purpose of this bylaw, to allow demolition under conditions designed to minimize the loss of distinctive features of significant buildings.

Section 2. Definitions

2.1 Building - A structure enclosed within exterior walls or firewalls, built, erected and framed of a combination of any materials to form a structure for the shelter of persons, animals or property.

2.2 Demolition - Any act of pulling down, destroying, removing, razing or moving a building or commencing the work of moving or of total or substantial destruction with the intent of completing the same.

2.3 Building Inspector - The administrative chief of the building department who is charged with the administration and enforcement of the State Building Code, 780 CMR, and is authorized to issue demolition permits.

2.4 Commission - The Georgetown Historical Commission.

2.5 Demolition Permit - The permit issued by the Building Inspector as required by the State Building Code for a demolition, substantial demolition or removal of a building.

2.6 Historically or Architecturally Significant Building - Any building, in whole or in part, which is at least 75 years old, or is of unknown age and:

(a) which is listed on, or is a contributing building within an area listed on the National Register of Historic places, or which is the subject of a pending application for such listing, or is eligible for such listing; or

(b) is included in the Cultural Resources Inventory prepared by the Commission; or

(c) has been determined by vote of the Commission to be a significant building after a finding by the Commission that the building meets one or more of the following three criteria:

- i. Historical Importance.** The building meets the criteria of historical importance if it:

 - a. has character, interest or value as part of the development, heritage or cultural characteristics of the town of Georgetown, the Commonwealth of Massachusetts or the nation, or;
 - b. is the site of an historic event, or;
 - c. is identified with a person or group of persons who has some influence on society, or;
 - d. exemplifies the cultural, political, economic, social or historic heritage of the community.
- ii. Architectural Importance.** The structure meets the criteria of architectural importance if it:

 - a. portrays the environment of a group of people in an era of history characterized by a distinctive architectural style, or;
 - b. embodies those distinguishing characteristics of an architectural type, or;
 - c. is the work of an architect, master builder or craftsman whose individual work has influenced the development of the Town, or;
 - d. contains elements of architectural design, detail, materials or craftsmanship, which represents a significant innovation.
- iii. Geographic Importance.** The structure meets the criteria of geographic importance if:

 - a. the site is part of, or related to, a square, park, or other distinctive area, or;
 - b. the structure, as to its unique location or its physical characteristics, represents an established and familiar visual feature of the neighborhood, village center, or the community as a whole.

Section 3. Procedure

3.1 No permit for the demolition of a significant structure or part thereof shall be issued except as provided in this bylaw, as well as in conformity with the provisions of other laws and ordinances applicable to the demolition of buildings and the issuance of permits generally.

3.2 Application contents: Every application for a demolition shall be filed with the Building Inspector and shall contain the following information: (i) the address of the building to be demolished, (ii) the owner's name, address and telephone number, (iii) a brief description of the type of building and the condition requiring issuance of the permit; (iv) date of building as established by the Board of Assessors, deed or documentation verifying year of construction, and (v) a brief description of the proposed reuse, reconstruction or replacement on the premises upon which the building is located.

3.3 Within seven (7) working days from receipt of any application for a demolition permit, the Building Inspector shall forward a copy to the Georgetown Historical Commission. No demolition permit shall be issued during this time.

3.4 Within ten (10) working days after receipt of the application for demolition permit by the Commission, the Commission or its designee shall make a Determination of Architectural and/or Historical Significance. Upon determination by the Commission that the building is not architecturally and/or historically significant, the Commission shall so notify the Building Inspector in writing. Upon receipt of such notification, or after the expiration of fifteen (15) working days from the date of submission to the Commission, if the Building Inspector has not

received notification from the Commission, the Building Inspector may issue the demolition permit.

3.5 Upon determination by the Commission that the building is historically and/or architecturally significant, the Building Inspector and applicant shall be so notified in writing, and a demolition permit shall not be issued. The Commission shall hold a public hearing within thirty (30) days of the Determination of Significance to determine whether the building should be preferably preserved. Public notice of the time, place and purpose of the hearing shall be published by the Building Department at the expense of the applicant in a newspaper of general circulation in the Town not less than seven (7) days before the day of said hearing and shall be posted in a conspicuous place in the Town Hall for a period of not less than seven (7) days before the day of said hearing.

3.6 If after a public hearing the Commission determines that the significant building should not be preferably preserved, the Commission shall notify the Building Inspector, in writing within five (5) working days of the hearing and the Building Inspector may issue a demolition permit upon receipt of the written decision.

3.7 If after a public hearing the Commission determines that the significant building should be preferably preserved, the Commission shall so notify the Building Inspector in writing within five (5) working days of the hearing, and no demolition permit may be issued until six (6) months after the date of the determination by the Commission.

3.8 Notwithstanding anything contained in paragraph 3.7, the Building Inspector may issue a demolition permit for a preferably preserved building at any time after receipt of written advice from the Commission to the effect that either:

- (i) the Commission is satisfied that there is no reasonable likelihood that either the owner or some other person or group is willing to purchase, preserve, rehabilitate or restore such building, or
- (ii) the Commission is satisfied that for at least six (6) months the owner has made continuing, bona fide and reasonable efforts to locate a purchaser to preserve, rehabilitate or restore the subject building, and that such efforts have been unsuccessful.

Section 4. Responsibility of Owners

Once a Significant Building is determined to be a preferably preserved building, the owner shall be responsible for properly securing the building, if vacant, to the satisfaction of the Building Inspector. Should the owner fail to so secure the building, a subsequent destruction of the building at any time during the six month demolition delay period, which destruction could have been prevented by the required security measures, shall be considered a demolition in violation of this bylaw.

Section 5. Emergency Demolition

Notwithstanding the above provisions, the Building Inspector may issue a demolition permit at any time in the event of imminent and substantial danger to the health or safety of the public due to deteriorating conditions. Prior to doing so, the Building Inspector shall inspect the building and document, in writing, the findings and reasons requiring an emergency demolition, a copy of which shall be forwarded immediately to the Commission. Before allowing emergency demolition, the Building Inspector shall make every effort to inform the Chairperson of the Commission of his intention to allow demolition before he issues a permit for emergency demolition. No provision of this bylaw is intended to conflict with or abridge any obligations or rights conferred by Massachusetts General Laws, Chapter 143 regarding removal or demolition of

dangerous or abandoned structures. In the event of a conflict, the applicable provisions of Chapter 143 shall control.

Section 6. Enforcement and Remedies

6.1 The Commission is authorized to adopt rules and regulations to carry out its duties and functions under this bylaw.

6.2 The Commission and/or the Building Inspector are each specifically authorized to institute any and all actions and proceedings, in law or equity, as they may deem necessary and appropriate to obtain compliance with the requirements of this bylaw or to prevent a threatened violation thereof.

6.3 No building permit shall be issued with respect to any premises upon which a significant building has been voluntarily demolished in violation of this bylaw for a period of two (2) years after the date of the completion of such demolition. As used herein, "premises" refers to the parcel of land upon which the demolished significant building was located and all adjoining parcels of land under common ownership or control.

6.4 Notwithstanding the foregoing, whenever the Commission shall, on its own initiative, or on application of the landowner, determine that earlier reconstruction, restoration or other remediation of any demolition in violation of this bylaw better serves the intent and purpose of this bylaw, it may, prior to the expiration of said period of two years, authorize issuance of a building permit, upon such conditions as the Commission deems necessary or appropriate to effectuate the purposes of this bylaw, and may so notify the Building Inspector pursuant to Section 3.8 of this bylaw.

Section 7. Historic District Act

Nothing in this bylaw shall be deemed to conflict with the provisions of the Historic District Act, Massachusetts General Laws Chapter 40C. If any of the provisions of this bylaw do so conflict, that act shall prevail.

Section 8. Severability

In case any section, paragraph or part of this bylaw be for any reason declared invalid or unconstitutional by any court, every other section, paragraph and part shall continue in full force and effect.